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### NICHOLS.

e Street. ERNS for Destock.

rince street, Carle-rtley, on Nov. 21st.

porth end, on Nov. Penna, Spurgeon G. Kings Co., to Ma-de, Queens Co., N.B. residence of the the Rev. J. J

of Annapolis.

ie and the late John rde Park. Nov. 21st. after a nes Kerr, aged 45 to mourn her loss.

len Grove on Tuesonly daughter of C. Livingstone, residence, 48 King ov. 26th, Lizzie, be-MacFarlane, M. D.,

Sunday, Nov. 25th th street. St. John, L., beloved daugh-y J. Shenton.

ent, Nov. 24.—On 21st the Good gave one of the hich they have eputation. John was carried out: Coming By and d Objections Re-Rejected: solo. eau representing rity; solo entitled ump speech on led The Happy the choir. The logue, The Bobthree parts, on ng Tonight: reci-Not Ring Tonight: Heroes. All exuch pleased with nment.

been doing some rn Hill, returned sday.

UNTY NEWS

he Kings County ampton by L. E. cheerful looking ative in politics, and promises to r all honest recial attention to s and will eninfluence felt in

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v. 21.—The Syraaimed a blow at ast night. Alderresolution prokhibition or any this city. The to the corporaion is the outns-Riordon fa-

21.- Superintenther announces Sparring

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# PAGES. ST. JOHN WEREN SUN. PAGES.

VOL. 17.

ST. JOHN, N. B., WEDNESDAY, DECEMBER 5, 1894.

## Ladies' Coats and Jackets

We are disposing of the balance of our Autumn importation of Ladies' Coats, Jackets and Ulsters at

#### GREATLY REDUCED PRICES.

- ILOUGED THICK	Je mile did Land
Black Serge Coat, without cape, close fitting at neck	- \$2.50.
Black Rough Serge Coat, without cape	- 3.00.
Black Beaver Cloth Coat, with or without cape	- 3.50.
Black Beaver Cloth Coat, without cape	
Black Rough Serge Coats, trimmed with braids	5.25.
Rough Serge Coat with Beaver collar, no cape	The second secon
Black Rough Serge Coat, with cape trimmed with Beaver	- 6.00.
\$10.00 Mixed Tweed Ulster (black and brown with red d	- 0.00.
inch, for	
\$16 00 Brown Beaver Ulster with Black Marten collar, for	₹ .00.
	- 8.00.
(one 32 inch and one 34 inch).	

Y. M. C. A'S. KILLED.

Two Dead, Two Fatally Injured. and Thirteen Hurt.

A Frightful Accident Happens to a Football Team.

A Team Containing all the Players Run Into at a Railway Crossing.

Worcester, Mass., Nov. 29.—The most terrible accident which ever occurred in Southbridge happened there this morning, and turned the day into sadness instead of Thanksgiving, as the lives of two young men were shut out in a flash, two more were fatally injured and thirteen others were more or less hurt, two of the latter not being expected to live The injured men are all members of the Southbridge Y. M. C. A., and were on their way to the fair grounds to play a game of football with the Worcester Polytechnic institute eleven.

The barge in which they were riding was struck at the Centre street crossing by a passenger train on the New York and New England road. The killed are: Charles Gauthier, Joseph

C. Cook. The fatally injured are: Victor Nelson, skull fractured; John Street of Lee, Mass., quarter back of the Williams' college football team who was to referee the game, skull fractured and legs broken.

