

POOR DOCUMENT NOV 20 1904

ST JOHN STAR MONDAY, NOVEMBER 20, 1905.

SAUSAGE--CLEANLINESS.
Our method of wrapping sausage in parchment paper, to the exclusion of all air, dust and dirt, also contact with the hands, when handled by the deliverer and dealer, is appreciated by people who are particular as to the way their food is handled.
SLIPP & FLEWELLING, 240 Main St.

**BARGAIN SALE OF
Ladies' Three-Quarter Coats
\$2.97 Each.**
These Coats were sold as high as Nine Fifty. Only one of a kind and only Eighteen in lot. Worth up to Nine Fifty; now for \$2.97 Cash Only.

E. O. Parsons, West End

**100 DROWNED IN WRECK
OF BRITISH STEAMER.**

**Missing Her Course in Severe Snow Storm,
the S. S. Hilda Struck Rock Off Coast
of France and Foundered.**

LONDON, Nov. 19.—With passengers and crew numbering more than 100, the Southwestern Railway's cross channel steamer Hilda foundered this morning and the majority of the persons on board were drowned.

The Hilda left Southampton Friday night for St. Malo, on the north coast of France. Her passage was greatly delayed by a fog in the channel, and when nearing St. Malo she ran into a severe snow storm, apparently missed her course, and foundered on the rocks off Jardin Lighthouse, three miles from St. Malo. The company's steamer Ada, outward from St. Malo, rescued five of the passengers and one of the crew. These are now on the way to Southampton, and it is believed that the only survivors, though an unconfirmed report reached Paris that 70 had been saved.

The crew numbered 26 and there were about a hundred passengers, all Frenchmen, the majority being on board from St. Brieux and neighborhood. A telegram from Servan, adjoining the town of St. Malo, gave the few particulars yet available. The Hilda was near the St. Malo Saturday morning. She struck the rocks at four o'clock Sunday morning in the roadstead off the island of Cembra. She had missed the tide owing to bad weather and fog. The majority of the crew and passengers were asleep at the time. Two boats were lowered, one of which, containing five men, arrived at Servan. The second boat was picked up empty at St. Cast, where thirteen bodies were washed ashore. The top of the Hilda's funnel and her mast are visible at low tide, according to the telegram from Servan.

The Hilda was built at Glasgow in 1892 and registered 848 tons. She was a screw steamer of iron construction and was 235 feet in length.

ST. MALO, France, Nov. 19.—The exact number of lives lost in the Hilda is unknown here. It is understood that there were about twenty first-class passengers, including several English people. Among the latter were the Hon. Mrs. Butler, sister-in-law of Lord Lansdowne, and Colonel Pollett.

LADY BARRISTER.
The First Woman Admitted to the Bar in Melbourne.

Accounts of the admission of Australia's first lady barrister to the bar in full to Miss Greta Fies Matilda Greig. The novelty drew a crowded court, many ladies being present. Chief Justice Sir John Madden and his colleagues of the supreme court in Melbourne signalled the occasion by smiling as they took their seats on the bench. The chief justice, addressing Miss Greig, who had been duly admitted with a number of male candidates, conveyed the congratulations of the bench, and expressed the hope that she would be as successful at the bar as she had been as a student. Miss Greig rose and bowed. Later in the day she made her first professional appearance in an application on behalf of a branch of the Australian Women's Association.

Interviewed as to the position and prospects of a lady barrister in Australia, Chief Justice Madden said that ladies entering the legal profession were certainly handicapped by nature and sex. Women were naturally more sympathetic than judicial, more emotional than logical. Besides knowledge of the world was as essential to success at the bar as knowledge of the law. Asked whether he had contemplated the possibility of a lady barrister becoming a judge, Sir John replied: "I see no reason why they should be denied the right to go as far as they can, even to the bench. That is the logical outcome of their admission to the bar if they display the qualities necessary to win such promotion."

**CHOICE NEW FIGS
2 lbs. for 25c.**
Walter Gilbert, 143 Charlotte St.

PERSONALS.

Charles Coughlan of the I. C. R. freight office has gone to St. Stephen for a brief holiday.

