DETECTIVE SKEFFINGTON TALKS

Only Man Who Arrested the Celebrated Adam Worth,

Who In 1876 Stole the Celebrated Gainsborough Picture of the Duchess of Devonshire.

(Halifax Herald.)

MONCTON, March 1.—I called on Detective George Skeffington, inspector of I. C. R. police, at his pleasant, cozy home in Moncton. Mr. Skeffington received me cordially, but it was only after a good deal of persuasion that the officer consented to talk even a little for publication about his official career, which covers a period of 34 years:

Mr. Skeffington said: I was the first regular police officer employed by the government in connection with the I. C. R., and at the beginning the task was not an easy one.

"What were my most important cases"

"Well, I can hardly say. I have been up against a good many during the 34 years I have spent in the service, both here and in Quebec. In connection with my Quebec service, where I and my four assistants did all the most important police work for the province, I look upon the Eugene Sprunglie case as the most important. He was a shrewd lad and did much of his thieving on board ship, chiefly on the Allan royal mail steamers, and boats plying between Quebec and Liverpool. One day I received a telegram from headquarters to meet one of the Allan boats at Levis, as it was reported

EXTENSIVE ROBBERIES HAD BEEN COMMITTED

on board the ship during her passage across. In fact, this sort of thing had been going on for some time, and many people had, as a consequence, lost much valuable property. I went to Levis, but could not see the mail officer of the boat as directed. However, while standing on the wharf near where the mail train was, a friend came up to me and pointed out one of three well dressed gentlemen who were walking up and down the platform, at the same time remarking that the one indicated was suspected of having stolen valuables from passengers. I only had a few minutes to make up my mind what to do, for the train was about to pull out. Approaching the person, I said: "I want you. You are my prisoner." He took the matter very coolly, and remarked to his friends:

"Did you hear what this fellow said?"

They replied, "yes, but it is preposterous."

I replied, "Will you gentlemen please attend to your own affairs? I know what I am doing. This man is my prisoner," and laying my hand on him, I said: "Come with me." He did not refuse, and I set out for Quebec with my man. In the presence of the chief of police, Captain Heighman, I searched him, but found nothing of value or of a suspicious nature in his pockets. However, I noticed he had beneath his clothing next to his body, a belt, with several pockets attached and in them

$30,000 WORTH OF DIAMONDS

set and unset. We held him for trial and I took the diamonds and deposited them in the vault of one of the city banks, but in the meantime the customs officials learned of the matter and seized the diamonds, claiming and they were right, that they were smuggled into Canada. In the meantime, it turned out that the man who gave his name as Delafield, was not Sprunglie and he actually turned out to be Adam Worth, who in 1876 stole the celebrated Gainsborough, Duchess of Devonshire's picture, and which was recovered in Chicago in 1901. Worth, who is now dead, was a noted thief, and the instance I am referring to was the only time he was arrested. We held him for some time, but he was finally released. The set diamonds were sold by the authorities, but the unset ones were returned to Worth, alias Delafield, because it was claimed there was no duty on unset diamonds coming into Canada. Six weeks after the arrest of Worth, alias Delafield, I was again ordered to go to Levis as there had been more robberies on the Allan boats, this time on the Carcassian; but here let me go back a bit and relate an incident which at the time had no, or seemed to have, no particular bearing on the case, but which actually turned out to be the real clue that lead to the identification and arrest of the much-sought-after thief. This incident was this:

"One night while in Montreal I met one of the city detectives whom I knew quite well. His name was Fahey. He was afterwards arrested, convicted of and sentenced to twelve years in St. Vincent de Paul penitentiary for stealing money pouches belonging to the Grand Trunk railway, from Bonaventure station. Fahey stopped me, and taking a photograph from his pocket handed it to me, asking if that was a picture of the man Delafield that I had arrested at Levis some weeks previously? I examined it, but it was not Delafield's picture and I told Fahey so. I asked him who it was, but he would not tell me, and on the whole acted very suspiciously as I thought. I noticed that the picture was made on the Bowery, New York. I then left Fahey.