The others injured are: Alfred Hughes, injured about the head, and Alfred Taylor, skull fractured, both of whom are not expected to live; W. J. Bursaw, hip broken; Henry Belknap; head injured: Charles Simpson. leg broken in two places; James Taylor, head injured; Edgar Durgin, Jacob Edwards, Frank Morse, Elmer Chamberlain, Herbert Clemence, Harry Rose and Lester Newell, slightly in-

The passenger train which did the deed was an accommodation from Southbridge to Webster, and it was thought to have passed the crossing, A slight accident delayed the train fifteen minutes and the barge was just on the tracks when the locomotive dashed around the curve and hit the barge squarely in the centre. Instantly the air was filled with flying bodies. which fell back to the earth writhing pers, including the ship's manifesto, in pain or still in death. The barge landed on the pilot of the engine and

remained there until the train was, stopped 250 yards away. The Worcester eleven had previously been carried to the fair grounds in the same barge and the players, who were engaged in practice, were in full

view of the terrible accident. They at once ran to the track and rendered what assistance they could to their unfortunate friends. The injured were taken to the power station of the Southbridge Electric Light Co., which was turned into an hospital.

Doctors were summoned and everything that could be done was done for the victims. The town was soon in an uproar and the scene outside the improvised hospital was heartrending, as mothers and sisters enquired for their loved ones. The crossing where the accident happened is not provided with gates nor automatic alarm.

PRINCESS ALIX.

Present Empress of Russia a Clever Woman.

just married the new Czar of Russia, is the youngest sister of the reigning Grand Duke of Hesse Darmstadt and the favorite granddaughter of Queen Victoria. Her mother, who was so popular in England as the Princess capricious, unfaithful, dull, but, on the whole, affectionate husband, and a model, bringing up her children most admirably, and giving her life in devotion to both of them. Barely 20 years of age, Princess Alix, the daughter of this favorite child of Queen Victoria, has been famed as one of the most clever and spirited

marked character and individuality of her own, and, indeed, persons have been heard to regret that the mother died when the child was only six; for with many straight-laced persons princes and princesses have no right to have wills or characters of their own, but ought to be all modeled on the same pattern-stiff, amiable, dull, patient, thick-skinned, and, above all, wholly lacking in a sense of the ludicrous. Now, all these supposed requirements of a princess of the blood save one-amiability-the elfin princess of Hesse absolutely lacks. She is not stiff, but lively, graceful and even vivacious; she is not patient, but quite the reverse; she is not thickskinned, but most sympathetic, impulsive and sensitive, and as for her sense of the ludicrous, her's is so keen that she keeps her friends and companions in a perfect state of merriment by her pithy wit. So far as physique is concerned, she has that greatest charm and beauty of all, what the French call the "beauty of

#### the devil"-namely, youth. ROUGH OCEAN TRIPS.

The Palestine, of the Warren Line, Arrives in Boston Considerably Damaged.

ren steamers, the Angloman, Evans, Roman, Lewis, and Palestine, Whiteway, arrived from Liverpool today, making the largest number of ocean steamships of one line that ever tered the port of Boston in a single day. The Leyland liner, Lancastrian, Muir, also arrived from Liverpool. All four vessels report tempestuous voyages. The Roman was three days late reaching port. The Palestine was six days overdue, and the other two vessels were twenty-four hours

Capt. Whiteway, of the Palestine says the trip was the roughest and longest he ever had. November 21st. a mountainous wave engulfed the forward part of the vessel and swept everything. Only careful manipulation saved the ship. The wave struck the strongly built iron house forward and completely ripped up the hurricane deck. Another volume of water stove in the saloon bulkhead, flooded the cabin with water and destroyed much valuable property. A life boat was smashed, and the private saloon was flooded and many valuable pa-

The Palestine made only twenty miles that day. The steamer Roman also encountered the hurricane. November 21, a heavy sea carried away the ventilators and other fittings. The Roman made only half a mile an hour during the twenty-four hours the storm lasted. The vessel was

hove-to for several hours. The Leyland liner Lancastrian and the Angloman also encountered similar weather, but escaped with little dam-

DIED AT POINT DE BUTE.

Died at the home of her son, A. C. Carter, November 7th, Mrs. Richard Carter, relict of the late Richard Carter, of this place.

