

PART.

Calebria, Grant, from... based, str. Armanula...

EN. Halifax for Penarth... on 49.

MARINERS. Notice is hereby... Mr. Randall Ft... red, No. 4, re... a mile into Sanborn...

Whale Ledge buoy, ad... admitted Feb. 5, was...

Lighthouse to French... lanan Reef buoy, ad... reported admit Feb. 5,

to Portsmouth—Boon... 1st class, ann... in white letters, is re... be replaced as soon...

14—Notice is hereby... Ledge buoy, 2nd class... was reported admit Feb. 8, was placed in...

15—The Quonooconoc... located a dangerous... of the station and... The wreck is in... in the vicinity be... and lies in the... The spars are in...

John Englis at Port... reports a dangerous... to a sunken wreck... and Block Island...

16—The Supervisor of... of New York gives... March is a cable will... of Governor's Island... New York Harbor...

between the white... outh of Ellis Island... channel to the dock... continued in anchor... line of cable a good...

Steamer Newfield was... being harbor buoys... ice floes. She will... today to pick up a... out of position.

17—Deaths occur... of subscribers will... in THE SUN. In... the name of the... any the notice.

18—At the home of the... James street, Feb... E. E. Daly, John... the law firm of... Quincy, Mass., to... daughters of W. E...

19—Feb. 14th, in Bos... Southwick, of Bos... daughter of Al... mple, York county...

20—The C. P. R. at... 15, William... Queens Co., aged... and seven children to... May his soul rest in...

21—On Feb. 15, Char... Mrs. D. Strang... husband and four sons...

22—On Feb. 17th, after... Thomas Sweeny, leav... and a brother to...

23—Mr. Albert Co... and Durning... out six hundred... & L. Prescott of... of Riverside is... lumbering at New... Mr. Bishop has... the present time... deals that were... be shipped from... ending of naviga...

24—He was appointed... a bent Co... and successful... was held last... of Rev. I. B... Hopewell B... erend gentleman... the sum of over... other articles of... was furnish... during the... enjoyable time...

25—At Denver, Col... rd W. Downie... ty to Miss Eve... of Denver. The... he will reside at... ings, Wyoming... a assistant audi... the Park Associa...

26—Formerly of New... Sherbrooke, N... the mill of the... Co. L. O. A., met... day, Feb. 1st... wing officers for... S. C. Moore... Steeves, deputy... s, chaplain; M... Frank Milton, F... surer; D. M. El... oodworth, L.; G... man, D. L. The... will be celebrated...

27—Mr. Martin of P... E. I. wants to know... whether the govern... intend to provide... that only Canadian... labor will be emp... in the construction... of subsidiary rail... ways.

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The leading clothiers of this section are on their mettle—their title they won after many battles they won't give it up. You can't equal them—quality first and price second, but after all their prices are lower than any. If Fraser & Co. can win your custom by straightforward deals they want it; if they can't so win it they don't want it.

FRASER, FRASER & CO., CHEAPSID. 40 and 42 King Street, St. John, N. B.

PARLIAMENT.

The St. John Pilotage Investigations and Their Cost.

The Debate on the Yukon Railway Deal Continued.

J. Henry... of St. John, and H. Nagle, of Halifax, Appointed to Permanent Military Force.

OTTAWA, Feb. 17.—Hon. Mr. Haggart resumed the discussion of the also about the reconstruction of the the Kaslo and Slocan road, which has been adopted as the standard for the proposed road, had a maximum gradient heavier than any other line in Canada, except the electric railway. Its sharpest curves were thirty-nine degrees, which were sharper than any curve on any other road in the dominion. Mr. Haggart denied that he and his party were opposing the development of the Yukon. They were ready to pay for the construction of the road as a government work, if there were no other way to keep these lands out of the hands of monopolists. Incidentally Mr. Haggart stated that the dredging leases had been given out during the past two or three days, which were being hawked about among speculators, and intimated that favored persons were gathering in these leases for speculative purposes. After discussing the details of the contract, Mr. Haggart said it could only have been made by a government hypothesis by the being hawked about among speculators, and intimated that favored persons were gathering in these leases for speculative purposes. After discussing the details of the contract, Mr. Haggart said it could only have been made by a government hypothesis by the being hawked about among speculators, and intimated that favored persons were gathering in these leases for speculative purposes.

Hon. Mr. Fisher, minister of agriculture, followed. He started out with the declaration that most of the miners were aliens and had no right to expect the rest of the people of Canada to sacrifice too much for them.

