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$1.00 per inch for ordinary transient advertising.

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SUN PRINTING COMPANY,
ALFRED MARKHAM,
Manager.

THE WEEKLY SUN.

ST. JOHN, N. B., FEBRUARY 2, 1898.

THE YUKON LAND GRANT.

At the Manchand banquet on Wednesday evening Mr. Tarte and Mr. Fisher stated that a contract had been made for the construction of a railway to the Klondyke without pledging the country to a single cent. The ministers did not go into particulars, but we have them in detail from the Ottawa correspondent of the Toronto Globe. The full details of the contract are given, explained and defended in this authorized account. From it we learn that the contractors, Mr. Mackenzie of Montreal, and Mr. Mann, are to receive a grant of no less than 3,750,000 acres of mineral lands, to be selected in the Klondyke provisional district, and from that portion of the Northwest Territory lying west of the Mackenzie and Liard rivers, north of the 60th degree of latitude. This grant comprises an area of 5,865 square miles, or 25,000 acres for each mile of railway to be constructed. The government is collecting a royalty of 10 per cent. on the gold obtained from the placer claims located on the Yukon, but these contractors are only to be asked to pay one per cent. If the Yukon country in anything like as rich as is currently believed, Mackenzie and Mann will be by far the greatest owners of gold bearing properties in the world.

Apart from the exceptional nature of this enormous concession, the time has gone by when large land grants for railway subsidies should be regarded as a trifling matter. The transfer to private persons or to railway corporations or contractors of great areas of the public domain was as best only excusable in the past, when public sentiment would not have sanctioned large cash contributions, and when the credit of the country had not been established. But it would have been better for the dominion today if every acre of land granted to railway companies were now public property, and the companies had received instead a sum of money which, at the time the grant was made, would have been regarded as an equivalent.

Only last year the country was asked to commend the Crows Nest Pass bill, though it gave the Canadian Pacific company a far larger subsidy than the company had agreed to accept from the late ministry. An argument on which the minister of railways laid great stress was that under the arrangement the public recovered a large area of coal and mineral lands, which had been granted in railway subsidies by the province.

If it were possible to undo what was done in the past in this province, it is safe to say that one large land grant made many years ago, would revert to the public. The most cheerful feature in the contemplation of the twenty-five million acre grant to the Canadian Pacific is the recollection that it might have been worse, as double the number of acres had been offered by a previous ministry. Since the contract with the Canadian Pacific was made too many other land grants have been given to railway companies in the Northwest, what with the lands belonging to these companies, to the Canadian Pacific, and to the Hudson Bay company, it is difficult for a group of settlers to procure homesteads adjoining each other.

The Stikeen railway grant is not agricultural land. The areas that are sought after in that region are of another sort. Then include, however, possibilities of wealth beyond the dreams of avarice, and an enormous certainty of immediate returns, should the fortunate owners care to unload them by sections on the European investor. Greater still are the possibilities of jealousy and heart burning in the future, when the explorer and prospector, seeking gold mines, finds himself headed-off at the otherwise happy moment of discovery by the lines of the great gold monopoly. The Mackenzie and Mann areas, extending and spreading themselves for hundreds of miles in alternate sections through this gold bearing region, are likely to cause the working miner and the humble gold seeker for generations to come to curse the day this Stikeen railway was built.

The contract is of course subject to the approval of parliament. It will be for the legislators to say whether it is prudent or wise to alienate these areas of the public domain, and whether it would not be better to encourage in some safer way the construction of necessary railways. Whatever action the government may ask or parliament may take, it is a great mistake on the part of ministers or people to assume that the country is pledging or paying nothing toward a public work when it contributes mineral lands equal to the area of a small province.

SALISBURY AND CHINA.

The New York Mail and Express is greatly impressed by the series of declarations made by British ministers on the occupation of China. "Lord "Salisbury," says this paper, "after a "woefully weak and vacillating policy "in dealing with the so called Euro-"pean concert, compelling the con-"tempt of the other great powers by "his utter failure to rise to the emer-"gency in either the Greek or Armen-"ian crises, has reversed himself, re-"deemed his government, and united "the country on a single issue as it "has not been united since the Russo-"Turkish war."