"Well, as I was saying, I was again ordered to go to Levis, to meet the boat, which I did, but when I arrived it had been in some time and the passenger special in connection with the steamer had departed for Montreal and the west. I walked up the wharf from where the ship was lying and in doing so had to pass the baggage room where I noticed a fine looking man standing in the doorway. He was dressed in the height of fashion, frock coat, plug hat, etc., and carried an umbrella in his hand. There was something about the man that arrested my attention; something familiar about his appearance, but I could not for the moment recall where I had seen him, and then it dawned on me that he was the original of the photograph the Montreal detective Fahey, had shown me some time previously. It did not take me long to make up my mind to arrest him, for something seemed to impress me that he was the man I was looking for—the real Mr. Sprunglie. I at once walked up to him and said: "I want you."

"What for" he queried.

"You are my prisoner," I replied. "He played indignation, said it was an outrage, and asked to se the American consul. I told him I did not know anything about the American consul, and laying my hand on his shoulder requested him to accompany me. He then seized me, but I gave him the trip and soon had him

ON HIS BACK ON THE PLATFORM,

when I asked him if he would go quietly, or if I would be forced to handcuff him?"

He replied—"I suppose I must go and will go quietly."

I then let him up and he accompanied me on the ferry boat. After we got on board the policeman detailed to assist me put in an appearance. We had not proceeded far from the wharf when the prisoner asked if he could speak to me privately. At first I refused, saying that I would rather not converse with him in private, but on second thought I decided to do so, and asked the policeman to withdraw for a short distance.

He said to me: "Cannot this matter be settled?"

I replied, "Well, every man has his price—how much will you give?"

"One hundred pounds," he quickly answered.

"Oh, I said, that is not enough."

Then we began to barter, when finally he said: "I will give you all the money I possess — six hundred pounds."

I replied, "You have not got six hundred pounds?" "Yes, I have," he said, and suiting the action to the word, he placed his hand in an inner pocket of his vest and drew forth six crisp £100 Bank of England notes. Then I knew I had my man, and I quickly informed him that I did not want his money, that I had always been honest so far in the discharge of my duty, and that I would continue to do so. By that time we had arrived at Quebec. I took him to the station where I searched him in the presence of the chief of police, but found nothing on him of a suspicious nature. However we locked him up pending the searching of his baggage, which was still in the baggage room at Levis. Next morning, bright and early, I had his luggage brought over to the city where the chief and myself searched it, but to our great surprise not one thing answering to the description of the things stolen did we find, for already the name of those robbed and a

DESCRIPTION OF VALUABLES TAKEN

from them had reached police headquarters in the city of Quebec. Sir Philip Woodhouse, governor of Bombay, reported a £400 sight draft missing; Hon. Mr. Tollamarsh, a set of diamond studs; Mrs. Tollamarsh, valuable diamond rings taken from her fingers while she was asleep in her stateroom; Mr. Aigus of the C. P. R. 50 sovereigns; Mr. Jarvis, the well known insurance man of St. John, a £100 Bank of England note; Mr. Oliver of Toronto, 40 sovereigns.

Chief Heigham and myself determined not to give up the search until we had dissected the trunk, so I procured an axe for that purpose. It was our intention to literally cut it in pieces in search of secret recesses. Among other things we had taken from the trunk—a large Saratoga—was a bottle of liquid shoe polish. When I stooped down and took up the axe to begin my work, after I turned the trunk bottom up, I found my hand stick to the handle, and on examination found it covered with a sort of black paint, which proved to be shoe polish. At a glance I noticed that the polish came from the heads of some screws that held a number of iron plates, painted black, in place on the bottom of the trunk. We got a screw driver and I began to take off the plates. There were four of them, and each covered a recess cut in the woodwork of the bottom of the trunk. Out of the first of them, after I had removed the plate, tumbled Hon. Mr. Tollamarsh's diamond studs. In others I found notes, sovereigns, in fact, all the stolen goods, including Mr. Jarvis' £100 note. Sprunglie, for so it proved to be, was indicted on three points, and convicted of each, one of them being the theft of Mr. Jarvis' money. That gentleman was able to go on the stand and positively swear that the money found, that is, the £100 note, was his, for this reason: The note was sent to Mr. Jarvis from the bank by mail, and as is the custom of banks when sending money that way, the note was cut in two.