After dinner Hon. Mr. Fisher continued. His remarks were mostly in the same line as Hon. Mr. Sifton's. But he made one interesting statement when he announced that the contract had today been changed in two important particulars. About Tupper had shown that one fatal subsection of the contract departed from the rule that assigned alternate blocks of three miles square. By this subsection it was provided that contractors might prolong their blocks containing twelve miles at right angles on each side of their base line, giving contractors the power to select as many unbroken strips of twenty-four miles by three as they wanted. Hon. Mr. Sifton professed to make light of the objections to this clause. Today, however, the justification was furnished to Sir Charles' condemnation. The minister of agriculture announced that this sub-clause had been changed so that the government would have alternate blocks on these cross sections as elsewhere.

The debate was continued by Mr. Osier, opposition, and Mr. Bertram, government.

NOTES. The season for small fishing has been extended until 23rd inst., inclusive.

Sir Louis Davies informed Mr. Martin (P. E. I.) that the government proposed to ask for twenty-five hundred dollars for the China Point wharf, and hoped to have it ready for spring shipping.

Mr. Davies declined to tell Mr. McDougall what changes had been made in the marine staff in Cape Breton. He and his colleagues would bring down the returns of all official changes if moved for.

Hon. Mr. Laurier promised to bring down the correspondence relating to the late offers for the construction of the Yukon railway.

Mr. Ellis will ask the government how many inquiries have been held on the St. John pilotage, and what the investigations cost.

Mr. Kaulbach will ask whether the government propose to impose an export duty on logs.

Mr. McInerney puts on the order paper a series of questions about A. E. Killam and his position on the railway. The member for Kent also wants to know the particulars about Killam's cows.

Mr. Martin of P. E. I. wants to know whether the government intend to provide that only Canadian labor will be employed in the construction of subsidiary railroads.

Sir Charles Hibbert Tupper will ask about the state of the pay rolls in Hon. Mr. Tarte's department, and also about the reconstruction of the western block.

OTTAWA, Feb. 18.—Col. Sam Hughes was the first conservative member to speak in the Yukon contract. He claimed that the government was acting with energy and promptness, and though he would like to see modifications in the contract, he would support it. One of the contractors, Mr. MacKenzie, residing in the summer in his constituency, and he had the highest opinion of his character and ability. It is said that Mr. MacKenzie not only re-

not the statement that John Connor, Greenfield and others have been dredging areas on the river beds in the Yukon district, it may be worth while to give authority. John Connor showed the Sun correspondent receipts from the interior department for \$8,500, stating that he had obtained leases for 85 miles. The same night David Russell exhibited to your correspondent a deposit receipt for \$28,500, money placed to the credit of Mr. Sifton for 285 miles of which Mr. Russell stated he had that day obtained a lease on behalf of himself, Messrs. Greenfields, Stroud and others. Yesterday's Montreal Herald contains the statement that Joseph Mercier, brother of the late premier of Quebec, expressed himself much pleased with the prospect of the gains from 285 miles of the river bed leases which syndicate had obtained, which seems to be the same syndicate as that for which Mr. Russell acted. Mr. Mercier said he had already received an offer of forty thousand for part of the interior treaty rights on the St. Lawrence river. Mr. Russell strongly condemned Sir John Macdonald for allowing Canadian rights on the St. Lawrence river to be curtailed by the Washington treaty. He was not sure that they were so curtailed, but if they were, Sir John was to blame for it. Mr. Sir Charles H. Tupper and Mr. Powell tried to elicit from Mr. Russell an opinion as to whether Canada has less rights now than before the treaty, but he declined to give an opinion either as to what the rights were before the treaty or what they were now.

Mr. McInerney pointed out that Mr. Russell, though a distinguished jurist, condemned Sir John's course without venturing to give an opinion himself. Hon. Mr. Sifton had taken the responsibility of saying that Canadian rights were curtailed, and that they were longer than before the treaty, and challenged Hon. Mr. Sifton or any other minister to repeat his injudicious admission, which he declared the ministers would not dare to do pointed out the need of early railway construction. The government now pretends that not until July had they this information, and that only at the beginning of the present session was the need of a railway understood.

Mr. McInerney made a very effective criticism of the contract, pointing out that according to the engineer's estimate of the area of the land grant it would not be 3,700,000 acres, but 4,200,000 acres; that no security had been taken for steamboat connections, and that the allotment of land would give the contractors practical control of the whole mineral resources of the country. Following the example of the character in Monte Cristo, the contractors would say, "The Yukon is mine."

Mr. McClure moved the adjournment of the debate.

NOTES. Premier Hardy of Ontario addressed a mass meeting here tonight, and many members went to hear him.

Seymour Gourley, barrister, of Toronto, applied today to the minister of justice for a new trial for the engineer, convicted of murder of the Armentan pedler. This application was made under the criminal code. Hon. Mr. Mills gave the counsel for the prisoner a long and patient hearing, and refused to grant the application, which the minister had previously examined. Mr. Gourley leaves for home tomorrow.

