

CASTILIAN'S NEW STORY.

There Was No Fog and the Com- passes Were All Right.

The Lead Was Used and a Careful Lookout Kept—With All These Precautions It Was Thirty Miles Out of Her Course.

YARMOUTE, March 14.—The cause of the accident to the Castilian is a mystery which probably will never be solved. The night was dark, but not foggy. The compasses were all right when the ship left Portland, and they proved so on the voyage from the old country to Halifax, thence from Halifax to Portland, and six hours after leaving Portland they made Martinique Light, just where the compass told them they ought to have made it. Then a good course was shaped and the steamer proceeded, and should have been far off land, away from Cape Sable. If ever regulations were strictly carried out on a ship they were on the Castilian. If ever a navigator was careful, experienced and competent it was Captain Barrett. The lead was used, a careful lookout kept out. Shoal water was the indication that they must be approaching land, while according to the course they were steering and the distance they had run they should be too far off shore for any such indication. Lloyd's agents at Halifax have been asked to afford protection to the ship from people on ships who, it is feared, would be looters if they had a chance. Captain Barrett is yet on board.

YARMOUTE, N. S., March 15.—Captain Barrett of the wrecked steamer Castilian was ashore today for the first time since the liner was cast away. Every drop of water aboard was exhausted. To your correspondent Captain Barrett said he felt the mishap in his old age keenly. He swung the ship at Half Way Rock, eight miles from Portland, and found the compasses accurate. He shaped his course sixteen miles south of Seal Island, the weather being clear. He ordered soundings taken at one a. m. and the report was sixty-seven fathoms. A report was ordered again at two o'clock, and the depth was 37 fathoms. He got later soundings which were satisfactory. After three the water shoaled. At 3.30 there were seventeen fathoms, which produced anxiety. It was perfectly clear at the time, and he ordered the ship swung south and he went into the chart room. The first officer shouted he saw something white on the starboard bow. He came out dazed by the light. He couldn't see the ship swinging. There was a grinding noise and then a standstill. At 3.40 he sounded full speed astern, but there was no move. He was anxious for the safety of the passengers, and feared a panic. He went for aid and then followed a dreary wait. He was delighted at seeing the rescuing boats stick to the wreck as long as possible. Later he held an examination, which showed it was hopeless the ship would ever come off the rocks. He attributed the disaster to the strong set of the tide and currents. He was familiar with them and allowed for them. His report of the compasses was correct. He had no idea where he was when he struck, but thought he must be on Blonde Rock. He expected to have the command of one of the new boats built. Captain Barrett goes to Halifax tomorrow for the government inquiry that has been ordered.

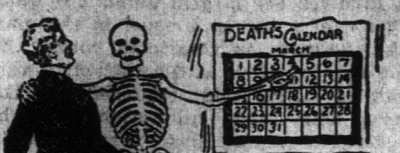
STEEL AND IRON CO.

To Erect a Three Million Dollar Plant in Cape Breton on Getting Big Concessions.

HALIFAX, N. S., March 15.—The Dominion Steel and Iron Company, composed chiefly of H. M. Whitney of Boston; Almeric Paget and S. F. Dimock of New York, made an important move before the legislature of Nova Scotia today. The men who control the Dominion Coal Company are practically the same as those in this steel and iron company. The government of Nova Scotia levies on the coal company a royalty of 12 cents per ton on all the coal they raise in this province. The new Dominion Steel and Iron Company have asked the government to remit the royalty for five years on the coal they raise in this province. The company feels that if this is done, to erect a \$3,000,000 plant in Cape Breton, commencing work before August 1st. The government declined to grant the exemption as requested, but agreed to remit half the royalty for the longer period of eight years. This Premier Murray said, would be more in the interest both of the country and of the company. A bill was introduced to this effect. Mr. Whitney's company proposes to manufacture steel and iron in competition, not merely for the Canadian market, but for the United States and Europe. Cape Breton has agreed to give the company exemption from taxation for 30 years. There may be some opposition in the legislature to granting of the special privileges proposed. The company recently bonded from areas in Newfoundland for \$1,000,000.