EACH HALF BEING SENT IN SEPARATE ENVELOPES,

Mr. Jarvis had, after receiving the two pieces, patched them together, and could, therefore, easily identify the note. Governor Woodhouse's £400 draft was never recovered, and it was the unanimous opinion of all concerned that Sprunglie had destroyed it. As already intimated, the prisoner was convicted and was sentenced to five years in the penitentiary. After that I heard no more about robberies on the Allan boats.

"You are the first newspaper man that I ever gave the details of that case to." My most important cases on the I. C. R. have been in connection with attempted train wrecking, the most serious being that at Hodgin's Siding, on the northern division, five or six years ago. Ties were placed on the rails, as a result of which a freight train, engine and all, were ditched, a car of oil took fire, resulting in the train and engine men being burned, Engineer Hayward very severely. He has never driven an engine since. I succeeded in locating the culprits, arrested them, and brought them to trial, with the result that they were convicted and sentenced to five years each.

Another serious obstruction case was the placing of iron rails on the track at Charlo, up north. The first train to come along was what is now known as the maritime express. It was in charge of Conductor Angus McLellan and Engineer Lutz. The engine struck the rail and it became wedged in between the flanges of the forward wheels and the track rails, wedged so hard that they were forced to use sledge hammers to drive them out. I succeeded in running the culprit down next day.

In the vicinity of Charlo I saw a man at the end of a barn forking over manure. I went to him and inquired as to what his name might be.

He replied, "Smith."

"Well, Mr. Smith," I continued, "I want you."

Immediately he faced me with the fork. I quickly put my hand to my hip, at the same time remarking, "If you don't drop that fork I will blow your head off." That settled him. I then asked him if he knew what I had arrested him for. He answered he did not. Continuing, I said, "What made you do it?"

"I don't know," came his reply.

"Then you did it?" I further inquired.

"Yes," he replied, "I did."

During the time the Marquis of Lorne and the Princess Louise were in Canada I was detailed to accompany them on many of their travels. I also travelled with Lord Lansdowne, when he was governor general of Canada.

I did duty in Ottawa, by special request of Sir John A. Macdonald, at the time of the O'Donovan Rossa scare. That was when it was said Rossa and his gang threatened to blow up the parliament buildings. I was on duty there three weeks, and it was during that time that I met and made the acquaintance of Henry B. Carron, known afterwards as the spy. He was termed a Clan-na-Gael centre, Fenian commander, land league orator, but always a British detective. He was in Ottawa on business, and died some years ago. It was during the famous Parnell trial that it came out he was a spy.

Yes, I organized the I. C. R. force, which now consists of twenty-four men, and I did it under considerable difficulty, for the I. C. R. is the only road on the continent that does not employ special agents. Detective or Inspector Burns of the C. P. R. has twenty special agents. He never employs depot police on special work.

We have something doing all the time. I personally conduct all the important cases. Our station policemen, or constables, are information bureaus for the travelling public. The night police are supposed to patrol the yards and keep a sharp eye to loaded and unloaded cars.

THE MOST NUTRITIOUS.

EPPS'S COCOA

An admirable food, with all its natural qualities intact, fitted to build up and maintain robust health, and to resist winter's extreme cold. Sold in 1-4 lb. tins, labelled JAMES EPPS & Co., Ltd., Homœopathic Chemists, London, England.

EPPS'S COCOA

GIVING STRENGTH & VIGOR.

ST. STEPHEN NEWS.

ST. STEPHEN, March 3.—Mr. and Mrs. G. W. Ganong are spending a few days at Clifton Springs previous to proceeding to Ottawa for the opening of parliament.

John C. Henry, keeper of records and seals for the grand lodge, Knights of Pythias, is confined to his home by illness.

Mrs. Edward Price and family leave soon for California, where Mr. Price is now located.

Miss Bessie Sullivan is visiting her sister, Mrs. J. Fred Cook, in Medford, Mass.

The Harmony Club, our leading musical organization, will meet with Mrs. John Black on Monday evening next.

J. Vroom, secretary of Chipman Memorial Hospital, is receiving treatment in that excellent institution for a severe attack of grip.