F. J. Cochrane, manager of the Bank of Montreal at Edmundston, is at the Royal.

Mr. Greer, of Montreal, who has been visiting in this city leaves for home today.

T. Sherman Peters, of Gagetown, came down on the last trip of the May Queen.

E. H. McAlpine, C. J. Coster and A. I. Trueman returned this morning to Fredericton.

His Honor Judge Barker returned to Fredericton this morning after spending Sunday at home.

Miss Clara Wallace, daughter of W. Wallace, Sydney street, will leave this morning for Lowell to enter on a probationary period as nurse in St. John's hospital.

The friends of Miss Queenie Edgcombe will regret to learn that she is confined to her home in Princess street on account of illness.

Allan Davidson, of Montreal, has arrived in St. John to spend the winter. He is employed in the winter port business here.

The friends of Miss Cora Scott, who has been threatened with typhoid fever, will be glad to know that she is much improved.

Miss Amelia W. Longmuir Tibbitts, of Fredericton, who has been spending a few days with her friend, Miss Hazel Hall, will return home tonight.

Miss Ethel M. Johnson, who has been visiting in the city returned Saturday to her home in New Brunswick.

Roy Perkins, of Cambridge, Mass., is visiting in the city.

Miss E. Calhoun, of Cape Station, has returned home after a visit to this city.

Hempen Wiggins, of Waterborough, has taken a position with M. R. A. Ltd.

F. E. Holman returned home this morning from Boston.

James Harding returned from Boston where he has been spending a few days.

Robert B. Johnson returned home to the Montreal express.

The Misses MacLaren, Charlotte street, returned this morning from a visit to their sister, Mrs. Turner Wilton.

Geo. McAvity left this morning on Central Railway matters.

Frank L. Peters left for the coast at noon.

Miss Belle Chapman of Halifax passed through today on her way from Boston.

Reginald Hart, of Halifax, who has been spending a few days in the city, returned this morning on his way to Boston.

Rev. A. M. Hill and Mrs. Hill left this morning for Halifax where they will visit Mr. Hill's father.

John E. Wilson left this morning on an inspection tour.

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JAPS OVERPOWER KOREAN GOVERNMENT.

(Continued from page 1.)

Minister Pakchisun, in leading the opposition against the signing of the demands of the Marquis Ito, adjured the emperor with the powerful argument possible to a superstitious benighted sovereign namely that his consent would affect and outrage all the spirits of his imperial ancestors.

After the refusal of the emperor to return the first visit of Marquis Ito, the marquis remained in the background.

The conference between Baron Hayashi and the Korean cabinet began yesterday at the Japanese legation, and was so violent to attract attention on adjacent streets. It resulted in Pakchisun and the minister of agriculture dramatically denouncing the proceedings and withdrawing to the palace, where they secured themselves with the emperor.

The emperor then ordered that the ministers who consented to the Japanese demands be assassinated.

After the signatures and seals were attached to the Japanese military paraded through the streets.

The emperor took alarm at the contents and tone of Marquis Ito's credentials when they were presented to him on the 10th inst., the day after the arrival of the marquis. His alarm was increased because the Japanese sought to have the marquis occupy the emperor's audience chambers and there receive a return visit from the emperor, who resisted, feigning sickness.

It required five days to arrange an interview regarding the mission of Marquis Ito, and then a confidential interview was held at which the emperor referred the entire matter to his cabinet.

It is said among diplomatic circles that the Korean ministry has managed this final event in subverting Korean sovereignty which was an inevitable sequel to the protocols of February and of September, 1904.

It is said, that though bound by treaty to a dignified appeal to the good offices of American and other powers to assist in the rectification of alleged Japanese injustices, the ministers preferred fruitless, underhand means. It is said that at the present moment the Japanese have three secret agents abroad for the purpose of securing intervention. One is in China, the second, in France, and the third, in Korea. A conflict between civil and military forces is now expected, and the Minister Hayashi has sent a strong circular to all Japanese consuls in Korea to administer justice impartially.

After the presentation of the mikado's gift to the court, it reported that substantial sums of money were used to satisfy the ministers who consented to the Japanese demands. About 50,000 Japanese soldiers billeted on the people, or in barracks, are at the service of the Japanese, but no disturbances are expected.

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