SENATOR McSWEENEY.

(Moncton Times). The citizens of Moncton will learn with pleasure of the appointment of Peter McSweeney to the vacancy in the senate of Canada created by the death of the Hon. Michael Adams of Northumberland. Mr. McSweeney is one of Moncton's largest and most successful merchants. He is a close student of public affairs, a careful reader, able speaker, and will bring to bear in the administration of public affairs much business ability and general knowledge. The appointment is very satisfactory to the people of



When a man neglects his health for a day he marks two days off the calendar of his life. When he neglects his health for two consecutive days he marks four days off his life's calendar. And so on. That's about the ratio, and it doesn't take many days to cross off an entire year. And yet men recklessly neglect their health for weeks at a time. It is the saddest thing in the world for the average man or woman to get good health and then keep it. It only needs a little slither here and there. The big, dangerous maladies that threaten life are only the culmination of the little illnesses that are neglected. "If a man feels 'knocked out,' 'out-of-sorts,' 'run-down,' overworked or overwired he will resort to Dr. Pierce's Golden Medical Discovery he will soon feel bright, strong and vigorous again and able to combat all the big ailments of his life. Moreover the 'Golden Medical Discovery' is a sure and speedy cure for some of the most dangerous diseases. It cures 98 per cent of all cases of consumption. It cures nervous prostration and exhaustion. These are not mere assertions. Thousands of grateful men and women testify to its facts, and hundreds of their names, addresses, and photographs are printed in Dr. Pierce's Common Sense Medical Adviser.

Dr. Pierce's Golden Medical Discovery for lumpy liver and indigestion, or permanent relief. Write to A. Williams, Esq., of Mill Brook, Washington, D. C., Tenn.

Dr. Pierce's Common Sense Medical Adviser has had a larger sale than any other book of this class ever offered to the public. This book of 1,008 pages with 300 illustrations, is full from cover to cover, of practical advice on health matters. The book, in heavy manila covers, is now offered FREE to whoever will send a one-cent stamp to pay for customs and mailing only. If an elegant French cloth binding is desired, send 50 cents. World's Dispensary Medical Association, Buffalo, N. Y.

Moncton, and conservatives will unite with liberals in extending congratulations. The new senator is about 50 years of age and a native of Moncton, his parents being the late Peter and Johanna McSweeney, natives of Kerry, County Kerry, Ireland. He was educated in Moncton and at an early age went to St. John, where he acquired a knowledge of the dry goods business. In 1883 he returned to Moncton and entered into partnership with his brothers, Edward and Thomas, under the name of McSweeney Bros. In 1877 he started business for himself. Mr. McSweeney took an active part in the movement for the incorporation of the town of Moncton in 1877, has been a town councillor, chairman of the finance and fire committees, member of the board of health, chairman of the almshouse commissioners and chairman of the board of school trustees. Mr. McSweeney is of course a liberal in politics. The appointment will probably be gazetted at once.

ST. ANDREWS.

Death of Robert S. Gardiner, the Leading Originator of the Algonquin Hotel.

ST. ANDREWS, N. B., March 9.—Intelligence was received here today by F. H. Gimmner of the death in Boston yesterday forenoon of Robert S. Gardiner. He was apparently in the enjoyment of good health up to the hour of his death. Mr. Gardiner was the principal originator of the St. Andrews Land Company and the Algonquin Hotel Co., in both of which he took a deep interest; in fact, he was the leading spirit in both organizations. He was vice-president of the Land Company. He had an abiding faith in the ultimate success of both schemes, as well as of the prosperity of St. Andrews. He built a cottage on the eastern slope of the hill on which the Algonquin hotel stands, their family he occupied for several seasons past. Last fall his wife died there. Her remains were taken to Boston for interment. He was taken to mourn their loss, his daughters—Mrs. T. C. Todd, residing in Eastport, Md.; Mrs. C. A. Payne of Yokohama, Japan, where her husband is agent for the Canadian Pacific Railway Steamship Co., and Dora B., unmarried, who lived with her father at Linden House, corner of Columbus avenue and Berkeley street, Boston. The late Robert S. Gardiner was a man of marked business ability, upright and honorable. He was president and general manager of the Rand-Avery Supply Co. of Boston. The report of his death caused a general feeling of regret in St. Andrews, by whose inhabitants he was highly esteemed for his many good qualities. The community feels that with his death the town has lost a good friend. The ladies of the Methodist church have announced that they intend holding a Doukhor supper in Memorial hall on Thursday evening next. The members of the Andralesco club will give a dramatic entertainment in their hall on the evening of Friday, 17th inst., St. Patrick's day.