Mrs. Carter was born in Upper Sus sex, Kings Co., in October, 1807. She was the sixth daughter of the late Samuel Freeze, who for many years represented the county in the provincial legislature. Her mother was Margaret Wells, of Point de Bute. She leaves six children, two sons and four daughters, A. C. Carter, of Point de Bute, Dr. H. R. Carter, of Port Princess Alix, of Hesse, who has Elgin, Mrs. H. P. Trueman, wife of Conductor Trueman, of Sackville; Mrs. J. Amos Trueman, Mrs. W. J. Trueman, and Mrs. W. Irvin, of Point de Bute. As wife and mother, Milcah Carter was a model for all who came within her influence that have the Alice, whose literary remains, the same duties to perform. Always letters to her mother, her dairy, etc., cheerful, when cheerfulness was posform some of the most beautiful and sible, always firm when firmness was edifying books in the English lan- a virtue, wise in counsel, energetic in guage, was a model daughter, the action, a mother in the fullest sense tender nurse of her dying father, the of the word, of her it may be truly sweet, sympathetic consoler of her said, "Many daughters have done virwidowed mother, a model sister, the tuously but thou excellest them all.' devoted nurse of her sick-unto-death. The complete trust, the strong confibrother, Bertie, 20 odd years ago; the dence, the perfect submission in the adviser and peace-maker in many sick room, strengthened one's faith in family quarrels, a perfect wife to a the divine realities more than years of

### DROUGHT IN KANSAS.

St. Louis, Mo., Nov. 26.-A special from Topeka, Kas., says three-fourths of the wheat crop sown in Kansas this fall has been ruined by the continued drought. In the central Lelt the one of the most clever and spirited and spirited and the plant will be great brood mare, Jessica, the Holy Ghost! W Europe. From infancy she showed a die if the rains do not come soon. by Bellwood, dam of Israel, 2.191-4, church were ours.

so the last is asserted believe and to public and a superior of a section of a section of a section of

THE FARM.

Essex Swine Mature Quite Early and are Very Prolific.

Sheep Farming Pays-Horticultural Hints-Feeding Young Stock - The Brood

SHEEP FARMING PAYS. Sheep farming requires the least labor of any kind of farming, and is one of the most profitable if propedly managed. It is the least laborious because the sheep are more easily kept than other animals. They will eat food that no other kind of stock will touch, and they require less rersonal attention, besides being more handy and less liable to disease. They are the most profitable be-

cause, in addition to the foregoing, they are the sources of two valuable products, while with other stock but one is looked for. Even though wool is low, the fleece will bring enough to pay for the keep of the animal, and the mutton will be the profit. Formerly sheep owners bred principally for wool, and as the righest development in the wool-bearing capacity is incompatible with the perfection of mutton-producing ability. the latter suffered to such an extent that the flesh of the animal was practically unsaleable. Mutton-eating was steadily discouraged, and the genuine lovers of this meat had recourse to Canada, where mutton sheep were reared. That this belief in the infe-

riority of the American product still

"Canada mutton" signs are still ex-

hibited in the butchers' shops and wagons in New York. But with the discovery that the production of both flesh and fleece in a high degree is compatible in the same animal, the demand for mutton has grown. At sight of this delicious, juicy meat prejudice has faded and is fading away. It has become a formidable rival to beef, and its consumption may readily be increased a

hundred per cent. And yet many men are talking as if the business were ruined and are getting out of it as fast as they can, ignorant of the fact that it is the best farm property they have today. These are the men who forget that conditions have been reversed since they went into the business. Mutton is is all that should now be asked of it.

