POOR DOCUMENT

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# The Semi-Weekly Telegraph.

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## ROYAL SERVANTS AT BECK AND CALL OF CANADA'S PREMIER.

### rrangements for Entertainment of Colonial Chief Representatives at the Coronation Ceremonies—Australian Proposition for System of Rebates.

Montreal, Feb. 3—(Special)—The Star's special cable from London says: "Sir Wilfrid Laurier and other colonial premiers will be the guests of the British nation at the Hotel Cecil during the coronation ceremonies. Royal servants and a number of the king's carriages and some of the officials of the colonial office will be at their beck and call. Preparatory to discussions of the coronation conference, Mr. Garton, Australian premier, has thrown out a proposal to which it is said Mr. Seddon, premier of New Zealand, assents—that goods from British ships be granted colonial customs rebate. Mr. Seddon suggests that Great Britain reciprocate by granting a similar rebate on colonial products upon which British duties are changeable. These products include nothing Canadian at present, though they would do so if the chancellor of the exchequer accepts M. Giffen's proposal to tax imported wheat and timber."

## ST. JOHN MAN MADE A VICE-PRESIDENT.

### Dr. Frink Elected to Office in Canadian Hackney Breeders' Association.

Toronto, Feb. 3—(Special)—The Hackney Breeders' Association of Canada today decided to drop the proposed amalgamation with the American association. The secretary was instructed to apply to the English Hackney Association for two silver medals to which affiliated associations are entitled. They will be offered for competition at shows in Canada. J. H. Frink, St. John, was elected vice-president for the maritime provinces.

## ANOTHER PLOT DISCOVERED.

### Aimed at Life of China's Dowager Empress; Then for Big Rebellion.

Victoria, B. C., Feb. 3.—News of an extensive conspiracy to assassinate the Empress Dowager of China and members of the court and foment widespread rebellion, to involve the whole Chinese empire, was received by the steamer Glenesk. The discovery was made while the court was at Hsi Ngan, when an unsuccessful attempt was made to destroy the palace and inmates by fire.

## MAORIS VOLUNTEERS.

### Thousand Offer To Do Duty Anywhere in British Dominion.

Wellington, N. Z., Feb. 3—A thousand Maoris have volunteered to do duty anywhere in the British dominion, with the object of relieving a similar number of British troops for service in South Africa.

## SIBERIA MINING CLAIMS.

### Little Expense in Locating and Patenting—Liberality Prevents Progress.

The expense of locating and patenting claims in the Ural and in Siberia is very little. The size of the claim being optional with the locator, up to 280 acres, he rarely finds it of advantage to include more than 200 acres within his lines. The average cost of locating and patenting such a claim, including all field and camp expenses, will not exceed $125. Particularly noteworthy throughout the mining code is the effort to give perfect title and to prevent litigation. All locations must be patented within two years, and no title or assessment work is required. All of the court decisions under the mining code show the precedent that failure to comply with the unimportant and purely formal technicalities of the law does not interfere with a man's title. To those who have mined in other parts of the world, perhaps the most striking feature is the large amount of land that can be located in a single claim. This liberality has, as a matter of fact, been the chief obstacle to the progress of Russian mining, as it has enabled unprogressive men to hold large tracts of valuable mineral land without being obliged to do assessment work thereon.—C. W. Purington and J. B. Landfield, Jr., in the Engineering Magazine.

### Will Sail from St. John.

Halifax, Feb. 3—(Special)—Eight men of the C. M. R. have been left behind. They are sick in hospital and on recovery will be attached to the R. C. R. at Wellington barracks. They will, if found medically fit, be sent out to South Africa via St. John and will embark on one of the hay steamers leaving that port. They include Troopers Reid, Johnson, Storey, McBryan, Brown, Kingston and Sargent.

### United States Congress.

Washington, Jan. 31.—An extended speech on the Philippine tariff bill was delivered in the senate today by Mr. Morgan, of Alabama. An hour and a half was devoted to consideration of a bill to increase the salaries of the judges of United States courts, but no action was taken.

### Explosion in a Bakery.

Boyertown, Pa., Feb. 3.—Four persons were killed and one fatally injured in an explosion of gasolene tonight in the bakery of George Carver, of this place.

### Loss of Life Terrible.

Eagle Pass, Tex., Feb. 3—Eighty-four bodies and 16 men barely alive, some horribly mangled, have been taken from the Hondo mines.