WHEAT GOES DOWN.

CHICAGO, March 15.—The break in the protracted dry spell in California, together with the contradiction of crop damage claims, weakened wheat today, and May closed at a decline of 3-4 to 7-8. Corn lost 1-4 and oats 1-8 to 1-4. Pork lost 1/2 unchanged and lard and ribs a shade higher.

Doan's Cotton Root Compound

It is successfully used monthly by many ladies for the cure of all the ailments of the female system. It is a powerful purgative and cleanses the system of all impurities. It is a most valuable remedy for all the ailments of the female system. It is a most valuable remedy for all the ailments of the female system. It is a most valuable remedy for all the ailments of the female system.

HARBOR IMPROVEMENTS.

The Meeting at City Hall Wednesday Afternoon Adjourned for a Week.

Gen. Supt. Timmerman of the C. P. R. Makes Some Remarks on the Subject.

(From Wednesday's Daily Sun.) The committee appointed by the common council last week to report on the propriety of the extension of the facilities at Sand Point, met in the City Hall yesterday afternoon. There were present Ald. Millidge (chairman), Christie and Robertson. An invitation had been extended to the committee recently named by the board of trade, but none of these gentlemen showed up. The only outside gentleman who did put in an appearance was H. P. Timmerman, the general superintendent of the C. P. R. division of the C. P. R. D. R. Jack and G. Fred Plaza.

The chairman said a letter had been received from the secretary of the board of trade. It was read by Common Clerk Wardroper and was as follows: "I have the honor to acknowledge receipt of your letter of 13th inst., stating that mine of 13th inst. was laid before the common council at its last meeting, when a committee was appointed to report on the propriety of the extension of harbor facilities at Sand Point, after hearing the committee of the board of trade or any citizens who may wish to be heard in the matter, and also of your letter of the same date inviting the special committee of the board of trade to attend a meeting of above named committee of the common council this afternoon at 3 o'clock. I am directed to inform you that the board of trade sincerely regret that the common council of the city of St. John did not comply with the request of the board and appoint a committee of the common council in the past to confer with a committee of the board of trade on the desirability of the extension of harbor facilities. In view of the statement made by his worship the mayor at last meeting of the council, 'that he did not think any outside body should ask the council to confer with them in regard to any city works' and this opinion having been practically endorsed by the subsequent action of the council, has deprived the board's special committee of the opportunity of meeting in conference with the committee of the common council to discuss matters which are in the opinion of this board of vital importance to the future welfare of the city of St. John."

Ald. Millidge explained that the committee had been called together to hear the board of trade representatives and the citizens generally. He was surprised to find such a statement. General Superintendent Timmerman addressed the committee at the chairman's request. He thanked the committee for inviting him to be present. He had hoped that the shipping men would have been present for the purpose of telling what tonnage it was intended to send to St. John next winter. The first matter to be dealt with, according to Mr. Timmerman, was that of securing additional tonnage. It should be disposed of before there was any talk of additional wharf accommodation. The business done at Sand Point during the season now drawing to a close had not been up to the expectations of the railway people. This was chiefly due to the fact that there was not sufficient tonnage to move the stuff which the railway was in a position to land here. The exports this season would exceed those of last year, but the railway looked for an increase in a larger ratio another season. The great difficulty had been in disposing of the freight when it got here. Before the railway could contract for freight they must know that there would be vessels to move it. It would be found at the end of this season that more business had been done at No. 2 berth, than that used by the main boats, than at all the others combined. That was because the service was a weekly service. The steamers arrived and sailed regularly, that was why they got so much cargo, as shippers wanted their goods forwarded with all possible despatch. The railway were in a position with the present facilities to handle a much larger volume of business. They had made preparation for it. Another reason they would be able to do still more. What was most required was a weekly or ten day service by the boats which used the several berths.