Joseph Toppin, a fireman on the C. P. R., was operated upon for appendicitis at Chipman Memorial Hospital on Tuesday night and is making a satisfactory recovery.

Howard, a young son of Samuel McCurdy, while playing hockey received a severe cut over the left eye that required several stitches to close.

Captain Ebsary and wife of the Salvation Army have orders to farewell on Sunday nigh.

Mrs. S. P. Reed of Marysville has been a guest of Mrs. F. O. Sullivan this week.

The ladies of the Congregational Society in Milltown are to serve a Japanese tea in their vestry on Tuesday evening next, followed by an entertainment at which stereopticon views of Japan will be shown.

Thomas Gregory has sold his grocery and general business to S. P. Moulton.

Between Dec. 29th and Feb. 9th only one interment was made in our rural cemetery, notwithstanding the cold weather we had.

St. Stephen and Milltown have been co-operating in an effort to find a suitable water supply that could be owned by the two towns. Milltown has withdrawn from the arrangement, and further operations will be conducted by St. Stephen alone.

C. A. Lindon's rink has defeated all competitors in the curling contest for the handsome medals offered by C. W. Young.

Thomas R. Speedy, an enterprising farmer living near town, has purchased a finely bred Jersey bull for the improvement of local stock, and John D. Bonness has bought a fine Jersey heifer. Both were purchased from F. W. Stevens of Anover.

HIS FATHER WOULD'T LIKE IT.

"Mister," said the little boy to the farmer leaning over the fence, "the mule has run away and split my load o' hay. Won't you come and help me put it on the wagon again?"

"I will," said the farmer, "if you will come over here fuss and he'p me git my cows out o' the pastur'."

"Oh," said the little boy, "I'm afraid father wouldn't like that."

"Why wouldn't he?" growled the farmer.

"Because," said the little boy, "he always taught me to look out for him first."

"Where is your father?" asked the farmer.

"Please, sir," said the little boy, "he's under the hay."—Silas Xavier Floyd, in March Lippincott's.

QUICK RECOVERY.

"I was so astonished," she said, "when Charley asked me to marry him that I couldn't speak."

"But you recovered before he got out of the door, didn't you, dear?" her friend asked.—Pittsburg Chronicle-Telegraph.

Blood is Worthless

Unless Circulated.

HEALTH IS ASSURED BY THE NEW PROCESS OF CURING DISEASE.

Sick headache, indigestion, loss of vigor, failing memory, nervousness are all infallible signs of weakening nerves, and indicate that your nerves lack rich blood with which to build up their broken tissues. Dr. Agnew's Heart Cure heals and strengthens the heart and gives it the power to send rich blood coursing through the veins, when most diseases disappear as if by magic. It relieves heart disease in 30 minutes and is a wonderful cure. 17

DR. AGNEW'S OINTMENT CURES PILES IN ONE TO THREE DAYS. 35c.

DUNDONALD'S PLAN.

Noble Lord Outlines Scheme for the Defence of Canada.

(Toronto Empire.)

It has fallen to the lot of Lord Dundonald to disarm and make prisoners of the enemies to the system which is responsible for him occupying his present high post—the system which provides that a British army officer shall be in command of Canada's militia. In the face of his fine plan for the defence of our country, criticism falls to the ground. His lordship has exemplified the truth of the adage that onlookers see most of the game. Any experienced soldier, given the proper authority, could have evolved some sort of plan for national defence which in time of trouble might prove satisfactory. The difficulty was to devise a scheme which would be not only effective in time of war, but unobtrusive in time of peace. This difficulty has been overcome by the officer commanding, and he presents a clear-cut method by which Canada, should occasion arise, can turn 200,000 trained soldiers into the field. It is satisfactory to know that not only was his lordship soldier enough to evolve this scheme, but politician enough to have the government accept it.

WHAT OUR MILITIA IS FOR.