-D. Florens, in N. Y. World. ABOUT ESSEX SWINE.

breeds of swine. Its merits have obtained for it a well-deserved popularity in this country. ity in this country, as well as in its native land. The modern Essex breed is the result of a cross of the original stock, on the Neapolitan. It belongs to one of the so-called small breeds. Essex swine are black, or, rather, ash-black in color; they havev a short dished face, broad between the eyes, erect, thin ears, full jowls, short, thick neck, body of medium length, broad, deep and straight, with heavy hams, bones fine, but sufficiently strong to support the body; hair fine and soft, but thin; no bristles; legs.

short and fine, but straight and set wide apart; hoofs erect. When matured, the improved Essex pounds. They mature early, are prolific and possess great vigor of constitution. They fatten easily, range well and, not being troubled with mange or sun-scald, are a peculiarly valuable breed for the south. The Essex are excellent as a cross, being sure to give quality and early Being good grazers, they should be and no corn or other fattening food On the other hand, their tendency to where roasting pigs are desired. The meat can be made fit for pork at any age, from a month upward. In England these hogs are marketed in great numbers when from five to eight menths old, for light family pork, and -N. Y. World:

for that purpose there are none better. FEEDING WHEAT TO PIGS. J. C. Hutton, the well known English bacon curer, gives many valuable hints, and points out that, with pigs running about, the hams did not develop as they would do if penned up. Then, again, it has been a disadvantage for small and large pigs to feed together, naturally the former being very much "elbowed" out of the troughs. In recent wheat-feeding trials, at first raw wheat was merely thrown on the bare ground, involving a certain amount of waste. After a week or two wheat was steeped in cold water and put into wooden troughs. Now he considers it a great

economy to crush the wheat. FEEDING THE YOUNG STOCK. Lambs, colts and calves should be kept continuously growing, whether they are to be kept over winter or sold in the fall. When they go into winter quarters the observer should be able to note their sleek, fine, healthy, robust condition. Such growth can only be obtainable by judicious management and attention. Good pasture, pure water, perhaps a little grain during the droughty season and frequent salting are needed.

THE BROOD MARE JESSICA. Basil H. Bell returned from Independence, Iowa, on Monday, bringing with

and of Clayola, 2.21 1-4, and her colt of this year. This colt is by the famous Allerton, 2.09 1-2, and is large and well gaited. This is an accession to the horse stock of the province, whose influence will be of great value in bringing our trotters to such improved breeding as may enable them to compete with the best products of United States farms. The Wilkes family is now the leading family of trotters, and in Musgrave we have the son of an inbred Wilkes horse, for such Allerton was; he being by Jay Bird, a son of George Wilkes out of Gussie Wilkes, dam of Barnhart, 2.22 3-4, by Mambrino Boy, 844, grand dam of Nora Wilkes, by George Wilkes. Musgrave is the son of an inbred Wilkes sire, out of an inbred, Abdallah, 15, dam, and thus combines the two greatest lines from Hambletonian, 10. This colt, landed at New Glasgow, has soce \$1,500. A good sire is worth thousands of dollars to a country, and if this young horse grows up and proves worthy of his ancestry he may do as much to make Pictou county famous and wealthy through the production of fine and fast trotters and road horses, as did Hambletonian, 10. the state of New York, or as old Justin Morgan has done for Vermont. New Glasgow Chronicle.

P. E. I. CANNED FRUIT. The fruit canning industry will yet ind a prominent place in P. E. Island enterprises. The canning establishment of Jones & McRae at Pownal, during last summer put up 10 cases cherries, 15 cases strawberries, 12 cases plums, 50 bus. gooseberries, 30 bus, tomatoes, a quantity black and red currants, 15 cases pears, besides exists is shown by the fact that a large quantity of apples. They also canned in the early part of the sum-mer 150 cases lobsters, and are now putting up oysters and clams.

HORTICULTURAL NOTES. By gathering and burning all limbs and twigs removed from trees in pruning, a great many insects will be destroyed.

Keep the soil in the orchard clean, mellow and well cultivated through the spring and summer for the first three years.

It is estimated that the use of a mulch may sometimes increase the amount of water in the upper one feot of soil on one acre by 1,700 bar-

As a general thing the skins of fruit are infested with germs or microbes. The bloom of some fruits is made up now the staple and wool the by-pro- of germs. The skin protects the fruit duct. If the wool pays expenses, that from their action, but if the skin is bruised or broken the small organisms get inside and cause the fruit to decompose. It is best to remove the skin before eating the fruit, for the

CHRISTIAN UNION.

