

MINES EXPLOSION.

THIRTY OR FORTY MEN SUFFOCATED BY FIRE DAMP.

A Party of Men in the Braznell Mine Were Rescued Through an Air Shaft—Terrible Grief of Women and Children—A Boy Was First Sent up by Bravo Men.

Pittsburg, Dec. 23.—A special to the Post from Brownsville, Pa., says:— There is scarcely any hope that any man in the pit is now alive.

These were the words of Mine Inspector James Blick, uttered by him at 10 o'clock tonight, as he stood at the mouth of the Braznell mine in whose depths 30 men are entombed.

Since early this morning the imprisoned men have been without any air or food. They are separated from eager searchers by walls of debris which fell when the explosion took place and blocked the road to liberty.

At 7.30 o'clock this morning the death-dealing blast was loosened. Owing to a shortage of cars, less than the usual number of men entered the pit. The mine that of the Stockdale company and lies four miles from Brownsville, and 14 from Uniontown. It is known as the Braznell mine and lies near a station that name on the Redstone Creek branch of the Pennsylvania railroad.

At 5 o'clock this morning fire-damp James Radcliffe went through the mine as usual and found gas or "freedamp" in two places. He descended about four inches of gas in the main shaft about 100 yards from the main shaft and about an equal quantity in a room on a side entry a short distance away.

The fire-damp reported the presence of the gas, but informed the superintendent that it was all right for the men to mine in the cage descending the main shaft which is vertical. From 60 to 50 men had entered the mine and dispersed in the usual manner not yet discoverable. A tremendous explosion occurred. Its force must have reached every man in the mine.

The cage in the main shaft, and 14 from the bottom, was blown into splinters and the hoisting machinery wrecked. About 100 yards from the main entrance was an air shaft, also vertical and braced lined. It was torn by the blast and the bricks were blown to the very top.

Altogether there were from 45 to 50 workers in the mine. The men descended in the cage of the main shaft from eight to ten at a time. A moment after the fifth load had descended there rose a roar that shook the immense iron tipples above the main shaft and reverberated from the hillsides. There was no need to tell what had happened. The entire roof and frightened children dashed out of their dwellings just across the railroad track and rushed toward the mouth of the shaft.

They were driven back by the smoke that poured from the mine. A minute later everything was quiet. The big engines stopped and the fan was hushed. There was no possibility of aiding the imprisoned men through the main shaft and a rush was made for the ventilating shaft about 150 feet away. This is 112 feet deep, braced inside to strengthen it and had iron steps from top to bottom. A shout came from below and it was known that not all were killed, but how many was drawn the few prizes in the lottery of life and death.

The anxious ones at the top waited a few moments for the men to appear. They did not come and an investigation was made. It was discovered that the explosion had torn away the brick lining of the shaft, taking with it about 20 feet of the iron steps. The men below were in a trap.

Promptly a rope bucket was lowered and the men hoisted up. The first was Albert Meese, 13 years old, a trapper. He was unconscious and was tied in the bucket. Tenderly he was lifted, and his remedies applied, but without avail. He expired once or twice and was dead, a victim of afterdamp. That told the whole story of the disaster. Firedamp had exploded in the mine.

Fourteen men were rescued by the bucket and rope. All of them were sick and some fainting. They were given stimulants and carried to their homes, several having to be carried. No more men appearing at the foot of the air shaft, attention was turned to the main shaft from which the afterdamp was pouring out in a thick volume. The fan was crippled and the cages would not work.

This was accomplished by 10.30 a. m. and the afterdamp began to force its way out of the ventilating shaft. The brattices in the mine which guide the air through the workings had been wrecked by the explosion and much of the force of the fan was lost. Gradually the air around the main shaft became purer and at 3 o'clock the first body of rescuers descended, the cages having been temporarily repaired.

When they got within ten feet of the bottom the cage stopped. A mass of wreckage was piled up at the bottom of the shaft. There, with their faces blackened and burned and their bodies distorted, lay seven men. The rescuers started to clear away the debris, but it was slow, hard work, as the force of the explosion had been gigantic. Pit Boss Thomas and three men went back 100 feet to find the source of the explosion. They think they succeeded, but they were overcome by afterdamp. Other members of the rescue party hastily rushed them above ground, where they were given brandy and coffee.