It is not easy to see wherein Great Britain has done anything remarkable in either case. The policy of Great Britain is and always has been, under strong governments, to protect British subjects and British interests in all parts of the globe. Great Britain does not acknowledge the same obligations to foreign peoples and foreign interests. The affairs of Crete and Armenia are not especially in the care of the British people, and though there were many who thought that Lord Salisbury ought to make war on Turkey in the interests of an oppressed Christian people, the government thought it better to act with other European nations presumably having the same humane purposes. To say that Salisbury excited contempt by declining to plunge his country and all Europe into a war after the first Armenian massacre is rather cheap talk, unless it is assumed that Great Britain is to be forever a Don Quixote, going about to make war on any country where oppression exists. Why did not the United States send a fleet to Constantinople or an army to Greece?

As to China, Lord Salisbury has done exactly what any recent prime minister, except Mr. Gladstone, would have done. It is impossible to say what Mr. Gladstone would have done in any emergency, but with the exception of certain Gladstonian precedents, the traditions of the empire for the last generation are all in favor of such action as Lord Salisbury has taken.

A TIME OF DANGER.

The government engineer who examined the route of the Stikeen railway, estimates the cost of constructing a narrow gauge line at $20,000 per mile, or $3,000,000 in all. The road, forming the connecting link between navigation on the Pacific and navigation on the Yukon, must absorb a great part of the traffic. The government gives the contractors of this line an extraordinary concession. It is provided by the contract that for five years from next September no charter shall be given to any other line of railway from Lynn canal, or any other point near the international boundary, into the Yukon. This gives Mackenzie and Mann a monopoly of great value. When it is considered that the contractors are free from competition and have no other check on their freight and passenger rates than is contained in the harmless clause requiring government consent to their charges, it will appear that they have a fair chance to get rich without the help of a subsidy.

But the subsidy allowed them seems to be entirely out of proportion to the service to be rendered. They get 3,750,000 acres of mineral lands, with the chance to take them in alternate sections, wherever they can find them in the richest gold fields of the Yukon. And while a miner who takes up a small area, and pays for his location, has to give the government a royalty of ten per cent. on the gold he finds, these contractors only pay one per cent.

It is probable, though Colonel Domville's view is to the contrary, that the Stikeen route is the best one from the Pacific coast into the Yukon gold fields. Except for this 150 miles of railway the journey is made entirely by water. The route up the Pacific coast is of course free to any one who chooses to sail on it. The right to navigate the Stikeen to the western terminus of the railway is free. The navigation of the Yukon and its tributaries is open to all manner of competition. Only on the connecting piece of narrow guage railway is there a monopoly. If there is a justification of government ownership of railways anywhere it would appear to be in a case like this. Especially does it seem to be most imprudent to hand over millions of acres of gold lands, believed to be the richest in the world, as an inducement to Mackenzie and Mann to accept this railway monopoly.

The Yukon wealth was not created for two men, and until something more is known about the location of the gold fields it is reckless administration to give any two millionaire contractors so large an area of these mineral lands. Talk about the proposed road costing no money is absolute nonsense. The ministers know that these 3,750,000 acres of Yukon lands can be bonded for millions the moment they pass into the hands of the company. Prudent people must feel alarmed when they find ministers of the crown talking carelessly of such a concession as if it cost the country nothing. When our rulers take this view of the national wealth it is a time of great danger.

AT FORT DUFFERIN.

The gratifying announcement is made elsewhere that St. John is to be the scene of the next Dominion artillery competition. It is probably not going too far to assume that the recommendation of the council of the association will be accepted, and that the Canadian teams with the British visitors will meet here. The presence of the British contingent adds materially to the interest of the occasion. Canadian teams, which have taken part in competitions in England have been received with the kindest hospitality. There will be a natural desire that the same cordial and kindly treatment shall be extended to the visiting artillerymen from the mother land. This feeling on the part of the militia will be shared by the people of the city which is honored by the visit, and the city council may be expected to take some steps to give effect to this sentiment.

The father of the British house of commons had a rather comfortable time in his later days. Mr. Villiers hardly visited his constituency once a decade. He had not been in the house of commons for years at the time of his death. Forty-five years ago the office of ex-financier in chancery, which he had held, was abolished and he received a pension of £750 a year thereafter. Twenty-six years ago he was allowed an additional pension of £1,200 as a privy councillor. These two allowances gave him nearly $10,000 a year, on which he has lived quite comfortably as a bachelor.