Before noting some of the features of Lord Dundonald's plan, it is well to emphasize the fact that the Canadian militia was organized and will be perpetuated for one purpose—the defence of this country from attack. It is not likely that soldiers from the United States will ever invade Canada. The possibility of such an event is almost as remote as that of civil war in the dominion; but it is our duty as a nation to be prepared against the happening of the unexpected. Therefore we have a militia of 40,000 men, a force so small as to be almost useless should war ever come. In that event there would be thousands of miles of frontier to guard. Not only would a large number of soldiers be needed for such a duty, but these soldiers would have to be capable of swift mobilization, for should ever a coup be attempted, it would be made with lightning speed. With the territory to be defended in view, Lord Dundonald decided that 100,000 men at least would be required. Behind this force he will have a reserve of equal strength, so that when the plan is in operation Canada will be able to muster 200,000 trained soldiers.

FOR WAR AND PEACE AND WAR.

The force of 100,000 will be organized in units, each having a full supply of arms and warlike stores. The materials and munitions will not be concentrated in central depots, because it is essential that each unit be prepared to take the field on an hour's notice, without waiting for supplies. Each is to be thoroughly self-supporting and automatic.

The personnel of this force will be divided into two distinct classes, the character of which may be most clearly understood from the analysis of a single unit. In a company of infantry all the officers and non-commissioned officers, and about one-third of the privates, will be enlisted for service in peace and war. They will be liable to annual training for twelve days, with additional training for officers and non-commissioned officers. As to pay, it is hoped that the privates will get at least 75 cents a day during training, and the pay will increase in proportion to length of efficient service. The remainder of the unit—including about two-thirds of the total number of privates—will be enrolled for war service only. These will not be required to perform any training in time of peace, but they will be encouraged to do a certain amount voluntarily. They will be supplied with rifles and free ammunition, and will be required to fire a certain number of rounds a year. In case of mobilization these men will take their places in the ranks beside the trained men. They will form the "flesh and blood" which are required to give life and body and strength to the "skeleton" force above described.

TRAINING IS IMPORTANT.

In his desire not to hamper and harrass the busy citizen in time of peace, Lord Dundonald shows how clearly he understands the Canadian character. When war is on we can do our share of fighting, but in the "piping times of peace" we don't want to be bothered with drill and military red tape. Of course that part of the force which enlists for war service will be encouraged to practise shooting as much as possible, thus leaving it to the judgment of the individual when he shall perfect himself in the art. The backbone of the system will be that part of the force enlisted for both peace and war. The utmost care will be taken that the military education of officers, non-coms. and men is most thorough. A large area is to be purchased for manoeuvres, where the soldiers will learn to adapt themselves to fighting on all kinds of ground. At this central camp there will be an annual gathering of as many of the force as can attend. They will be put in regular service conditions and drilled by experts from the permanent corps. Then they will return to their local depots and impart to their individual companies what information they have acquired. Military literature, prepared so that every civilian can readily understand it, will be supplied each district headquarters. Lectures will be given, and the intelligence and enthusiasm of the citizen soldier appealed to at every point. Attached to each unit will be the nucleus of a second unit of equal size, the duty of which will be to remain behind when the original company is ordered out and prepare a duplicate of it, which will have previously volunteered. By this method an additional 100,000 men should be ready for the field within a short time after war broke out.

SYSTEM OF PROMOTION.

For the education and qualification of officers Lord Dundonald has devised a novel plan. By making use of his holidays the busiest man can acquire an adequate knowledge of his duties. The facilities for examination are equally well conceived. There are to be five classes, each of them carried on throughout the year, divided into four courses of twelve days each. The first class will be for appointment of lieutenant, the second for promotion to captain, the third for promotion to major, the fourth for promotion to lieutenant-colonel, and the fifth for promotion to the staff. Our imaginary young soldier who applies for a lieutenant's commission is appointed on the condition that he is able to pass his examination. He is then started on a course of study. On his first short holiday he will proceed to a district school of instruction, where he is given practical work for twelve days. At the end of this time he is tested at an examination. Should he fail he can try again in a fortnight by staying for another twelve-day term. Then if he is successful he returns home in triumph, and becomes a full-fledged officer in the new Canadian militia.

THE DAIRY.

A Strong Appeal for Better Cheese Boxes,

Which at Present Are Mostly Made of Inferior Elm and Are Not of Sufficient Thickness.