As the night grew blacker the scene at the shaft became more sorrowful. The rain came down in pitiless torrents and each moment the air was chill. Back of the fatal pit rose a solid mass of mountainous darkness. In front but far across the railroad tracks, were the flicker of the lights of the homes of the shaft's workers. Many were speechless over the calamity, while others talked in whispers and tried to accept the doom meted out to their

companions with all the sticism of men engaged in dangerous employment. On the broad platform that covered the shaft grim miners knelt with ears bent to the faintest sound of suction from the hoist.

No complete list of the dead can be compiled tonight. The managers of the mines have the payroll, but it has been impossible for them to discover all the survivors. But there is a general agreement that from 30 to 35 men are entombed.

About one-half are Americans and the balance Hungarians or Slavs. Among the 14 brought out by the rescuers on their first trip were Jos. Meese, driver, badly burned on face and body; Harry Atwood, badly burned.

Thomas Ratcliffe, a trapper boy, was at the shaft. He started to go down in the mine with the rest at the morning descent but his father said there were no cars. He went home. His father is among the lost.

Carl Hobdick was hauled up from the bottom, the rope being tied about his wrist. In twenty minutes after rescue he appeared on the scene as calm as ever.

Soon after the extent of the disaster became known undertakers were summoned from Brownsville. A new building just back of the main shaft, intended for a blacksmith shop, was converted into a morgue. All is in readiness for the victims in the mine who are brought to the surface.

There was an explosion in Brazzell mine last July. It adjoints the Empire mine in which eight men were killed last year, the day before Christmas by a similar explosion.

A. S. Brannell, manager of the Stockdale company, says that the mine was entirely free from gas yesterday and that the quantity found this morning was not considered dangerous.

Brownsville, Pa., Dec. 26.—The search for the dead was kept at the Braznell mine all night, resulting in the finding of five more bodies. This makes 20 victims of the explosion. The bodies were so badly mangled that they were not identified. It is now believed that the dead are all out. Thirty-seven men have been accounted for while it had been thought that there had been only 36 in the mine.

The work of clearing the mine to get it ready to resume will take three weeks or more, but her two brothers, Rufus and Ed, were in the mine and he raised an old 22-caliber revolver, with which she had armed herself earlier in the shaft, and rushing towards Electa fell her to the floor. Perry then sprang at the witness severely. The witness said that finally she was in fear of her life and raised an old 22-caliber revolver, with which she had armed herself earlier in the shaft, and rushing towards Electa fell her to the floor.

THE QUEEN'S CHRISTMAS. London, Dec. 25.—In spite of the deep anxiety of the Queen regarding the death of her son, she has no intention to permit Christmas at Windsor to assume a gloomy aspect. The Duke and Duchess of Cornwall and Prince and Princess Louise, and a host of little folks, other members of the royal family, and Canon Duckworth, the Queen's chaplain, arrived at Windsor this evening, where they were met by Princess Henry of Battenberg, the Duchess of Albany and others who will be at the Christmas party.

An official of the household said to a representative of the Associated Press: "I have seen merrier times at the Christmas party than I have seen since the Queen's death, and this is with no exception to the rule. There is plenty of good cheer throughout. The Queen is most cheerful amid all her little folk."

LONDON TOPICS. The Car to Give Prince George of Greece a Yacht and Sir Thomas Lipton to Build Another Race. London, Dec. 23.—The Car will present Prince George of Greece with a splendid yacht at New York City. The vessel has been specially built at Sebastopol and is intended as a souvenir of Prince George's saving the lives of the crew of the world's number of years ago.

Sir Thomas Lipton's plans for 1901 are progressing. He is considering his next boat, which will be much faster than the Shamrock. He said to a representative of the Associated Press: "I feel I will have a better chance next time, as I will have the Shamrock as a trial horse. As you know, I had to work completely in the dark with the Shamrock, and I know she can be greatly improved, as far as speed is concerned. With her designer ill, the best was not to be got out of her."

RAISE OF WAGES IN BROOKLYN. New York, Dec. 23.—President Rosster of the Brooklyn Rapid Transit Company, today announced that on January 1 next, a new schedule of wages would go into effect, increasing the wages of nearly all the company's conductors and motormen from 5 to 15 per cent.

LONDON EDITOR DEAD. London, Dec. 22.—Dr. Benjamin Francis Conn Costello, N. A. chairman of the London county council, is dead. He was born April 15, 1835, and was recently one of the principal leader writers of the London Daily Chronicle.