## ROW RAISED OVER THAT PEKIN RECEPTION.

### London Globe Scores Diplomatists for Permitting Their Wives to Attend.

London, Feb. 3—Commenting this afternoon on the reception of the wives and children of the members of the diplomatic corps at Pekin, by the Dowager Empress, the emperor and the empress, the Globe wrathfully remarks that it was humiliating to every European and American and expresses indignation at the fact that the ministers "permitted their wives and children to be degraded by bowing to the infamous woman and receiving decorations from her bloodstained hands," adding:

"The necklace the Dowager Empress placed on Madame Conger should have been spurned as the gift of murderers chargeable with the torture and death of American Christian women. The ladies were not primarily to blame; but an unpardonable fault rests with the diplomatists who allowed the cruel indignity. The ladies will be represented as having performed kowtow to the usurping tyrant and a day of regret will assuredly come."

## POOR THING COULDN'T LIVE ON $20,000.

### Millionaire's Daughter Brings Suit Against Her Mother.

London, Feb. 3—A sensational dispute between a wealthy mother and daughter over the custody of the latter's children was aired in the courts last week. The parties were Mrs. Naylor-Leyland and her daughter, the Hon. Mrs. Chetwynd, a sister-in-law of Lady Naylor-Leyland, who was Miss Jennie Chamberlain, of Cleveland, Ohio. Mrs. Chetwynd was divorced from her husband in 1900. She then signed an agreement allowing her two little girls to spend a certain time with Mrs. Naylor-Leyland, for which privilege Mrs. Naylor-Leyland allowed her daughter £2,000 ($10,000) yearly, making her income £4,000 ($20,000). On Thursday last Mrs. Chetwynd sued her mother to recover £1,000 ($5,000) due under this agreement, but a decision was given against her, as it was proved that she had removed the children from their grandmother's care, had taken them to South Africa, and had neglected their education, thereby breaking her part of the contract.

In court Mrs. Chetwynd swore that her mother was mad, and that she was not fit to have the children with her, on account of her constantly changing cooks, believing in ghosts and allowing Socialists to meet in her cellars.

Mrs. Chtewynd further alleges that her mother always hated her and treated her neglectfully. Answering questions put by her counsel, Mrs. Chetwynd declared that no one brought up as a millionaire's daughter could possibly live on £4,000 ($20,000) a year. Justice Ridley, commenting on the testimony, said he regretted he had not had the advantage of being brought up as a millionaire's daughter.

It transpired during the proceedings that Mrs. Naylor-Leyland's income is £20,000 ($100,000). As all the parties are well known in society, the disclosures created a sensation.

### Christian Science in Berlin.

Berlin, Feb. 3—Christian science was debated in the Reichstag today. Dr. Heinrich Mueller (Radical Association) said he thought that the government should take action against "The Mrs. Eddy swindle in Flottwell street, Berlin," alluding to the establishment of a certain Fraulein Schoen where Dr. Mueller said that prayer healing was performed at two marks an hour, and that Fraulein Schoen had followers in the higher circles of Berlin society.

### Death of "General Mite."

London, Feb. 3—Much interest was aroused at Cardiff by the death and funeral of "General Mite," who came to England with "Tom Thumb."

"General Mite's" real name was Flynn. He was born in Chenango county, New York state, weighing two pounds and a half. When a year and a half old he stopped growing. He made his first public appearance in New York in 1877, in company with Minnie Oborn, a Swedish dwarf. He was then 13 years old, stood 22 inches high, weighed nine pounds and was perfectly formed, displaying much intelligence.

## SHIPPING RUTHLESSLY DASHED ABOUT BY TERRIBLE STORM.

### Wreck After Wreck Along Nova Scotia Coast—Hard Experience of Crews, Much Loss of Property—Lives Sacrificed to Storm's Fury Along Atlantic Shores.