Hon. C. H. Mackintosh, the Canadian manager of the British America Corporation, is a sanguine man. Lord Dufferin, the president of the company, read from the chair of the annual meeting the other day the following despatch from him: "The British America Corporation has secured and holds the key to a majority of the golden treasure houses of British Columbia. We will practically control the mineral resources of this province. I predict a brilliant future for the corporation and congratulate the shareholders." But Mr. Mackintosh has not yet bought the Le Roi.

Rev. D. V. Lucas is thankful that we have a government with courage to say that if the people want prohibition he will give it to them. It is well to be thankful, and Mr. Lucas will have additional cause if he finds the ministers with courage to do what they promise. It is usually in the performance and not the promise that Sir Wilfrid fails.

"Has the national policy made you rich?" the Toronto Globe used to ask. Has a government contract made you rich? is a suitable question now. It is understood that the Crow's Nest railway contract was worth more than a million dollars each to Senator Cox and Mr. Jaffrey, one of whom is president of the Globe company. The Drummond railway contract, if it goes through, will be worth a million dollars to Mr. Greenshields. The Stikeen contract is probably good for several millions to Mr. Mackenzie and Mr. Mann.

DIRECT CABLE.

The following is self-explanatory:

JAMAICA, 31st Jan., 1898.
The Chamber of Commerce, St. John:
The Royal Jamaica Society of Agriculture and Commerce congratulates your chamber of commerce on the completion and opening of direct cable communication, and hope it may lead to a large extension of business between the dominion and the British West Indies.

ST. JOHN, 31st Jan. 1898.
The Royal Jamaica Society of Agriculture and Commerce, Jamaica:
St. John Board of Trade heartily reciprocates congratulations of Jamaica Society of Agriculture and Commerce, and hopes completion of cable may result in large increase of business with the dominion.
D. J. McLAUGHLIN, President.

WHERE THE COST CAME IN.

(From the Chicago Tribune.)

"This French claret tastes exactly like the California claret I bought here two weeks ago, and you charge a dollar a bottle more for it. What makes the difference?"

"It costs us more for the labels. We have to send clear to France for them."

When the fond mother creates a soler disturbance with her slipper the naughty offspring sees stars.

We Beat
The Record
Last Year

THE St. John Business College

In the number of our students placed in good positions. We are ready to repeat the operation this year, and invite correspondence from all who need well trained bookkeepers, stenographers and typewriters.

Our business practice (latest New York system) is a great success.

Business and Shorthand Catalogues mailed to any address.

S. KERR & SON,
St. John, N. B.
Odd Fellows' Hall.

BOSTON LETTER.

The Exodus to the Klondyke from New England.

The Cotton Strike—Wants a Divorce—The Lumber and Fish Market Reports.

BOSTON, Jan. 29.—The exodus to the Klondike country from New England promises to reach amazing proportions during the next few months. There is not a possible shadow of doubt but that it will even excel the exodus that used to exist in the columns of the New Brunswick liberal press previous to the triumph of the Arthabaskaville statesman. Already hundreds of New Englanders have departed in the direction of the setting sun in order to secure early transportation from Pacific ports to the north. A number of former provincialists who were not altogether satisfied with their lot there, joined the Argonauts, some travelling overland and others going by way of Cape Horn. Daniel Blakely, who at one time worked at gold mining on Moose River, N. S., is endeavoring to boom a Klondike party at Northboro, this state. Mr. Blakely, who is a native of Halifax, is well versed in mining, and thinks he can withstand the hardships of the northwest. Six vessels, carrying gold seekers, have already left Boston.

The Klondike exodus is not the only one existing just now. The exodus of French Canadian mill operatives from New Bedford, Biddeford, and other centres continues. They are leaving New Bedford by the carload. Seventy-five left that city Thursday, and for over a week the daily average has been about fifty. With them it is either starvation or return to their old homes, where most of them have farms and plenty of relations. At present the twenty cotton mills of New Bedford are shut down, as are also the York mills at Saco, Me., the Laconia and Pepperell mills at Biddeford, the Androscoggin at Lewiston, the Eagle at Taunton, this state; the King Philip at Fall River, the White Rock at Westerly, R. I., and the Centreville mills at Centreville, R. I., all of which have employed large numbers of French Canadians. A respectable percentage of the French Canadians in these mill towns come from Westmorland, Kent, Gloucester and Madawaska counties in New Brunswick. A comparison of the wages paid before the cut down and those which would have been paid if the operatives had accepted the reduction in New Bedford may be interesting: Mule spinners, old wages, $15 per week, new $13.50. Carders and speeder tenders, old, $3.50; new, $5.85. Slashers, old, $9; new, $8.10. Weavers, old, $7; new, $6.50; frame spinners, old, $5; new, $4.50. Firemen, old, $8; new, $7.20. In New Bedford, common laborers receive from $10.50 to $12 per week; street car employes, $12 to $15, and the employes in other industries, $10.50 to $18.