DEPARTMENT OF AGRICULTURE, Commissioner's Branch, Ottawa, March 3.—At the dairy conventions recently held, J. A. Ruddick, chief of the dairy division, Ottawa, made a strong appeal for better cheese boxes. Boxes are, said he, necessary to protect the cheese from injury in transportation, to facilitate their handling, and to permit their being piled several tiers deep in a warehouse without being crushed out of shape. Without the boxes the cheese could not be delivered in Great Britain in a presentable condition. Now, if it is desirable to have cheese in boxes at all, it is surely important that the box should be strong enough to reach its destination in a sound condition. A great many shipments of cheese are landed on the other side with twenty-five per cent. of the boxes broken. Indeed, some reports from the inspectors show a larger percentage. This simply means that one-quarter of the money paid for the boxes has been spent to no purpose. And that is not all, for the broken boxes in a shipment, while detracting from the actual value of the cheese which they once contained, make the whole lot less attractive to a purchaser.

What are the reasons for this unsatisfactory state of affairs? In the first place we have increased the weight of our cheese, and at the same time reduced the strength of the box by using thinner veneer and an inferior quality of elm. It is evident also that there are many box makers who have never properly learned their trade, as a large proportion of the boxes is only half put together.

The increasing cost and scarcity of elm, and the demands of cheese manufacturers for a cheap box, have induced the veneer cutters to reduce the thickness of the veneer, until much of that now offred for sale is entirely too flimsy for the purpose. It should never be cut less than full five to the inch.

Another fault of the veneer is that the log is often not boiled sufficiently to soften the wood, consequently the veneer knife shatters it while cutting, and gives it a tendency to split easily. Another result of insufficient boiling or steaming is that the salts of the wood are not extracted, consequently boxes made from such stock mould very readily.

When I began buying boxes for the cool curing rooms, said Mr. Ruddick, I insisted on getting heavy selected veneers. The box makers tried to persuade me to accept the thin veneer, some claiming that it would stand more rough usage than the thicker material. I have had to give two cents above the regular price for such boxes, but it paid to do so, for the reports on shipments from the curing rooms showed only one and two per cent. broken. Of course these shipments were all carefully loaded into the cars and not left standing four or five tiers high, to be thrown down and smashed by the first shunt. Hundreds of boxes are broken in that way. I believe there is almost enough wasted in trimming boxes, either in the cheese factory or at the warhouse, to make up this difference of two cents. Boxes are now worth at least one cent per inch in depth, and that part which is cut away is absolute waste.

If boxes are not thoroughly dry when put on the cheese, the growth of mould is started. This is particularly the case in cold weather, when the boxes dry slowly.

In aiming to have the cheese fit the boxes without trimming, it is well to remember that a box which measures twelve inches deep when newly made, will shrink to eleven and a half inches as it dries out. The same box will expand again to nearly its original depth after it has been in a warehouse for a week or so, because it absorbs moisture from the cheese. In fitting dry boxes to the cheese it is necessary, therefore, to have the cheese project at least one-quarter of an inch above the edge of the box. One would think it hardly necessary to call attention to the importance of having the box of the proper diameter to fit the cheese snugly. No box will stand the handling that is not supported by the cheese on the inside.

ELECTRICITY SUPPLANTS STEAM

New York and Ottawa Railway to Be Changed to an Electric Line.

NEW YORK, March 5.—The Tribune this morning publishes the following despatch from Glen's Falls, N. Y.: Reports to the effect that the New York and Ottawa Railroad is likely to be converted into an electric railway this year have been confirmed officially by General Manager Gays, who says the estimates for the proposed changes are being prepared. This is an important line in the summer, extending from the upper lake in the heart of the Adirondacks to Cornwall Bridge, a distance of sixty-five miles, crossing the St. Lawrence river near the old Indian village of St. Regis. Manager Gays says that by the use of electricity it is expected that the hauling power of the locomotives will be increased and a greater speed be maintained.

A pure hard Soap

SURPRISE SOAP

MAKES CHILD'S PLAY OF WASH DAY

POUNDING PORT ARTHUR.

Bombardment Has Been Going on for Days.

Russian Officer Graphically Describes the First Japanese Attack—Czar Nearly Insane by Reverses.