In reply to questions, Mr. Timmerman said the Dominion line had made regular trips. The service given by them was good. The Head line sailings had been irregular and infrequent. The Manchester boats had been very irregular and their sailings most infrequent. Of course the winter had been a severe one, which in a measure accounted for these things. To Ald. Robinson—Mr. Timmerman said the grain shipments would be about the same as last year. The movement of grain was regulated by the price on the other side of the Atlantic.

Mr. Timmerman later on looked over the plans recently prepared by City Engineer Peters for wharves on the northern side of the basin at Sand Point. Those plans are for a wharf 70 feet wide, extending from Union street at right angles to a point 1,500 feet distant with a water space between it and the present wharves of 220 feet at the angle and 600 feet at the outer or harbor end. Mr. Peters estimates that the wharf with suitable warehouses, would cost \$515,000, made up as follows: Dredging . . . . . \$250,000 Cost of wharf . . . . . 235,000 Warehouse . . . . . 30,000

Mr. Timmerman approved of the plans. These berths should be built, Mr. Jamieson, the elevator contractor, was of the opinion that conveyors could be built from the grain elevator

up to Union, along it and down the opposite side of the slip. St. John had excellent facilities for the handling of grain. The five berths were provided with conveyors, so that there was no longer any necessity for vessels to move to get their grain. These vessels could take in grain simultaneously. This was a boat that no other port on the Atlantic coast could make. Ald. Millidge asked of the C. P. R. management were disposed to contribute anything towards the provision of further facilities.

Mr. Timmerman was of the opinion the matter of using the present wharves came before that of building others. He could not say what the management of the railway felt like doing. Ald. Millidge inquired if Mr. Timmerman had any suggestions to offer to the committee. Mr. Timmerman did not feel like advising the city to undertake any work which would involve the expenditure of a large amount of money. He suggested that the council and the railway management should have a conference with a view of ascertaining what steamers are likely to come here this winter. The C. P. R., he assured the committee, had done everything they could to help St. John along in this winter port business.

Mr. Timmerman did not attend to speak, but to listen. The committee then adjourned to meet a week hence, when it is hoped the Board of Trade committee will be present.

What Kills Statesmen?

The Leading Physician at Washington Says Bright's Disease.

In conversation with a correspondent of the New York Sun, the doctor who treats most of the United States representatives at Washington said that the great majority of Statesmen die of Bright's disease of the kidneys. It does not take much to put the kidneys wrong, for while they are the most important organs of the body, these filters of the blood are also the very delicate. Once the kidneys are affected, Bright's disease is almost sure to follow, unless you take the warning and begin the use of Dr. Cass's Kidney-Liver Pills, the world's greatest cure for Bright's kidneys. The kidneys get weak and ache, when the urinating organs become irregular, and deposits are found in the urine, one should at once begin the use of Dr. Cass's Kidney-Liver Pills, for these are the first symptoms of Bright's disease. Bright's disease is no respecter of persons. It is the fatal ending of the great majority of cases of damaged kidneys. But Dr. Cass's Kidney-Liver Pills are specific for kidney disease, and have a record of cures unparalleled in the history of medicine. One will find a description of this disease in a box, at all druggists, or Edmondson, Boston, U. S. A.

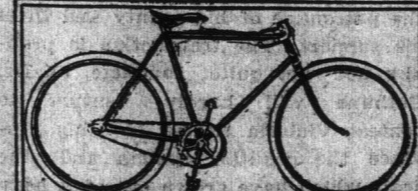
THE RESTIGOUCHE COURT.