The ninth annual meeting and dinner of the Marble Dealers' Association of New England and the Provinces was held at the American house here Wednesday. At the business meeting these officers were elected: President, Oliver M. Wentworth, Boston; vice presidents, Stephen Maslen, Hartford, Conn.; Stephen E. Stanton, St. John; Everett Torrey, Boston; John S. Treat, Portsmouth, N. H.; Redfield Proctor, Rutland, Vt.; Alonzo T. Farnham, Providence; directors, George E. Morrison, Biddeford, Me.; Chas. D. Palmer, Manchester, N. H.; E. R. Morse, Proctor, Vt.; John J. Love, Webster, Mass.; Wm. Green, Woodsocket, R. I.; Thos. C. Smith, New Britain, Conn.; Geo. I. Baxter, Fredericton.

A friend of J. M. Brophey, a travelling salesman, at one time a resident of St. John, but late of Chicago, addressed a letter to him there a few days ago. The letter was returned to the writer marked, "J. M. Brophey died at Cook County hospital, Jan. 18." Brophey had a number of relatives in St. John.

Ephraim Campbell, formerly of St. John, died in Cambridgeport, Wednesday, aged 67 years.

The Manhattan Steamship Company, which was formed in New York recently for the purpose of operating a line of steamships between New York, Maine and the maritime provinces, has elected Jonathan J. Hillman, president, and H. J. Newcomb, general manager. Contracts have been given for the construction of three steel twin-screw, high speed freight and passenger steamers.

Mrs. Elizabeth E. Driskel, formerly of St. Martins, has petitioned the Suffolk county supreme court for a divorce from her husband, Sidney Driskel. They were married at St. John in 1879, and lived at St. Martins. Mrs. Driskel alleged that her husband is living with another woman at Portland, who calls herself Mrs. Driskel. The case will be heard at the March term of court.

The state authorities were thrown into a flurry yesterday by a despatch from Cocagne, Kent county, announcing that a tramp supposed to be Paul Mueller, the farm hand who is wanted to answer a charge of murdering three members of the Newton family at Brookfield, had been arrested there by Constables Dysart and Richard. State Detective Murray was on the point of leaving for New Brunswick, as he is well acquainted in Kent, but he learned just in time that the tramp was probably not Mueller. Nearly a dozen persons suspected of being the murderer have been detained in various places since the murders.

The Lewiston Journal, Hon. Nelson Dingley's newspaper, has been attempting to show how the sky-high lumber duties benefit Maine lumbermen. The lumbermen themselves, however, and the shippers have not noticed any boom in the market. The Journal was even obliged to publish the following paragraph the other day: "For the first time in twenty years Pearce, Wilson & Co. of Lewiston have Lekner teams nor men in the woods this winter. 'It seems odd,' says Mr. Wilson, 'but it is better to wait until lumber is worth something. The low price of lumber is responsible in part, although there are other causes. Probably we shall get to work again next winter.'

According to reports in local shipping circles there are lively times ahead for the steamship lines doing business with the provinces. Many look for a fight to a finish between two or three of the lines with the probability of a new company taking a hand in the business. No matter what the outcome is it is predicted that the lower provinces will not suffer during the tourist season for lack of transportation facilities.

The following visitors were in town this week: Capt. Alfred Manley, S. Preston, Robert M. Magee, J. A. Driscoll, C. J. Cole and Mrs. Cole, Charles Miller and Mrs. Miller, Murray MacLaren, C. E. Laechler, Miss Annie Brereton, St. John; John F. Stairs, ex-M. P., S. M. Brookfield, F. C. Hart and Mrs. Hart, Mr. and Mrs. William Atherton, Francis O. Conor, Mr. and Mrs. B. T. Pearson and Miss Pearson, Halifax; Mr. and Mrs. A. H. Sinclair, Hon. L. E. Baker, Yarmouth; Graham Fraser, New Glasgow; A. S. Curry, Bridgetown, N. S.; George H. Eaton and Miss Elizabeth B. Eaton, Calais.