Digby, N. S., Feb. 3—(Special)—One of the worst gales prevailed here yesterday afternoon and up to midnight that can be remembered by the oldest inhabitants. Early in the evening telephone and electric light wires became tangled and broken. Services at the churches were shortened. At 9.30 the electric lights were shut off to avoid danger from live wires. The town was then in total darkness. The sea off town was tremendous but was cut down near the shore owing to the drift ice. The closest watch was kept for fires; fortunately none occurred. At Point Prim the gale was severe but not worse than that of the 27th of November. The engineer in charge of the whistle house sighted, about 9.30 o'clock, signals of distress from a vessel in Digby Gut. It proved to be the brigantine Ora, from Annapolis, with lumber for the West Indies. She sailed from up the river yesterday in company with the schooner Clarence A. Shaffner, Captain Chute, which was also loaded with lumber for the West Indies. Both vessels anchored off Granville and when it was found that both anchors failed to hold the Ora, the officers and crew saturated their pillows with kerosene oil and used them for signals. Lighthouse Keeper Ellis and his sons got a line to the brigantine just as she struck on Condon's Point. With the utmost difficulty the entire crew were saved with only the clothes they stood in. This morning the tug Marina, Captain C. F. Lewis, left for the scene of the disaster and after hours of hard work succeeded in floating the vessel and towing her to Digby. She is now docked at H. T. Warne's wharf and is badly damaged. Only the stump of the foremast is standing. Both anchors and chains are gone. Her cargo is about all saved. The vessel is insured for $4,000 and the cargo is insured with the exception of the deckload. Agent Riley, of Montreal, has left for Digby and is expected to reach here Wednesday morning. The cargo will be discharged here, but it is likely the vessel will be condemned.

The Ora was commanded by Captain M. O'Hara and is owned by C. B. Whidden & Co., of Antigonish. She was built at Port Medway in 1890, is 115 feet long, 27 feet beam, 10 feet deep, registers 197 tons and hails from Yarmouth, N. S.

### Another Disaster.

When the weather cleared it was discovered that the Clarence A. Shaffner, 158 tons, Captain Chute, was ashore on the north side of Digby Gut. Her owner, L. D. Shaffner, of Bridgetown, arrived here this evening and was conveyed to the scene of the disaster by the tug Marina. This vessel lies in a bad position at high water mark and is badly chafed. Tug Marina leaves here at 6.30 tomorrow morning and will endeavor to float the wreck and tow her to Digby. Both spars are standing but the foremast is badly damaged and will have to be replaced providing the vessel is saved. Vessel and cargo are both insured. The Clarence Shaffner is nearly new, this being the beginning of her second voyage. The cargo in both vessels was shipped by Pickels & Mills, of Annapolis.

Digby has been cut off all day from the outside world as far as the telephone is concerned, and from Halifax by telegraph until this afternoon.

It is feared that much damage has been caused to shipping and fishing craft at Petite and Grand Passages as well as other fishing ports along Digby Neck.

### The Mira a Hopeless Wreck.

Halifax, Feb. 3—(Special)—The steamer Mira, which sailed from Boston Saturday, bound for Louisbourg, C. B., is now a hopeless wreck on Chebogue Point ledge, near Yarmouth. She went ashore at 3.20 o'clock this morning. All hands were saved and the small quantity of general cargo which she carried will also be saved. R. S. Eakins, Lloyds' agent here, is now in charge of the wreck, the captain and crew of 35 men having left the vessel and arrived in Yarmouth this afternoon.

Captain Muir, of the Mira, this evening gave the following account:

"We left Boston Saturday morning bound for Louisbourg. We encountered very heavy weather the whole voyage, easterly gales with rain and sleet. This morning about 3.20 o'clock the second mate came to me and told me the ship was aground. I was sitting down, was not asleep, and had not felt her strike. She must have gone on the rocks very gently. A short time before she struck I had noticed a light and thought it was Cape Sable. We must have been driven off our course by the heavy wind and adverse currents. Soon after she struck, the water was making fast in the engine room and I saw the ship was doomed. I began firing signals, and when daylight broke saw that we were well on shore. A number of men had gathered and were ready to assist us. We got a line fastened to the mast and run ashore and most of the crew went ashore in a basket. I stayed by the ship until today, when I placed her in charge of Lloyds' agent. I think she will be a total loss. Her bottom is badly broken, all the blades are broken off her propeller and three-quarters of her rudder and her rudder post are gone. At low tide one side of her is completely out of water."

### The Steamer's History.

Boston, Feb. 3.—The steamer Mira, which stranded at Chebogue Point last night, was making her second trip from this port to Louisbourg. She was assigned to this trade temporarily to take the place of seamer Catalone, which is undergoing repairs at New York. The Mira was the last of three steamers built by C. S. Swan and Hunter at Newcastle last year for the English and American Shipping Company Limited, of London, and she was constructed especially for the coal-carrying trade, having been chartered for a term of years by the Dominion Coal Company. She was placed in commission last May and until navigation closed in the St. Lawrence was engaged in the trade between Sydney and Montreal. After that she made one trip from Sydney to England with iron ore. She was then placed in the service beween Louisbourg and here. The Mira cost about $350,000 and is fully insured.