NEW YORK, March 5.—There has been a three days' bombardment by the Japanese of Port Arthur, according to a Herald despatch from Tien Tsin, timed at half past eight this (Saturday) morning. The attack was kept up at intervals on Monday, Tuesday and Wednesday. The Japanese ships attacking the town were in action first at a distance of nine and three-eighths miles from the forts, and then they drew closer, their range being four and three-quarter miles.

CAN'T CLOSE SUEZ.

ST. PETERSBURG, March 5.—A report that the Egyptian government has decided to close the Suez canal to the belligerents, although discussed seriously in the newspapers here, is laughed at in official circles, where it is pointed out that the international regulations are of cast iron and cannot be changed by Egypt.

The Jewish farming colony in Kherson province has voted to donate $5,000 for war purposes.

HOW THE JAPS ATTACKED.

ST. PETERSBURG, March 5.—A letter from an officer of the Russian cruiser Pallada has been received here describing the first attack by the Japanese upon Port Arthur. The writer denies the story that the officers of the Russian fleet were ashore and confirms the statement that the enemy used false lights. He asserts that at eleven o'clock at night a practice drill to repel a torpedo attack was made and toward midnight four Russian torpedo boats which simulated the enemy headed back towards Dalney from which place they had come. The crews of the fleet had retired; only the watch remaining on deck. The ships were in the outer harbor and the captain of the Pallada, which vessel occupied the advance position, had descended from the bridge for a last look around before going below, when he perceived lights advancing. The ship's lights shown were white above red, being those of the Russian warships when entering the harbor. The captain of the Pallada supposed the approaching vessels were the Russian torpedo boats returning from Dalney and his suspicions were only aroused when upon drawing nearer, they covered and uncovered their lights at irregular intervals. The signal tower signalled that the lights were not understood. At this moment the Pallada's captain, through the thick night made out the outlines of the torpedo boat destroyers' smokestacks in pairs amidships. As the stacks of the Russian destroyers are in line fore and aft, the crews of the Russian ships were instantly called to quarters. In less than three minutes the Pallada's men were at their posts, orders were given that the guns be charged with grape and a fierce fire was opened on the oncoming Japanese. The battleships Cesarevitch and Retvizan, which were in the first lines a short distance astern of the Pallada also opened fire almost immediately. A terrific explosion occurred under the hull of the Pallada, raising a torrent of water which submerged the cruiser's deck, but did not stop her firing or manoeuvering, which now, however, were complicated by the measures taken to close a breach amidships, below the water-line, made by the explosion of the torpedo. Soon afterwards two other torpedoes exploded almost simultaneously, one under the bow of the Retvizan and the other under the stern of the Cesarevitch. These explosions ended the attack, the Japanese vessels retiring at full speed.

CZAR ALMOST INSANE.

NEW YORK, March 5.—The Czar and Czarina, according to a cable to the world, from St. Petersburg, are reduced to a deplorable state of mind by the war. The Czar is constantly praying with Father John or Cronstadt, the miracle worker, and the most influential personage from a religious standpoint in the Greek church, and is sending propitiatory offerings in all directions to all of the famous shrines. The Czar's condition is causing grave anxiety, as it is feared his mind may give way. He upbraids the ministers unceasingly, although the present state of affairs is really due to his listening to evil counsels. His secretary, Besabrasoff, is the tool of the grand ducal war party, and, with the other high functionaries, hopes to reap a golden harvest from the war.

CZARINA GRIEF STRICKEN.

The Czarina practically remains in her own apartments, going from one paroxysm of grief into another. She has become oppressed with the conviction that all of Russia's calamities are due to her interested abandonment of the Protestant faith in order that she might be married to the Czar. She is thoroughly morbid.

RUSSIAN TROOPS HURRYING.

The reports published in the English papers of the breakdown of the trans-Siberian railroad should be taken with reserve. There has been no breakdown. Munitions of war and men are being forwarded to the Far East as rapidly as was expected to be possible and the concentration at Harbin is much larger than is supposed.