The board of general appraisers upholds the decision of former Attorney General McKenna in the opinion that section 22 of the Dingley tariff does not apply to goods shipped in bond through Canada to eastern ports in this country. This decision is undoubtedly final.

The action of the Ontario government in deciding to have all logs cut in Ontario after April next sawed in Canada is a serious blow to Michigan lumbermen. This action does not allow the American government to impose an additional duty on Canadian lumber, as the Dingley law provides that. Extra duties are to be collected only when foreign countries impose an export duty on logs. In this the framers of the Dingley lumber schedule have been beaten at their own game, and it is probable they will try again and amend it.

Regarding the lumber trade, the Transcript tonight publishes the following special dispatch from Washington: The lumbermen of this country have been considerably disturbed from time to time in the last three months by reports emanating from Washington to the effect that negotiations had been or were about to be begun for a reciprocity treaty with Canada, and that one of the provisions of the treaty, if the negotiations should be successful, would be a reduction of twenty per cent. in the duties on lumber imported into the United States from Canada. Persons engaged in the lumber industry, which had revived under the new tariff law, became seriously alarmed, and a number of them came to Washington to investigate the matter, and, if necessary, to do what they could to avert a threatened disaster. After a pleasant and satisfactory interview with President McKinley, and a conference with Commissioner Kasson, the lumbermen became satisfied that their fears were groundless. They were able to discover that no such negotiations as had been reported had been begun or were contemplated.

Laurie Leverman, eldest daughter of Henry A. Leverman, formerly of Halifax, died in Roxbury yesterday. The interment will be at Halifax.

John C. Horne of Waterville, Me., a horse buyer, well known in N. B. and P. E. I., died Friday at his home.

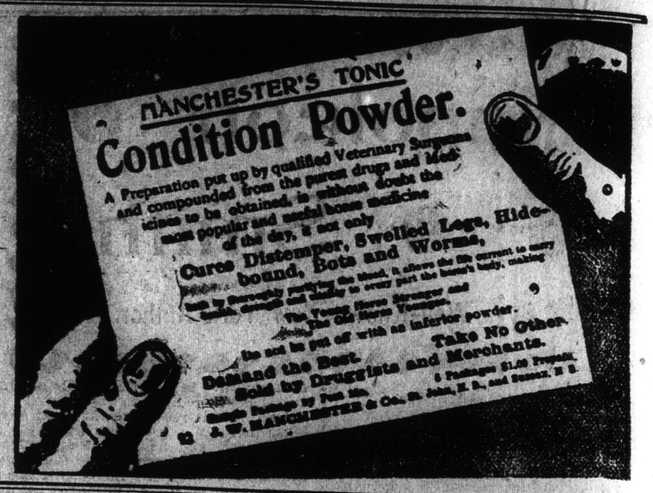
The following exports of flour, meal, etc., to the provinces this week are announced: 250 barrels flour, 100 half barrels do., to Yarmouth, per steamer Boston; 3,600 bushels corn, to Halifax, per schooner N. J. Crosby; 275 barrels cornmeal, 300 barrels flour, to Weymouth and Church Point, per schooner Clothilde; 6,500 bushels corn, to Halifax, per schooner Glyndon; 150 barrels flour, to Halifax, per steamer Halifax; 830 bundles wire, to St. John, per schooner Stella Maud.

The weather throughout northern New England today was the coldest known for many years. In several places the mercury dropped 40 below zero. In Boston the coldest was 2 above.

Orders continue very scarce in the lumber market, and trade is dull. Quotations are a shade lower, if anything, but even this does not tempt buyers. Random spruce cargoes are quoted at $11.50 to 12.50, and frames by car, 10 inches and under, at $13 to 13.50; clapboards are quiet and unchanged. Cedar shingles are dull at $2.60 to 2.70 for extras and $2.25 to 2.50 for clears. Pine and hemlock are also dull.