### Many Schooners Lost

Halifax, Feb. 3—(Special)—News of shipping disasters on the Nova Scotia coast in Sunday's gale are coming in. At Liverpool, N. S., the American schooner Massachusetts, of Gloucester, parted her chains, was driven over the bar and on to the flats but will be floated next tide. Schooner I. Ponder Jr. was also driven ashore there.

At Lunenburg the storm did $20,000 damage. Among shipping disasters there were the following: Schooner Kurvera, which arrived Friday from the West Indies, salt laden, dragged anchors and is now lying on the mud flats. She will have to discharge cargo, which is probably badly damaged. Schooners Tyler and Muriel were also driven on the flats. Schooner Aguadilla, also salt laden, was fouled by another schooner and had a large portion of her port side torn away. Her damage will amount to about $1,000. The brigantine Leo, discharging salt, broke adrift from the wharf and fouled the new schooner W. M. Zwicker, which was loading lumber at the railway wharf. Both were considerably damaged. The Leo lost rudder and had a large part of her rail stove in by fouling the wharf.

Schooner Minto was also fouled and badly damaged. Schooners Baden Powell, Bessie L., Lillia B. Hirtle and Atlanta are also more or less damaged.

Six or seven vessels at Ritcey's Cove were carried out with the ice and one of them, the Avis, is high and dry at Miller's Point. Schooner Premier is ashore at Schrader's Point.

### Lives Sacrificed.

New York, Feb. 3.—The gale which has been sweeping the coasts of Long Island and New Jersey for more than 24 hours, and is continuing, though with abated force tonight, has brought death and disaster to sailors and their craft.

Reports of loss of life are confined to the eastern end of Long Island, whence comes the news that several bodies have been washed ashore. It was not known what vessels the men came from. They might have been on either the barges towed by the tug Richmond, reported as passing without tow Block Island bound for Newport, R. I., or the tug Cuba, which passed Block Island two hours later, which left New London, Conn., yesterday for Newport News and was returning without tow. When leaving port the Richmond had three barges and the Cuba two.

Wreckage strews the shore in the vicinity of the Bellport, L. I., life saving station and one body came ashore. One barge was thrashing about this afternoon near Forge River Station. The finding of the other bodies was reported later from the same point.

The largest piece of wreckage is the after quarter and a portion of the stern of a barge. On this last were the letters "O. P. E."

The crew of the American merchantman Schepp, a full-rigged ship, ashore on Long Beach, L. I., shoals early today, were in peril of their lives all day and late reports say they are still on their stranded vessel, though the danger of death had been lessened.

A westerly gale was blowing 70 miles when the Schepp struck at 3.30 in the morning. Captain Andrew Rhoades' life saving men reached the Schepp about daybreak and found the seas breaking over her bow and stern. She was about 1,000 feet from shore. Her main topgallant and royal mizzen topsail, with the foretopgallant studding sail, had been carried away and almost every spar was broken. Several of the crew could be seen on deck running to and fro to keep from freezing to death.

The life savers made several attempts to shoot the life lines over the Schepp but the afternoon's efforts were not successful. Then they tried to launch the lifeboat but this, too, proved impossible, owing to the high sea.

The crews of the seagoing tugs John E. Berwind and E. S. Atwood had a narrow escape Sunday afternoon. The German steamer Barcelona rescued the tug men. When the gale struck the tugs the waves began to wash over them, sweeping everything moveable, flooding their holds and getting into the fire boxes. The seven men on each tug were in imminent danger for over two hours. The tugs were sinking when the Barcelona hove in sight and took the half-frozen crews aboard. Within half an hour the tugs went to the bottom. The Berwind was probably worth $33,000 or $35,000, the Atwood about $25,000.

Full River, Mass., Feb. 3.—The tug Cuba, of the Staples Coal Company, of Taunton, arrived here tonight and reported the loss of her two barges, Matanzas and Cardenas, off Block Island last night. Each barge had 3,000 tons of coal and they were manned by a crew of five each, the Matanzas being commanded by Captain Jose Coreino, of New Bedford, and the Cardenas by Captain Chas. Raymond, of the same city.