EVANGELIST DEAD. East Northfield, Mass., Dec. 22.—With the words "God is calling me," Dwight L. Moody, the Evangelist whose fame was world-wide, fell asleep in death, at his home here at noon today.

Two watchmen on the Blackwell pier at Liverpool are suitably named. Mr. Day guards the pier during the day, and Mr. Knight is on duty at night.

seized by Charles Dorr of San Francisco. After seeing a play once he can recite it almost word for word.

A GIRL KILLED A BRUTE.

AN ASSAULT ON LIZZIE MORSE COSTS LOUIS A. PERRY HIS LIFE.

His Companion Committed for Trial for Participating in Perry's Assault on the House and Family. The Public Evinces Great Interest in the Affair.

Natick, Mass., Dec. 23.—Arnold Stappen, the companion of Louis A. Perry who was shot and killed by Miss Lizzie Morse on Thursday, after a hearing in the local court today, was held in \$2,500 for the grand jury for participation in the assault. The hearing lasted the entire day and the exciting scenes around and in the Morse household were quite thoroughly rehearsed.

Justice Mulligan presided and Stappen was represented by Mr. Bancroft.

In opening the hearing Officers Bunker and Soderstrom testified as to the conditions at the Morse home on their arrival there after being informed of the shooting; describing the broken windows and shattering missiles which had been picked up in the several rooms.

Considerable interest centered in Miss Lizzie Morse as she took the witness stand. She exhibited much nervousness and it is understood that the shooting was a great shock to her system. She said she was in the house when the assault on her sister, Electa, outside the house and followed her to the door, which was shut in her face.

The witness testified that she saw Perry and Stappen approach the house, and that she saw Perry strike Stappen on the head with a brick. She also testified that she saw Perry strike Stappen on the head with a brick.

Electa Morse, the elder sister, testified that she was in the house when the assault on her sister, Electa, outside the house and followed her to the door, which was shut in her face.

Stappen was committed for trial for participating in Perry's assault on the house and family. The public evinces great interest in the affair.

THE MEMORY OF EVANGELIST DWIGHT L. MOODY HONOURED. All Denominations Were Represented and the Attendance Was Very Large—Eloquent Tribute to the Man and His Works Paid by Leading Clergymen.

NEW BRUNSWICK.

Mr. Charles Alexander Duff Miller, the indefatigable Agent-general for New Brunswick, has issued a pamphlet which derives its name from the reigning House of England. Mr. Duff Miller knows all there is to be known concerning the colony which has the good fortune to command his services as agent-general, and what he has to say thereon in the booklet advertised to which is entitled "New Brunswick, Past and Present."

Mr. Duff Miller was originally said authoritatively before the members of the Imperial Institute, which he is a governor. Mr. Duff Miller has marshalled his facts in an orderly and striking way, and describes the New Brunswick of today as graphically and accurately as the picturesque view of the empire's metropolis. He is enthusiastic as to the future of New Brunswick, which he certainly offers many arguments to the enterprising capitalist, and to men of wealth desirous of situating themselves amid agreeable surroundings.

New Brunswick abounds in rich lands, waiting the hand of the energetic agriculturist, to whom the colonial government offers every encouragement, whilst its mineral riches are extensively worked. As a sporting colony, New Brunswick, Mr. Duff Miller shows, possesses almost unparalleled advantages. New Brunswick is by no means new and undeveloped, but on the contrary enjoys the advantages of a well-established governmental system and wisely-administered public institutions, having

been happily spoken of as one of the "most English of the British colonies." It possesses many good ports and has a railway system covering over 1,300 miles. The interesting statistics and descriptive information put together by Mr. Duff Miller are at the service of intending emigrants and their friends, and indeed, of all concerned in the expansion of Greater Britain. Copies of the pamphlet which so illuminatively, and its advantages set forth so instructively, may be had at the office of agent-general for New Brunswick, in London, free of charge. The pamphlet reads as entertainingly as an adventure story, and has the advantage of being undeniably authentic in every particular.—(English Exchange).

At the Strand Palace, in Rome, there is a book made of marble, the leaves being of marvellous thickness.

156 POPULAR SONGS. A grand collection of 156 popular songs, easily printed and bound in one volume. A useful collection of songs for the world's people. Sent by mail for 25 cents. Toronto, Ont. WILSON & BUCHANAN, 71 King St. Toronto, Ont.