OTTAWA, Ont., Feb. 20.—Particulars of the proposition of Hamilton Smith's syndicate are now known, as between now and the end of the debate. Mr. McInerney held that the treaty of Washington enlarged rather than curtailed our rights.

Turning to Hon. Mr. Sifton's speech on the main issue, Mr. McInerney observed that the minister previously examined more than four hours defending the points that had not been attacked, and half an hour in defence and explanation of the contract itself. He charged that the government had suppressed Mr. Ogilvie's reports, received more than a year ago, and had sought to deceive the house into supposing that the information on which the present pieces of urgency is made was only obtained late last summer.

In 1896 Mr. Ogilvie informed the government of the wonderful gold deposits in Bonanza and Eldorado Creeks, and told how miners were making one thousand dollars per day. Mr. Ogilvie nearly two years ago several members. The company, which includes some extremely wealthy English capitalists, desired to build the road to the Bonanza and Eldorado Creeks. Since the government makes it clear that only the Stikine route will be accepted, the representative of the company agreed to build by that route. Since a cash subsidy was refused, he offered to take the land. While MacKenzie and Mann got four million acres of land, Hamilton Smith offered to take one million, while MacKenzie and Mann are to have a monopoly, he is willing that the country should be left open to competition. The government claims that a bargain is to be made after the first flurry was over there was to be little opposition in the country to the contract.

Clark Wallace had the floor at recess.

Clark Wallace exposed Hon. Messrs. Blair and Sifton's misrepresentation of his previous language. He went on to point out some difficulties in connection with the United States customs regulations that might be met and argued that the company need not spend one dollar in the development of their lands in order to get a very large gain in gold.

Hon. Mr. Patterson, minister of customs, explained that the government had no fear of hostile customs regulations and went on to contend that the company were getting no great gift in this land.

An interesting scene occurred late in the evening, when Hon. Mr. Patterson scolded the opposition members be-

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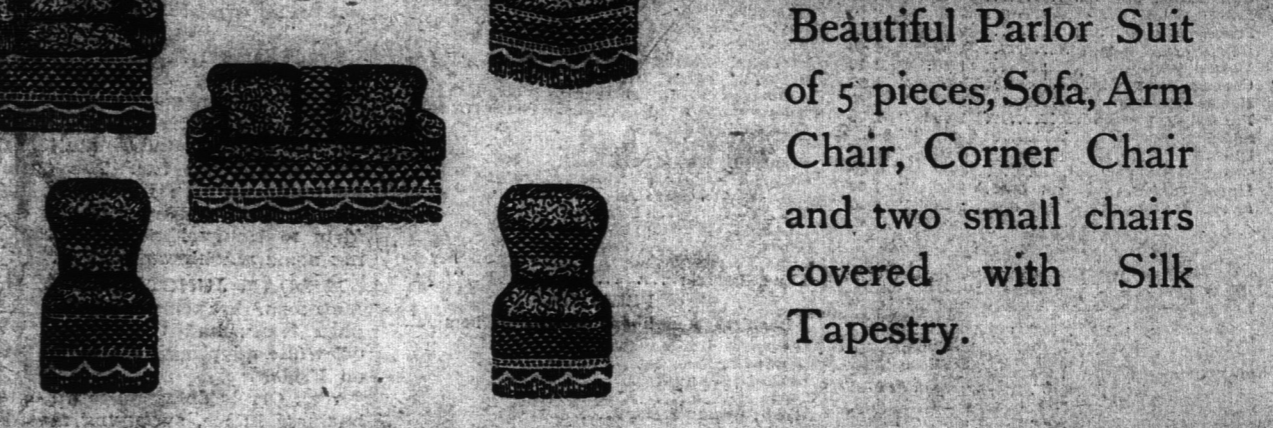
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We are now offering some Special Bargains in Furniture and have several Parlor Suits and Bedroom Suits which we have much reduced in price, and a splendid opportunity is offered to secure bargains.

\$48.00 only for this Beautiful Parlor Suit of 5 pieces, Sofa, Arm Chair, Corner Chair and two small chairs covered with Silk Tapestry.

\$14.50 for this Hardwood Bedroom Suit, Antique Finish. Dressing Case has Fancy Shaped Mirror 20 x 24 inch, with Lamp Shelf at side.



cause he said they had expressed the hope that the senate would throw out the bill. This, he declared, was an insult to the senate. When asked to name the members who spoke of the senate, Mr. Patterson said if the members had not done so the press had.

Mr. Davis asked Hon. Mr. Patterson if he knew who first in the course of the debate had discussed the prospective action of the senate.