Life of James Hamilton, D.D., by Mrs. Arnot. Edinburgh.

Heaven is the abode of unity, and when the spirit of unity comes into from above. \* \* Discord is of the earth or from beneath. The divisions of Christians show that there is still much carnality amongst them. The more carnal a Christian is the more sectarian will he be; and the more spiritual he is the more loving and forbearing and self renouncing will weigh from three to four hundred are you sure to find him, and it is with Christian communities as with individual Christians. When the tide is out, you may have noticed as you rambled among the rocks, little pools with little fishes in them. To the shrimp in such a pool, his foot-depth of salt water is all the ocean for the time being. He has no dealings with maturity to any breed. When crossed his neighbor shrimp in the adjacent upon common or coarser swine they pool, though it may be only a few will improve them almost beyond re- inches of sand that divide them. But ocgnition, The objection urged when the rising ocean begins to lip against them is their tendency to fat- over the margin of his lurking place, ten rapidly, which causes the car- one pool joins another, their various casses to lack the desired proportion tenants meet, and by and by in place of lean meat. This objection can be of this little patch of standing water, largely overcome by limiting the am- they have the ocean's boundless fields ount of food and compelling exercise. to roam in. When the tide is outwhen religion is low—the faithful are allowed unrestricted run of pasturage to be found insulated, here a few and there a few, in the little standing until it is desired to finish them off. pools that stud the beach, having no dealing with their neighbors of the fatten is a great recommendation adjoining pools, calling them Samaritans, and fancying that their own little communion includes all that are precious in God's sight. They forgot mighty communion of saints, which is to engulf all minor considerations and to enable the fishes of all the pools, the Christians, the Christlovers of all denominations, to come together. When like a flood, the spirit join to church and saint will join to saint, and all will rejoice to find that, if their little pools have perished, it is not by the scorching sumearthly rubbish, but by the influx of that boundless sea, whose glad waters touch eternity, and in whose ample depths the saints in heaven, as well as the saints on earth, have room enough to range. Yes, our churches are the standing pools along the beach, with just enough of their peculiar element to keep the few inmates living during this ebb-tide

period in the church's history. But question for me, but there were some they form a very little fellowship, the largest is but little; yet is there steadily flowing in a tide of universal life and love which, as it lips over Glace Montanvert, the Manvenis Pass If Jesus Came to Boston, and although the margin of the little pool will stir its inhabitants with an unwonted viva- while about the village (which is be as hard on this city as was Mr. city and then let them loose in the neither romantic nor picturesque) and Stead on Chicago, yet he did not atlarge range of the Spirit's own com- tried my best to feel impressed with munion. Happy church! furthest Mount Blanc, but I simply could not down upon the strand! nearest the get up one bit of enthusiasm. I never rising ocean's edge! Happy church was so disappointed in my life. To whose sectarianism shall first be my way of thinking the so-called swept away in this inundation of monarch of mountains can't compare love and joy! whose communion shall with the Jungfrau. C- quite first break forth into that purest and agreed with me. They, howholiest, and yet most comprehensive

DOING SWITZERLAND.

A St. John Lady's Visit to Its Snow-Capped Peaks,

That Glistened and Sparkled Like Huge Diamonds in the Morning Sun.

A St. John lady travelling in Europe writes as follows to a friend in this

Now, I must try and tell you something of our recent travels, which, I may remark before starting, we have both enjoyed to the utmost. We left Lucerne on the 20th August by train for Gischener (when you wish to pronounce begin to cough and then change your mind and sneeze instead) which we reached about two in the afternoon, and then went by diligence—our first experience of travelling in that way-over the Pass, en route to the Rhone Glacier, crossed the celebrated Devil's Bridge, a most beautiful structure of that the porter or concerge of the a single span over a raging torrent, and high, high up. Then we came to Audermatt, a quaint village with curious churches, and, strange to say, a great winter resort for invalids, though how they can stand the cold up there I can't see. Next Hospenthal, a constant succession of small hamlets and villages, all the time mounting higher and higher, till it eemed sometimes we could not go any higher without getting into the clouds themselves. About seven we reached the Glacier. It is magnificent. I think the finest we have seen. Fancy a petrified cataract six miles long. I have no idea of the width, but it is immense. The light on it was superb, and we kept getting glimpses of it from different points of vivew till at last a turn in the road hid it completely. Darkness settled down and we were glad to bury ourselves in our wraps like mummies. and hailed with delight about nine