CAN COAL AT SEA.

A VERY SUCCESSFUL TRIAL OF THE MILLER CONVEYOR.

Thirty Four Tons of Coal Were Sent to the Battleship Massachusetts From the Collier Marcellus While the Latter Was Being Towed in a Heavy Sea.

New York, Dec. 23.—In a fresh easterly breeze, and quite a heavy swell from the same quarter, the final trial of coal hoisting ships at sea 20 miles off Sandy Hook by means of the Miller conveyor, was successfully accomplished today, by the collier Marcellus while being towed by the battleship Massachusetts. Instead of operating slowly, as anticipated, in a seaway the conveyor transferred more coal in a given time and at 420 feet distance against the previous 300 feet, than in smooth water. Excluding stoppages for swinging ships into position, 80 trips were made in never less than 420 feet distance against 420 pounds, being transferred from ship to ship in that time, the collier pitching forward and rolling considerably and the warship's deck being continually wet by the sea into which she plunged while steaming between four and five knots an hour.

Captain Train, commanding the Massachusetts, and his officers expressed satisfaction at the result of Thursday's four hours continuous trial, but today's was even more surprising and they say that it proved the system is capable of supplying coal at sea in any weather when the sea is not too rough.

Spencer Miller, the designer of the conveyor, when seen tonight on board the Massachusetts, said: "If an more than pleased with the performance of the machine. It has demonstrated beyond question that it will transfer coal as well in rough seas as in smooth water. The navy department required a distance between ships of 300 feet, but after seeing the bags in transit Thursday I felt confident that another 120 feet in distance could be allowed without reducing the hourly capacity of the conveyor, and at the same time making the towing easier."

On previous trials 300 feet had been the distance between ships, but today 420 feet was allowed on account of the heavy sea. With this extra 120 feet to cover, the conveyor still transferred 420 tons of coal at the same time as a really remarkable performance.

Speaking of the trial Captain Train said: "There was no time during the Cuban blockade last year when this system could not have been used. I consider it a great success and congratulate Mr. Miller on his achievement."

The trial board was composed of Commander A. B. Lillie, Lieut. John B. Bernson, and Lieut. W. R. Rush, all of the United States navy.

MOUNT ALLISON UNIVERSITY.

Class Tests, Christmas, 1899. Freshman Latin—Class 1: Estabrooks H., Fullerton, Killam, Allison and Crossman and Steel. Class 2: Mounce, Curtis and Johnson, Hertz, McKenzie, McWilliam, Dunham, Hamilton, Barbour, Gatten and Wright. Passed: Estabrooks, H., Fullerton, Killam, Allison and Crossman and Steel. Class 2: Mounce, Curtis and Johnson, Hertz, McKenzie, McWilliam, Dunham, Hamilton, Barbour, Gatten and Wright.

Sophomore Latin—Class 2: Forsey, Patterson, Hennigar, Hocking. Passed: Roberts and McKinnon, Dobson, Brownell, A. Smith. Advanced Latin—Class 1: Brecken and Pettit. Class 2: Emerson, Swenerton, Perkins, Hennigar. Passed: Forster, Kinsman.

Freshman Greek—Class 1: Curtis, Class 2: Barry, Johnson, Hamilton. Passed: Vroom. Sophomore Greek—Class 1: E. Brecken and Mitchell, Whiteaker. Class 2: Curtis, Hennigar, Hocking, Matthews. Passed: Kinsman.

Advanced Greek—Class 1: E. Brecken. Class 2: Whiteaker, Hennigar. Passed: Roberts and McKinnon, Dobson, Brownell, A. Smith. Roman History—Class 1: Gates, Colpitts L., Fullerton, Mounce and G. R. Wright, Johnson, Curtis and Shanklin. Class 2: Steel, Curtis and H. Estabrooks and Hamilton, Anderson, Wilson, Sharp, Killam and Powell, L. Folkens, Spicer, Thomas, Barry and Ross, Campbell.

Greek History—Class 1: Matthews. Class 2: Curtis, L. T. Fokinsand Hocking. Passed: Roberts and McKinnon, Dobson, Brownell, A. Smith. Latin—Class 1: Trenchholm and Thomas. Class 2: McKenzie, Gates, Allison, Avar, Bigelow, Hertz, G. Wrightland Steel, Folkens M., Shanklin, Anderson, Sharp and Cutten, Curry, Hamilton, Dunham, Wood and Spicer, O'Brien L. B. Passed: Powell, Cameron, Fuller, Palmer, Peters, Wilson.