## POPULATION FIGURES.

### NEW BURNSWICKERS GAIN IN TOWNS; LOSE IN COUNTRY.

### Total Increase About Ten Thousand—Conditions About the Same in Nova Scotia and P. E. Island—Comparative Statements Are of Much Interest.

Ottawa, Feb. 3—(Special)—Census bulletin No. three, issued today by Commissioner Blue, contains the population of New Brunswick, Nova Scotia, P. E. Island and Quebec by census districts; also the population of the incorporated cities and villages of those provinces.

In New Brunswick, the rural population was 253,835 as against 272,362 in 1891, and the urban population was 77,285 compared with 48,901. The total population of the province was 331,212, as against 321,263 in 1891.

In Nova Scotia, the total population of the province was 459,574 as against 450,396 in 1891. The rural population was 330,191 compared with 373,403 in 1891. The urban population was 129,383 as compared with 76,993 in 1891.

In P. E. Island the population was 103,250 compared with 109,078 in 1891. The rural population was 88,304 as against 94,823, and the urban was 14,955 as against 14,255.

In Quebec the population was 1,648,898 as against 1,488,535. The rural population was 992,667 as against 988,820, and the urban 656,231 compared with 499,715. With the exception of Quebec, there is considerable decrease in the rural population. The boys are evidently leaving the farms for the city.

The figures for Ne wBrunswick are:

| Districts. | 1901. Rural. | 1901. Urban. | 1891. Rura | 1891. Urban. |
|---|---|---|---|---|
| New Brunswick | 253,835 | 77,285 | 272,362 | 48,901 |
| Albert | 10,927 | ..... | 10,971 | ..... |
| Carleton | 18,967 | 2,984 | 19,241 | 3,288 |
| Charlotte | 17,531 | 4,884 | 18,926 | 4,826 |
| Gloucester | 27,936 | ..... | 24,897 | ..... |
| Kent | 23,968 | ..... | 23,845 | ..... |
| Kings | 21,665 | ..... | 22,087 | ..... |
| Northumberland | 21,168 | 7,875 | 25,716 | ..... |
| Restigouche | 7,934 | 2,652 | 8,308 | ..... |
| St John City and County | 31,043 | 40,711 | 25,390 | 24,184 |
| Sunbury & Queens | 16,906 | ..... | 17,914 | ..... |
| Victoria | 20,492 | 644 | 18,217 | ..... |
| Westmorland | 33,694 | 9,026 | 33,715 | 8,762 |
| York | 22,611 | 9,009 | 23,138 | 7,841 |

Some other New Brunswick figures for 1900 are:

Woodstock, 2,948; St. Stephen, 2,840; Milltown, 2,044; Chatham, 4,868; Newcastle, 2,507; Campbellton, 2,652; St. John, 40,711; Grand Falls, 644; Moncton, 9,026; Fredericton, 7,117; Marysville, 1,892.

## EARTHQUAKE SHOCK.

### Felt in Parts of New Brunswick and in Quebec Province.

Edmundston, N. B., Feb. 3—(Special)—A shock of earthquake was felt here this morning at 8.15 o'clock and the trembling lasted for about a minute. The shock was also felt at Hartland, N. B.

Quebec, Feb. 3—(Special)—About 8 o'clock this morning the entire city and country east to Rimouski was severely shaken by earthquake. No damage is reported.

### Woman's Body Found in Marsh.

Lynn, Mass., Feb. 3.—The body of a woman was found on the Lynn marshes today. Externally there are no signs to show that the woman was foully dealt with, and nothing to disclose her identity. She was of about middle age. On the right arm are the letters N. T. O.

## AN EARL KILLED.

### MUNSTER LOSES HIS LIFE FIGHTING IN SOUTH AFRICA.

### Twenty-three British Columns Are Hunting DeWet—His Capture, or Annihilation of His Force Looks More Likely Than Ever—Peace Rumor Denied.

London, Feb. 3—A South African casualty list, published this evening, includes the name of the Earl of Munster (Geoffrey George Gordon Fitzclarence), who was accidentally killed at the Lapo Mines, Feb. 2. The earl was a major of the Third Battalion of the Royal Scots (Lothian Regiment). He was born in 1859.