DALHOUSIE, N. B., March 14.—The Restigouche circuit court opened today, Judge Hamilton presiding. In addition to the members of the local bar, there were in attendance Attorney General White, Messrs. Stockton and Coaker of St. John; Mr. Landry of Bathurst; Robert of Moncton and Tupper of Winnipeg. The docket was:

- 1. Queen v. Healdy.
2. Queen v. Legacy.
3. Queen v. Laoutoff et al.
4. Tupper v. McKeen.
5. Doherty v. Campbellton Water Supply Co.
6. Town of Campbellton v. Campbellton Water Supply Co.
The grand jury found no bill in the Queen v. Laoutoff. Attorney General for the crown; John Montgomery for defendants.
There was an assault case. In the other criminal cases, which both arose out of the Belcher's brain poisoning case, the last fall, true bills were found, and the Queen v. Legere is now before the court. Attorney General White and Mr. McLachlan for the crown; Barberie and Landry for the defence.

Children Cry for CASTORIA.

John Kerr was buried Wednesday afternoon from his late residence, Union street. The funeral was largely attended, the members of the Log Cabin Fishing Club being present. In the parlour at Fernhill, the Rev. W. O. Raymond officiating at the house and grave. The pall-bearers were Joseph Noble, E. W. Paul, Jas. Lee, Thos. Lunney, John Ward and Henry Crawford. A beautiful floral tribune was sent by the members of the Log Cabin club. The funeral of Henry Lawrence Brown was held Wednesday afternoon from his late residence, 65 Portland street. A large number of friends and relatives were present at the ceremony. Funeral services were conducted at the house and grave by Rev. Geo. Steel and Rev. R. F. McKim. The body was interred at Fernhill. The pallbearers were Thomas Powers, Edward Elliott, Albert Lamb, William Turner, Walter Dunham and Walter Drake.



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RATS ABAND SHIPS.

THREE FEROCIOUS SPECIES THAT TRAVEL BY SEA.

The Huge Norway Rat Gradually Driving the English and the Alexandrian Rats Inland—Fierce Cannibalism Among the Savage Animals.

Nature originally intended that the brown rat should have one part of the earth for its habitation, the black rat another section and the white bellied rodent a third division. While these great nations overlapped each other a little, their boundaries were pretty arbitrarily fixed by the great oceans and other large bodies of water. A colony of powerful rats might swim across the straits and channels separating two islands and thus take possession of a new country for their descendants, but they could not hope to cross the Atlantic or Pacific and journey unaided from England to America or from this country to Australia.

So it was that the ships of men brought about the first great change in the distribution of rats. From the first the rats took to ships as ducks take to water. They built their gloomy hovels on the hulls of the old wooden ships of two centuries ago, and ever since then they have heaved a host of hardy seamen that know the ways of the ocean as well as any Jack Tar. They have been traveling back and forth to all parts of the earth for many centuries now, and they have created great changes in the rat population of the globe. This country never had any typical rats until the old black English rat came over here on the ships of the early colonists. According to the best authorities, this rodent originally came from India, from which it has penetrated to every part of the habitable globe. However ships go these black rats are found. In three centuries they have penetrated to every mainland and island of the tropical, temperate and arctic zones. They have become familiar objects on all ships that traverse the seas, and they are the wharf rats of every seaport. In temperate regions the English black rat is of a bluish black, but in tropical countries it is often several shades lighter. It is about seven or eight inches long, with a tail about one inch longer than its body.