U. S. ACTION.

NEW YORK, March 5.—A despatch to the Herald from Washington says: State department officials are surprised by the reports that U. S. Minister Allen has sent a part of the small marine guard at his legation at Seoul, Korea, to protect the gold mine concessions near Un-San, which are held by J. Sloat Fassett, Leigh Hunt and other Americans. Such an order to American troops to proceed through Korea into the very theatre of war is declared to be at variance with the designs of this government unless extraordinary circumstances have arisen.

Secretary Hay Wednesday received a despatch from Mr. Allen, dated Seoul, which showed that there was then no intention of sending marines to the mines. Therefore the reports are discredited here.

RUSSIAN PLANS.

ST. PETERSBURG, March 5, 2 p. m.—The continued dearth of war news from the front does not occasion surprise here, as the Russians are proceeding deliberately with their plans, serious land operations not being expected for several weeks. However, minor collisions in North Korea may occur at any time.

The report of Major-General Pflug, chief of staff of Viceroy Alexieff, that the stacks of a Japanese cruiser sunk near Chemulpo have been seen, confirms the theory entertained from the first that the Japanese are following their traditional policy of concealing their losses.

The disappearance of the Japanese fleet from Porth Arthur after its failures is creating merriment here, one paper remarking that it has "donned the invisible cap, straddled the carpet and may land next in the ice in front of St. Petersburg."

The Gazette this morning attributes the less unfriendly attitude of the United States and Great Britain toward Russia to the fact that they are commercial nations and realize that the war will cost a tremendous lot of money and that Japan will not have the walk-over anticipated.

WOMAN WANTS TO FIGHT.

Madame Pousep, of Riga, who desires to be enrolled in a Cossack regiment, is here urging her petition. She is 22 years of age, was reared under the patronage of the late czar, Alexander III, and is a fine horsewoman, a good shot and handles rifle, revolver and sword equally well, often taking part in the cavalry manoeuvres of Vyazensky regiment. Madame Pousep is also a qualified Red Cross nurse, but she says there are enough women nurses and she wants to show that a woman can fight. If her petition is rejected, she will go at her own expense and serve as a "daughter-of-the-regiment." A naval expert writing to the Novosti predicts that Korea will prove a mouse trap to the Japanese, adding that "not one-tenth of the yellow Napoleons will get out alive."

The weather at Port Arthur the last few days has been much warmer, indicating the approach of spring. Many fast locomotives are being sent from European Russia to Siberia.

FORTY-FIVE RUSSIAN SHIPS FOR THE EAST.

NEW YORK, March 5.—A rush order has been placed with an American firm for apparatus used in coaling warships at sea. It is expected that the forty-five Russian war vessels in home water will be in position by June to proceed, if necessary, to far eastern stations, taking with them the American invention which will enable the war vessels to proceed without running afoul of the regulations at neutral ports regarding coal.

HE'S WELL KNOWN IN PORT HOPE

MR. CHAS. GILCHRIST DECLARES DODD'S KIDNEY PILLS CURED HIS DIABETES.

He Suffered for Ten Years and Could Get no Relief Till He Tried the Great Canadian Kidney Remedy.

PORT HOPE, Ont., March 4.—(Special).—It has long been admitted that what will cure Diabetes, will cure any form of Kidney Disease, and Dodd's Kidney Pills have cured the long-standing Diabetes of Charles Gilchrist of this place.

Mr. Gilchrist is easily one of the best known men in Port Hope. For fifteen years he was Chief of Police and for twenty-two years Fishery Overseer of the dominion government. When asked regarding his cure, he had no hesitation in saying it was caused by Dodd's Kidney Pills and nothing else.

"I had Diabetes and Kidney Disorder for ten years," he said. "My urine was like brickdust and I had a terrible backache. I tried doctors, tried everything, but could get no help till I was advised to try Dodd's Kidney Pills. I commenced taking them, soon began to get better and am quite well now.

"If I had not used Dodd's Kidney Pills I am sure I would have been in my grave."

Sound Kidneys take all impurities out of the blood. Dodd's Kidney Pills make sound Kidneys. They are the greatest tonic of the age.

NEW YORK, March 6.—Three more bodies were recovered today from the wreck of the Hotel Darlington, making the total number of fatalities twenty. Two of the bodies were unidentified, the third being that of Benzi Sonti, a laborer.