Sophomore Mathematics—Class 1: E. Colpitts, M. Hart and H. Estabrooks, Hocking. Class 2: Matthews, McWilliam, Vroom, E. Brecken, Curtis, Hennigar and Mounce, Roberts, Patterson. Passed: Wolff, Richard.

Senior Mathematics—Class 1: Trenchholm. Class 2: Forsey, Lodge, Trises. Passed: Black, Swenerton, Kinsman, Stone. Logic—Class 1: Forsey, Trises, Lohely, Maxwell and Whiteaker. Class 2: Emerson, Stone, K. Brecken, Swenerton, Brownell, Kinsman, Deacon, Palmer and Connell. Passed: Forster, Perkins, Thomas, Barry and Ross, Campbell.

Medieval History—Class 1: Folkens L., Pettit, Dobson, Mader, Barker. Class 2: Black, Pascoe Hale, Seller, Smith S. P., Black, and Campbell and Hale and Maxwell and Pettit, Howe, Deacon and Pascoe, Mader and Ross, L. Folkens, Kinsman, Palmer, Baker.

EXODUS OF THE DROUGHTY.

How Prohibition Worked in Lowell, Massachusetts.

Lowell, Mass., Dec. 23.—People who need liquor to assist in their Christmas celebration went out of this city in droves today, for the rigid enforcement of the prohibition law made it impossible to obtain the needed supply here. The electric cars from this city to Lawrence were the medium of transportation for thousands of men.

The traffic afterwards and evening men, or even places on the platform to reach the Lawrence cars that they actually found among themselves to obtain seats, or even places on the platform. Many persons suffered minor injuries in the scrimmage at the cars, and one woman was so severely hurt that she was removed to her home. Plenty of liquor appeared to be in transport about the city, and one estimate was that 3,000 cases of large bottles, which formerly have been free from drunken persons, were the places of numerous arrests.

At the Strand Palace, in Rome, there is a book made of marble, the leaves being of marvellous thickness.

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George, Killam. Class 2: Wright, Powell R., Ford, Spicer, Peters. Passed: Cutten, J. Estabrooks, Fulton, Moulton, L. O'Brien, Cameron, Anderson, Stone. Sophomore French—Class 1: E. Colpitts, M. Hart, Patterson, Mounce, Wolff. Class 2: Smith, Allison, Wood, Roberts. Passed: Brownell.

Advanced French—Class 1: Lohely, Pettit, Hale, Forster, Black. Class 2: Connell, Emmerston. Freshman German—Class 1: M. Hart, Fullerton. Class 2: Hertz, E. Wright. Passed: Curry, Bigelow, Sharp, Perkins, Q. Estabrooks.

Sophomore German—Class 1: Trenchholm, E. Colpitts. Class 2: Mader, Maxwell, E. Colpitts. Class 2: Mader, Maxwell, E. Colpitts. Class 2: Mader, Maxwell, E. Colpitts.

Freshman English—Class 1: George, Durrant, M. Folkens, Fullerton, L. Colpitts. Class 2: Steel, Dunham, Gates, Allison and MacKenzie, Anderson, Johnson, Killam, Hertz, E. Wright. Passed: (H. Hamilton and Shanklin), Maybes, H. Powell, Curry, Avar, Bigelow, Cameron, G. Wright, Peters, Sharp, Spicer, Wood, Moulton, Palmer, L. O'Brien.

Sophomore English—Class 1: E. Colpitts, Patterson, (Curtis and H. Estabrooks), Hart, Howe, Hennigar. Class 2: E. Brecken, Mounce, Harris, McWilliam, Harbour, (Hocking and O'Brien), L. O'Brien, Roberts, Deacon. Passed: Vroom, Burry, Smith, Matthews, Wolff.

Advanced English—Class 1: Maxwell, Whittaker, Trenchholm. Class 2: K. Brecken, A. Forsey, Hale, Folkens, Pettit, Forster. Passed: Seller.

Constitutional History—Class 1: I. Forsey. Class 2: Pascoe, Connell. Passed: Smith, Brownell, Kinsman, Forster, Seller, Richard.

Physics—Class 1: Gates, Killam, L. Colpitts, Dunham. Class 2: Johnson, Bigelow, Anderson, Shanklin, Avar, Steel, G. Wright, Pettit. Passed: Richardson, Wright, Sharp, Fuller, Hertz, Spicer, Allison, Powell, Cameron.