In two countries this English black rat held undisputed sway on the ships of the world's commercial navies, and they distributed themselves over the greater part of the world's surface. Then gradually these appeared upon the seas another rat differing markedly from the black rat. This alien creature had a black body with a white belly. Sometimes the body was a reddish gray, which made the creature look larger and fiercer than it really was. A trifle larger and stronger than the black rat, the white bellied Alexandrian rat was upon the English rodents. The two would never ship upon the same vessel. There would be a war to the death before the ship left port, and after that the successful race would hold undisputed sway on that particular vessel. This new rat came from the tropical countries. Every ship that starts from Galapagos, Keeling or Ascension Island was sure to carry away with it a company of the white bellied rats. They would board the ships as soon as they were tied up at the wharf, and the English black rat would be ruthlessly destroyed. Then the fierce Alexandrian rat would sail away to unknown ports. It soon became evident that they liked warm countries, and they refused to land at any except a tropical port. That they have spread to nearly all tropical countries, especially in South America and our southern states, leaving the colder countries for their black rivals.

But more recently a third race of rats has appeared upon the ships, and these seem to exterminate and displace both the black and Alexandrian rodents. This brown or Norway rat is a native of China and the interior of Asia. It is a huge, ferocious creature, and wherever it goes it destroys all competitors and takes complete possession of the ships or wharves. In its native land it is a large, powerful rodent, and upon the ships it attains even a larger size. Its length is from eight to nine inches, and its body is built on heavy lines. Neither the black nor Alexandrian rat is a match for it. So far this large brown rat has extended its dominion largely over cold countries, and it has come in contact chiefly with the English black rat. But in the warm countries where it has been artificially introduced it has readily supplanted all rivals.

Today the black rats are not found in numbers on vessels sailing from any ports where the brown or Norway rats have become established. Gradually they are being forced inland by their more powerful enemies, and while we find the brown rats mostly on ships, along wharves and in the sewers, the black rats are met with in houses under rafters and ceilings. Ships leaving port for a long cruise extending over a period of a year or two have been known to come into port again with a cargo of rats so large that the seamen were unable to put them down. Others have been taken possession of by the rats and the sailors forced to abandon their vessel at sea. So voracious and ferocious are the big brown rats that they do not hesitate to attack the sailors when provided for food. Consequently, while the sailors like to have rats as company on board the ship, they exercise precaution to limit their numbers. On sailing vessels that are out at sea for a long time there are rat killing days, when all the sailors join forces to destroy the too numerous rodents. The rats not only prove dangerous to human life when allowed to multiply at will on shipboard, but they are a constant menace to the commerce of the world. There is a relentless cannibalism practiced among the rats themselves, and this also helps to keep down their numbers. The largest rats do not hesitate to kill and devour the weaker ones. Thus if the English black rats were shipped aboard with the big brown rat the latter would soon kill the former and eat them. Similarly if a dozen brown rats were confined in a cage the strongest would soon devour the weaker and then fight savagely among themselves for supremacy. When drifting about upon the seas on a disabled wreck the sailors face a danger from the ship rats that grows more menacing as the days go by. If the ship becomes water-logged, the rats are forced to seek safety on the upper decks, and thus out off from their food in the hold, they watch eagerly the starving sailors. They become bolder and fiercer as the men grow weaker, and one day if relief does not come a fearful tragedy is enacted on the wreck.—New York Sun.

DEATH WORSHIP.

In Spain, Germany, France and Italy, as well as in the northern countries which had embraced the reformation, devil worship was believed to be practiced, orgies celebrated, malevolent tricks of revenge perpetrated by the votaries of the evil one on their neighbors. If a child was seized with epileptic fits or if a cow or a pig died suddenly, if a toad were found under the bed or a cat jumped in at the window, if a cross-eyed old woman cursed a rude, ill-mannered man, and the child afterward suffered with any complaint, the witchcraft which must undoubtedly be at the bottom of such occurrences called for immediate investigation. Nor was it long before a victim was forthcoming. Denial was of no avail. The longer such denials were persisted in, the longer were the tortures inflicted. The accused was urged to confess to the usual charges and encouraged to accuse others, in turn to suffer the same fate. And so the horrible business spread until, like a prairie fire, it burned itself out for a time, only to start again from some fresh sparks of suspicion. The crime itself was held by all to be so enormous that no punishment could be too great for it.