The Ladysmith correspondent of the Daily News reports that 23 British columns are hunting for General DeWet, and says the assertion that his capture or annihilation of his force is only a question of time is more justified than ever before. Everything indicates a powerful effort to crush the Boers in March or April. The Boers in the field, however, are surprisingly numerous and well equipped. It is suspected that they have been reinforced by rebels from Cape Colony. They are also storing large quantities of grain and other supplies in Bushmanland, where military operations will be most difficult.

London, Feb. 3—There is no truth in the statement from The Hague that an announcement had been made in the Dutch chamber that Great Britain had provisionally rejected the Dutch proposals concerning peace in South Africa, but that the negotiations to this end would be continued.

## SECOND FIRE AT WATERBURY WAS THE WORK OF AN INCENDIARY.

### Strong Suspicion That Fiend Caused This Disaster to Follow on First Conflagration—New York Insurance Companies Hard Hit—Other Fires.

Waterbury, Conn., Feb. 3—The sun rose this morning on a blackened and smouldering mass of ruins that marked the main business section of the city. But ghastly as the appearance was, and bitter as the disappointment of business men and numerous families, there was one fact blacker than all the others. This was the very strong suspicion that the fire that completely destroyed the Scoville House, burning up thousands of dollars worth of furniture, appointments and personal effects, and imperilled many lives, was the work of a fire fiend. The fire came so closely on the heels of the big conflagration that the thousands of spectators who witnessed it were thrown into a more complete panic than the original conflagration caused.

The flames had only begun to die out down along Bank, Grand and South Main streets at 4 o'clock, when long tongues of flames leaped as by magic into the sky and people groaned with the apprehension that the city was doomed after all. It was evident that the hotel was doomed, and if the fire had reached the adjacent buildings, there would have been very little hope of saving the center of the city. The fire continued far into the day and was not entirely extinguished until evening.

It cut through the heart of the city and the appearance of the gaping opening from Leavenworth to Brook streets was typical of the deep wound sustained by the commercial life and importance of the city.

The remarkable feature of the fire was undoubtedly the absence, so far as is known, of loss of life. The re-building of the ruined structures is only a question of time. Temporary quarters have been secured by all the firms and though very small, so far as actual space goes, the merchants who have lost so heavily have refused to yield to defeat, and will soon be in commodious headquarters. Many have already telegraphed for new stock and will resume business immediately.

The ruins of the Scovill House blazed up again this evening and caused some alarm, but there was little to burn.

New York, Feb. 3—It is estimated that the fire at Waterbury will cost the leading insurance companies of this city about $1,500,000. Practically every company of importance is affected, and some are embarrassed by the reason of the fact that they had records in buildings that were destroyed by the fire. In several instances duplicate records were kept in the New York offices.

New Milford, Conn., Feb. 3—Fire of an unknown origin, which started about 7 o'clock tonight, completely destroyed the main building of the Bridgeport Wood Finishing Company's plant, estimated loss $100,000.

Portsmouth, N. H., Feb. 3—A large five-story brick building, occupied by the Times Publishing Company, was completely swept out by fire tonight, with a loss of $25,000. A heavy gale was blowing, and there was considerable anxiety as to the neighboring property. The entire local department was called out, and with the assistance of a fire company from the navy yard, the fire was confined to the Times building. Building and contents were completely covered by insurance.

## BOOTH TO COMPILE A DRUNKARDS' DIRECTORY.

### Salvation Army to Inaugurate a Special Temperance Crusade.

London, Feb. 3—At a mass meeting held in Exeter hall tonight, General Booth, the leader of the Salvation Army, inaugurated a special temperance campaign as a feature of the work of the Salvation Army during the present year. Gen. Booth said he relied confidently upon the co-operation of saloonkeepers in this work through their indicating the habitual drunkards, insomuch as the supplying of habitual drunkards with liquor endangered the publican's license and that he intended to compile a drunkards' directory in each town and follow the habitual drunkards home and reform them there.

## CONSERVATIVE CHOSEN.

### Election for Seat in British Commons Yesterday.

London, Feb. 3—The election to fill the seat in the house of commons for the Ecclesill division of Sheffield (rendered vacant by the death of Sir Ellis Ashmead-Bartlett, Conservative) resulted as follows:

Samuel Roberts, Conservative, 5,231; Reginald Vaile, Liberal Imperialist, 4,199.