Chemistry—Class 1: Matthews. Class 2: Lohely, E. Colpitts, E. Brecken, Patterson, Mounce, Whittaker, Curtis, Wolff, E. Perkins, Roberts, Vroom, K. Brecken, H. Estabrooks, J. O'Brien, Hammar, Gatten, Barry, McWilliam.

Biography—Class 1: Deacon E. Perkins, Lodge, Forsey, W. Brecken, K. Brecken. Class 2: E. Perkins, Trises, Swenerton, Lohely, L. Powell, Harris, Emmerston, E. Perkins, Roberts, Vroom, K. Brecken, H. Estabrooks, J. O'Brien, Hammar, Gatten, Barry, McWilliam.

Advanced Chemistry—Class 1: Connell, Pascoe. Class 2: Black, Swenerton, Smith. Passed: Swenerton, Lohely, L. Powell, Harris, Emmerston, E. Perkins, Roberts, Vroom, K. Brecken, H. Estabrooks, J. O'Brien, Hammar, Gatten, Barry, McWilliam.

Results examinations Theological department Mount Allison University, December, 1899. Junior Year. Systematic Theology—1st division, George, 2nd division: Durrant, Howe (Miss). Passed: Richard, O'Brien. Historical Theology—2nd division: Heaney (A. B.), Richard. (Rice, Squires). New Test, Introduction—1st division: George, Durrant, 2nd division: Richard. Passed: Heaney (A. B.). Greek Testament—1st division: Squires, (Thomas), (Durrant, George), 2nd division: (Matthews, Rice), Houris Miss, Campbell, Ross. Church History—1st division: George, Durrant, 2nd division: Richard, Heaney (A. B.). Homiletics and Pastoral Theology—1st division: (George, Matthews), Durrant, Heaney, 2nd division: Richard.

Systematic Theology—1st division: Campbell, Rice, Deacon, Miss Palmer, Burry, Howe, Miss Passer Seller, Heaney. Historical Theology—1st division: Thomas, Campbell, Ross, Palmer. Hebrew—2nd division: Durrant, George. Greek Testament, (Hebrew)—1st division: Mitchell, Thomas, Ross, 2nd division: Palmer, Campbell, Richard. Greek Testament (Mark)—1st division: Mitchell, Squires, (Forsey, A. B.), Thomas, Ross. 2nd division: Campbell, Rice. Church History—1st division: (Mitchell, Thomas), Deacon Campbell, Palmer, 2nd division: Ross, Passed Burry. Ethics—1st division—Thomas, 2nd division: Mitchell, Campbell, Ross, Palmer. Homiletics—1st division, (Curtis, Mitchell), Campbell, Ross, Palmer, (Rice, Thomas).

FRENCH CONSPIRACY TRIALS. Another Scene in the French Senate Chamber. Paris, Dec. 26.—The public prosecutor this afternoon, began his closing speech before the High court (Senate) in the conspiracy cases. He reviewed the evidence which, he said, showed the conspiracy was more dangerous "than when the Comte de Paris so far forgot the traditions of his family as to join hands with General Boulanger."

This evoked noisy protests from the audience and the accused and the remarks of the prosecutor were soon drowned by the vehement interruptions of the prisoners. Eventually the prosecutor was heard to declare that he had decided, owing to the quantity of evidence, to abandon the prosecution of six of the prisoners, Mm. Chevillon, Freuchen, Court, Brestat, Guillemont and Ballerue. He then recapitulated the story of the anti-Republician machinations of the Duc d'Orleans and his agent, M. Buffet. The latter violently protested and an uproar ensued. Finally the court in secret session decided to expel Mm. Buffet and Gully until their counsels' speech for the defence.

CHATHAM PILOTAGE DIFFICULTY. Chatham, Dec. 22.—Edward Sinclair resigned his position as pilotage commissioner on account of difference of opinion with his brother commissioners in the recent trouble, sent one thousand dollars to R. J. Wall, pilot master, for distribution among the pilots as the commissioners had retained their summer's earnings. It is hoped that the pilot question will be settled very soon as the pilots have appointed Messrs. Geo. Watt and M. S. Hocken to meet the commissioners and act in their behalf in a settlement and the commissioners have agreed to meet with these gentlemen tonight.