the trembling lights of the hotel where we were to pass the night. It was a funny, primitive sort of place, but we were too tired to care much, and after a hasty dinner, and securing our passages in the diligence for the morrow, we were glad to seek repose in a carpetless bedroom with one wash stand, no dressing table nor wardrobe nor cupboard, and where we "hung up" our cloaks on the floor, and pinned our hats,

veils and gloves to the curtains. Six thirty the next morning saw us astir again, for the coach left at eight, and what with dressing, breakfasting, bag packing, bill paying, etc., etc., an hour and a half soon slips

away. The weather was again perfect, though there was a heavy storm in the night, and what was rain in the valley had been snow on the hills, so the mountains had new white frocks on, and very pretty they looked glistening and sparkling like great diamonds in the early morning sunlight. We had a hot and awfully dusty drive to Brugg, which we reached about one o'clock, had lunch a soul of into a church, it cometh and then took the train for Martigny, arriving between five and six, I never saw anything like the dust and I think you would have disowned me at the station could you have witnessed our arrival. The country between Brugg and Martigny is exceedingly uninteresting and M. is a very ordinary little place with nothing to

recommend it. We left the next morning at 8.30, having this time a small carriage to ourselves, and drove at first a long time through the valley of the Rhone, which is tame and uninteresting, but when we bgan the ascent over Tete Noir Pass the scenery was perfectly beautiful. The road winds and twists like a screw round and round through these wonderful mountains-the everlasting hills, indeed-till one becomes almost breathless with the height she has attained. When we had got up so high I thought I should die if we went any higher, we suddenly began to descend, and about 10 reached a funny little hotel, which is about half way between Martigny and Chamounix, where we dined and where we changed carriages, and, much to our disgust the drivers, as we liked the man we had very much and didn't care for the second one at all. But it seems all travellers start from both ends of the road at the same hour in the morning and meet at mid day, or therefor a time that there is a vast and abouts. Then the Chamounix men expansive ocean rising-every ripple, return thither, the Martigny men to every reflux, brings it nearer-a Martigny, each exchanging passengers according to the number and size of the carriages.

The afternoon drive was not so pleasant as the morning one, but our first view of Mount Blanc was grand-in fact the only one I cared flows into the churches, church will for, but that is being a little previous, for we haven't got there yet. The vale of Chamounix is not pretty, and we found that part of our journey decidedly tedious. We had writmer's drought, nor the carting in of ten for rooms, so had no trouble on our arrival between five and six, and after as elaborate a toilette as our scanty baggoge would allow-our trunks had gone to Zurich-we were quite ready for the very excellent dinner which awaited us. The next morning we were awake bright and early, but with my usual cleverness I had contrived to catch a violent cold, so any excursion was out of the very pleasing Americans there, who took C- under their wings, and Chicago, at the Congregational church they all started off to the Mer de about nine o'clock. I remained for a Dr. Hale evidently did not mean to ever, had a very pleasant day except of all communions the communion of for a thunder storm on the way home him the great brood mare, Jessiea, the Holy Ghost! Would to God that which caused some of the mules to