At the last election the result in this division was: Sir Ellis Ashmead-Bartlett, 5,059; Reginald Vaile, 3,230.

## HAND-PAINTED STOCKINGS

### The Rage Now in Paris—Some $800 a Pair.

Paris, Feb. 3.—Hand painted stockings are the newest fad. While sewing girls wear an eight cent article, wealthy women indulge in leg coverings costing $800 a pair, adorned with emeralds.

The majority of illustrated stockings depict a single flower, a lily, violet or lilac, perfumed with the odor of the blossom painted. The cheapest cost 600f. ($120). Last week orders were received by a leading firm for a pair showing cupids and twining serpeants, with eyes formed of magnificent pearls.

## IN A DRIVING ACCIDENT.

### General Miles Thrown, and Dragged Fifty Yards.

Washington, Feb. 3.—While driving his fast trotter, Gold Pebble, today General Nelson A. Miles met with an accident, his sleigh colliding with another and being overturned. General Miles was thrown but clung to the reins and managed to control the frightened animal, although he was dragged about 50 yards over the icy ground.

### Lord's Day Alliance and Workingmen

In Ottawa, Toronto and Hamilton, the trades and labor councils have already appointed committees to co-operate with the local branches of the alliance. The labor men of British Columbia were the first to begin this active co-operation. Ralph Smith, M. P., is the first vice-president of the alliance of the Pacific province; D. J. O'Donoghue, dominion fair wages offiicer, is one of the founders of the movement, and a member of the executive committee.

Rev. J. G. Shearer is to address a meeting of workingmen on Wednesday evening at 9.15.

## NEW FIRE HELMET FOR PARIS BRIGADE.

### Makes Oxygen, and Enables Firemen to Remain in Dense Smoke.

Paris, Feb. 3.—A final test of a new breathing helmet to be used by the Parisian fire fighter was successfully held the other day before the prefect of police, M. Lepine, and the other municipal authorities.

The helmet was invented by Professor Bouchard and generates oxygen, making an air tube unnecessary. Some of the firemen remained an hour in dense smoke without the slightest discomfort.

## ST. STEPHEN'S NEW COUNCIL.

### Old Scott Act Inspector Retained; Cheaper Offer Declined.

St. Stephen, N. B., Feb. 3—(Special)—The first meeting of the new town council took place this evening, Mayor Murchie in the chair, and all councillors-elect in their places. The following standing committees were selected:

Police com—McClure, Stevens, Haley.
Poor—Stewart, Dinsmore, Nisbett.
Fire—Stevens, Haley, McClure.
Schools—Nisbett, Haley, Stevens.
Finance—Stevens, McClure, Dinsmore.
By-laws and ordinance—Haley, Nisbett, Stewart.
Assessment—Dinsmore, Stevens, Nisbett.
Health—Haley, Nisbett, Stevens.
Wharf and harbor—Nisbett, Stewart, Haley.
Printing—Stewart, McClure, Dinsmore.
License—Dinsmore, McClure, Stewart.
Streets—Mayor, Dinsmore, McClure, Stewart.
Treasurer—J. G. Stevens, jr.
Clerk—Jas. Vroom.
Police—Chas. Vanstone.
Chief fire department—John Ryder.
Driver of hose cart—A. Robinson.
Street commissioner—Robert Hewitt.
Scott act inspector and marshal—Thos. H. Campbell.
Driver town team—Thos. Hanson.
Town solicitor—W. C. H. Grimmer.

Mayor Murchie returned thanks to the electors for having elected him as councillor for 11 years and as mayor four years. C. N. Vroom applied for appointment as special officer to enforce the Scott act at $400 a year, $100 less than paid Marshal Campbell. He claimed that the Scott act had not been enforced. Mr. Vroom was asked if he would take the appointment of town marshal, but refused. Thos. H. Campbell was then appointed, at the usual salary of $500, to enforce the Scott act.

## WORK FOR ONE THOUSAND MEN.

### Brockville May Get Large Agricultural Implement Industry.

Brockville, Feb. 3—(Special)—The Deering Harvester Company, of Chicago, is negotiating with Brockville for the establishment of an agricultural implements works here to employ 1,000 men.

### Hospital Superintendent Charged With Embezzlement.

Worcester, Mass., Feb. 3.—Dr. Chas. A. Peabody, superintendent of the Worcester city hospital, was arrested tonight on a charge of embezzling $8,400.