In 1618, when one Margaret Barclay, a sailor's wife of Irvine, was accused of causing the loss of a ship because it had foundered after a quarrel she had had with her brother-in-law, the owner "damnum minimum et malum maximum" was the usual legal maxim for such occurrences, "my lord of Eglinton," four judges and four ministers obtained a confession of the crime by a mode of torture "most safe and gentle"—viz, "by putting of her two bare legs in a pair of stocks, and thereafter by onlaying of certain iron gauds (bars) one by one." The poor creature screamed out, "Tak off, tak off, and befor God I will show you the whole form." At the stake she earnestly entreated that one Isabel Crawford, whom she had falsely accused, might be let go. But poor Isabel in her turn gave way under the same torture.—Cornhill Magazine.

THE COW DEATH.

A Curious Superstition of Pagan Origin Practiced in Russia. Lowenstimm mentions a curious superstition of pagan origin still practiced in portions of Russia and known as "korovya smert" (cow death) and "opokal'nyy" (flowing roundabout). If pasture or murrain prevails in a village, an old woman of reputed as seeress or fortune teller enters the confines of the village at midnight and beats a pan. Throughout all the women of the place assemble in haste, armed with sticks, mastic stoneware—frying pans, pokers, stoves, shovels, scythes and cudgels. After shutting the cattle in their stalls and warning the men not to leave their houses a procession is formed. The seeress takes off her dress and pronounces a curse upon death. She is then hitched to a plow, together with a bevy of virgins and a misshapen woman, if such a one can be found, and a continuous and closed furrow is drawn round the village three times. When the procession starts the image of some saint suitable to the occasion, that of St. Blasius, for example, in the case of murrain, is borne in front of it. This is followed by the seeress, clad only in a shift, with disheveled hair and riding on a broomstick. After her come women armed maldens drawing the plow and behind them the rest of the crowd, shrieking and making a fearful din. They kill every animal they meet, and if a man is so unfortunate as to fall in with them he is mercilessly beaten and usually put to death. In the eyes of these raging women he is not a human being, but death himself in the form of a werewolf, who seeks to cross their path and thus break the charm and destroy the healing virtue of the furrow. The ceremony varies in different places and generally ends by burying alive a cat, cock or dog.—"Superstition and Crime," by Professor E. B. Evans, in Popular Science Monthly.

Just the Thing.

"Now, Gladys," said a mother reported by the Cleveland Plain Dealer, "if you wake up early Sunday, be a good girl and be still. Perhaps you'll go to sleep again. But early Sunday morning the child was out of bed as usual and came peering into her mother's room. 'Gladys,' cried mamma reproachfully, 'you're a naughty girl. Now go right back to bed again. Here I'll back you up.' So she mother said, 'I know what I'll read. I'll read 'The Contented Ass.' And the little philosopher opened the magic book.

A Sea's Wager.

The Scottish Leader says that the former Lord Eglinton's parish minister was a very scotch brained theologian and in his sermons often knew not the end from the beginning. One Sunday his lordship, in his customary sleeping gait, gave vent to an unmistakable snore. This was too much for the minister, who stopped and cried, "Waken, my Lord Eglinton!" A grunts followed, and then his lordship answered, "I'm no sleppin, minister."

But ye are sleppin. I wagar ye dinna ken what I said last," exclaimed the pastor.

"Ou, aye," returned the poor. "Ye said, 'Waken, my Lord Eglinton.'"

"Aye, aye," said the minister. "But I wagar ye dinna ken what I said last and that."

"Tats," replied the nobleman promptly, "I'll wagar ye dinna ken yerse."

A New Version.

"Now, Susan," said the Sunday school teacher, "you may read the Bible story 'The Little Girl read 'Cast thy bread upon the waters.'"

"Why should we cast our bread upon the waters?" asked the teacher.

"Cause the fishes have to be fed," was the reply.

Side Lights on History.

They had got beyond the suburbs of Sodam and were floating toward Zoar.

"Are you tired?" asked Lok.

"No," replied this wife. "I feel quite fresh yet."

Presently, however, she looked back, and the freshness all went out of her. "Chloee Tribuna."

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