Falling to get a reply, Mr. Davis said it was the minister of the interior, and later Sir Charles Tupper read Hon. Mr. Sifton's threat of what result would follow the defeat of the bill in this house or elsewhere. This, he said, was the first mention of the senate in the debate.

Mr. Monk has the floor for tomorrow.

NOTES. Walter Barwick of Toronto has been appointed by the government to defend them in the Drummond Counties railway enquiry. Mr. Barwick was the counsel who, as solicitor of the Ontario Bank, directed the investigation into the Bala Des Chalours steal in 1891.

J. Harry Kaye of St. John has been appointed to the Canadian permanent military corps. He will probably be stationed at St. John, Quebec.

Lieut. Nagle of Halifax has also received a permanent appointment.

OTTAWA NEWS. OTTAWA, Ont., Feb. 15.—The supreme court today argued the case of the Hamilton and Taylor and the Employers' Liability Insurance Company and Taylor, the latter being an appeal of the company from a judgment requiring the payment of six thousand dollars on the life of the late Taylor. Mr. Ritchie for appellant, Messrs. Pappier and Blair for respondent.

F. P. Field of Montreal had a meeting with the minister of railways today and tried to persuade Mr. Blair that Traffic Manager Harris' freight regulations will be very damaging to the lumber industry of New Brunswick. The minister was informed that much of this lumber was green and heavy and a good deal of it of a cheap class. The regulations that only ten tons could be carried as a loaded might be well enough for dry pine boards of Ontario, but would be ruinous when applied to western species.

John Connor of St. John is in a happy frame of mind tonight. The losses for the dredging in the tributaries to the Yukon were assigned today. Mr. Connor got the largest quantity. The Hon's share of the dredging leases were awarded to a group of investors represented by David Russell, formerly of St. John. They include Greenfields and Steward of Montreal, and have obtained 285 miles, putting in a check for \$28,000. The price received is \$100 per mile annually. All leases available were applied for several times over, but not all applicants were ready to pay in advance the first year's interest. Connor was one of the fortunate ones who had his money ready.

Hon. Mr. Sifton has \$8,500 of his tonight and Mr. Connor has the river beds—what, it should be said, he had them, for he explained tonight that they are already sold to a syndicate, to Geo. Gould, Edwin Gould and other New York parties.

The report brought down today from the geological survey gives the approximate value of the gold taken from the Yukon district down to date. The total is four million and thirty-eight thousand dollars, of which two and a half million was obtained last year.

ORILLIA, Ont., Feb. 21.—Fire last night destroyed the residence of Jas. Arthur, farmer, in the township of

Richmond, N. B., arrived at Sydney on the 23rd by the steamer Bruce, from Placentia, Newfoundland. Ship Cumberland was on the Sectional

TELEGRAPHIC NEWS. QUEBEC. MONTREAL, Feb. 16.—Archbishop Bruchet declared in an interview today that the Catholics may not belong to the Y. M. C. A. or Y. W. C. A. About two hundred Catholics are on the books of the Y. M. C. A. At a meeting of the Canadian Pacific railway officials at Windsor station this morning, it was decided to cut rates to the maritime provinces. The cut will come into effect on the first day of March.

MONTREAL, Feb. 21.—The C. P. R. today announced a reduction of first-class passenger rate to Toronto to \$5; the rate was formerly \$10.40, and was cut to \$9 a short time ago by the C. P. R. The cut is another step in the company's tariff war with the Grand Trunk, which started over the Klondyke rates.

ONTARIO. TORONTO, Feb. 21.—Ontario nominations take place tomorrow. Whitney, the leader of the opposition, is confident of victory. He says the opposition will make heavy gains in Eastern Ontario and the government will meet many surprises in other sections of the province.

MARINE MATTERS. The following charters are reported: Bark Ecuador, from Philadelphia to Japan, oil, 23 to 26; brig, G. B. Lockhart, from Cleveland to New York, sugar, 10; scho, Helen B. Kenney, from Mobile to N. S. Cuba, lumber, 45.50; Spanish gold; Gypsum Empress, from Quebec to north of Hibernia, sugar, 21 to 22 cents; H. B. Bonanza, from Macoris to New York, sugar, \$1.20 and port charges; Walrus, from Cape Sable to New York, logwood, \$3.125, and roots, \$3.50; Gypsum King, from New York to St. John, P. E., coal, \$1.20 and port charges; Sycamore, from Monte Christi to New York, logwood, \$3 and port charges; Mary F. Conson, from Ellersburgh to Portland, coal, 7c; Geneva, from Edgewater to St. John, N. B., coal, P. E., coal, \$1.10.

Str. Simonside comes here to load deals for Hull at