manner, but nevertheless they reached home safe and sound and in extremely good spirits. We left at eight the next morning for Cluses, en route to Geneva, which latter we reached between three and four in the afternoon, and left again at five for Lausanne, where we spent the night. The next afternoon we went on to Friburg, where we stayed over Sunday to hear the grand organ, considered the finest but one that of Lucerne in Europe, and also to see the wonderful suspension bridges. It is a quaint old town and well worth a visit if one is not pressed for time. We went that (Sunday) afternoon to Zurich, arriving in the evening in time for a late supper. We expected to find our trunks there, but at first could hear neither tale nor tidings of them, owing to the incivility of the hotel people, so the next morning, instead of going about to see the city, we spent the time going about from one place to another in search of the missing baggage, and it was only when we had fairly missed the train we wanted to take hotel told us the proper place to look for it. They thought to make us stay over another day, but were pretty well sold, for as soon as we had had lunch I paid the bill, drove to the warehouse where the trunks were, and then straight to the station, where we had two dreary hours to wait, but then got a very good train for Schaffhausen for the Falls of the Rhine. We got there just after dark, too late for table d' hote, but just in time for the illumination of the Falls, which takes place every evening during the season, and is very pretty, but to my mind too theatrical. It is a lovely spot and the Falls are beautiful, but they always made me think of the Yankee, who said of them, "Yes, it's mighty pretty, but I reckon I could put it into Niagara with a tea spoon." A friend of mine in New York was present and heard the man say it, so can vouch for the truth of the story. We stayed two days and met some pleasant people.

Now I must stop and get this posted, but will continue in a day or two.

THE LUMBER TRADE.

The Bangor correspondent of the Chicago Lumberman says: "Boston lumber dealers are anxious to buy random cargoes of spruce at 50 cents advance. They feel that they have bought too sparingly since the beginning of September. The car saw mills will begin their winter's work with prices advanced from 50c to \$1 a thousand, and a more lively demand than was expected in midsummer. Inquires for lath come from They are all sold. Short lumber of

all grades is improved in all markets,

which encourages the wood operators,

who are making some inquiries for

permits, but the supplies seem to be somewhat difficult for all to obtain." The New York correspondent says:

"One of the best features of the situation is the very evident determination of nearly all operators to feel better," and the idea weekly gains ground that with the passing of 1894 the lumber trade of this locality will enter upon a period of recuperation which will, possibly slowly, but nevertheless surely, lead to the healthy and vigorous condition of former years. Every lumber consuming manufacturing industry in this locality is in need of stock, not only of its products, but of stuff to make them from. The condition of the real estate market and the filing of plans for projected buildings show clearly what may be expected in that line; miles of dockage work is planned, and behind all is once more the hope of a settlement of the long delayed rapid transit scheme, which this correspondence still contends will be one of the greatest boons of all to lumbermen in consequence

of the stimulus it must surely give suburban building. "Hemlock retains about former general attention, and there is a really good demand for spruce of all kinds. The offering of eastern cut stuff, however, is limited, and there are hints of one or two receivers who have oversold and can not find a mill that is able to help them out in time for the deliveries required. Piling is inquired after more frequently and lath are doing better with sellers' ideas tending toward \$2 again."

C. P. R. FREIGHT RATES.

President Baird, of the Woodstock board of trade, has received the following letter from General Freight Agent Tiffin, of the C. P. R., relative to freight rates from Montreal and

the west: "I beg to advise you that our gene ral traffic manager has consented to a general reduction in the rates from the points named to Woodstock, the reduction conceded being one-half the rates which we have heretofore charged between McAdam and Woodstock. such reductions running from 12c per 100 lbs., down to 5 1-2 cents on general goods according to classification and on flour and grain 4c per 100 lbs.

in car loads." AFTER BOSTON WICKEDNESS.

Boston, Nov. 29.—Rev. Edward Everett Hale, D.D., read his sequel to Stead's book, If Christ Came to today. Dr. Hale's paper was entitled tempt to cloak wickedness in his own city. References to the gambling, corruption in politics, and various

other evils were frequently made. DEATH OF LORD MONCK.

London, Nov. 30.—The Times this ever, had a very pleasant day except for a thunder storm on the way home which caused some of the mules to act in a very capricious and giddy of the united provinces of Canada.