The fish market is generally quiet, and there is a great falling off in New England trade, due largely to the mill troubles. About 150 barrels of mackerel arrived from the provinces this week. Prices continue high. Codfish are quiet at unchanged prices. Barrel and box herring continue firm. Eastern smelts have been favored by cold weather, prices remaining at 6 and 7c. for common and 10c. for extra. Live lobsters are quoted at 14c. and boiled, 15c.

The Parrsboro Leader has been informed that F. R. Eaton is to build a ship at Kingsport next summer. James Rutherford has received the order for getting out the frame.



VETERINARY DEPARTMENT.

Conducted By J. W. Manchester V. S., St. John, N. B.

THE WEEKLY SUN takes pleasure in notifying its readers that it has perfected arrangements with J. W. Manchester, V. S., whereby all questions with respect to diseases of the lower animals will be answered by him, and treatment prescribed in those cases where it is asked for through the columns of THE SUN.

All enquiries must be addressed:

VETERINARY DEPARTMENT,
Weekly Sun, St. John, N. B.

Farmer.—My horse, nine years old, is lame in both fore feet, steps very short and keeps putting first one foot and then the other in front of him and resting; feet are small and donkey shaped and his chest is very hollow. Was this way when I bought him in city last summer and got no better. What shall I do?

Ans.—The trouble is navicular disease. The only remedy is to nerve him. Get your veterinary surgeon to operate.

Farmer.—Is there much danger of puncturing a cow that is swelled up badly from indigestion?

Ans.—Very little danger.

W. A. W.—Your mare is probably suffering from some kidney trouble, but it would be impossible from your description to say what the trouble is. You had better consult your veterinary surgeon.

J. J. B.—I have a horse with blood spavin on hind leg. Please prescribe.

Ans.—You probably mean what is known as bag spavin. Shoe with high-heeled shoes and blister repeatedly with Mercury Biniodide one part to Lard four parts.

M. L.—Yours is a case of chronic leminitis. Use bar shoes, blister around the coronet and give rest. Will never get entirely well.

WHAT SPRINGHILL DEMANDS.

Must Have the I. C. R. Diverted to Pass Through the Town.

(Observer.)

A special meeting of the Board of Trade was held in their room Wednesday evening and was well attended, the vice president, S. McDowell, in the chair.

The vice president explained that the special meeting had been called at the request of several of the members for the consideration of the railway question.

Geo. Ross, Esq., and J. E. Simpson then addressed the board at length in favor of urging upon the government to divert the main line of the I. C. R. to pass through the town. Mr. Simpson then offered the following resolution:

"Be it therefore resolved, We as a Board of Trade pledge ourselves to stand shoulder to shoulder in asking for what we believe to be a reasonable request and the most needed measure for the prosperity of the town in particular and country in general, and that each elector in the town and each farmer in the country interested in the town as a market, be asked to stand with us until such times as the I. C. R. is made to pass through or near Springhill.

"And, that we further pledge ourselves to seek the co-operation of every elector in the town and outlying districts in bringing such pressure to bear upon the government of the day as will convince the government that the diversion of the I. C. R. so as to pass through Springhill is a necessity not only to Springhill, but to a constituency large enough to warrant the cost."

After a spirited discussion the resolution was passed with great enthusiasm unanimously and by a standing vote.

A committee was then appointed to request A. E. Fraser, M. P. P., the mayor and town council, as well as the Board of Trade, to endorse the above resolution.

CUSTOMS RECEIPTS.

Statement of customs revenue at St John for the month of January, 1898, compared with January, 1897:

	1897.	1898.
Customs duty	$46,033 54	$49,147 29
Sick mariners' fund	667 43	598 33
Steamboat inspection fees	11 24	10,410 44
Bonded warehouse fees	80 00	Nil
Quarantine insp. fees	13 00	Nil
	$46,810 76	$40,756 11

Increase, $2,945.35.

Wood's Phosphodine,
The Great English Remedy.
Sold and recommended by all druggists in Canada. Only reliable medicine discovered. Six packages guaranteed to cure all forms of Sexual Weakness, all effects of abuse or excess, Mental Worry, Excessive use of Tobacco, Opium or Stimulants. Mailed on receipt of price, one package $1, six, $5. One will please, six will cure. Pamphlets free to any address.
The Wood Company, Windsor, Ont.

Sold in St. John by all responsible druggists, and W. C. Watson, St. John, West.