

NEWS OF THE WORLD.

THE HAPPENINGS OF THE WEEK IN BRIEF.

Despatches from points of Interest in different parts of the World—Domestic and Foreign events—The Dark and Sunny Side of Life.

London, July 2.—A despatch to the Daily Mail from Brussels says that American prisoners have been sent to Mr. Kruger for the relief of Boer women and children.

Belgrade, July 2.—Albanian and Turkish troops are again ranging and outraging in the Serbian villages of Sandjak and Novi Bazar, under the pretext that they are searching for concealed arms.

London, July 2.—The Earl of Morley, chairman of the committee in the House of Lords, announced yesterday that the trial of Earl Russell by the House of Lords on the charge of bigamy would begin July 18.

London, July 2.—A meeting of the Vickers Sons & Maxim Limited, shareholders at Sheffield, today agreed to the proposal of a new issue of £1,000,000 in ordinary shares. No mention was made of any American deals.

Augusta, Me., July 2.—The Joseph F. Paul Company has been organized at Portland to manufacture lumber, with a capital stock of \$50,000, of which \$400 is paid in. The president is Joseph F. Paul, of Boston, and the treasurer Edward B. Paul, of Winthrop, Mass.

Denver, Col., July 2.—Judge Palmer today in the district court refused to dissolve the injunction against riding Sunday saunas, the issuance of which recently caused the summoning of two ministers and others for contempt for alleged criticism of the court's action. An appeal will be taken.

Washington, July 2.—Consul General Oesterich, of Frankfurt-on-Main, sends some facts concerning the Suez canal, the deepening of which has already begun. It is to be deepened 30 to 31 feet, and lighted by electricity, so that work may proceed at night. Transoceanic navigation has for some time realized that the use of small steamers for long distances leaves but a small margin of profit. Vessels of large tonnage, however, are not so economical, and are practically unknown at the opening of the canal and the present depth does not accommodate them.

Constantinople, July 2.—It is reported here that King George of Greece intends to visit Sultan Abdul Hamid of Turkey. This will be the first time in history that a king of Greece has visited the Sultan of Turkey. After leaving Constantinople, King George will go to Germany and see Kaiser Wilhelm.

Boston, July 2.—The National Fish Commission, organized in February, 1900, with a capital of several hundred thousand dollars, with Lorenzo D. Baker president, has gone out of existence. Only 11 of the 34 fish dealers on or near T wharf entered the combine. Each member now has resumed business on his own account.

Tien Tsin, July 2.—Fresh reports of fighting in Manchuria and on the frontier of Chai province have been received here. A pitched battle has been fought at Shen Yang, in which the native Chinese and Mohammedans, Gen. Tung Fu Shan is reported as attacking the Chinese converts in Shan Si province.

Mifflin, N. H., July 2.—A man supposed to be John Brady of Quincy, Mass., was struck and killed by a train at Richardson's crossing today, and the carriage he occupied was demolished. He was driving others he had in tow, while the span of horses he was driving were somewhat injured.

Arlington, Mass., July 2.—During a quarrel here this afternoon between John G. Smith, a negro of Cambridge, and an Italian fruit dealer, Patrolman Garrett J. Cody, who attempted to restore order, was shot in the head and severely wounded. Smith is under arrest, charged with the shooting. J. Cody died at the Massachusetts General Hospital tonight.

London, July 2.—A special despatch to the Sun says: The steamer King Edward, which was built by Denny Brothers, the builders of the Shamrock II, and which is fitted with turbine engines, had an official trial on the Clyde Friday. She maintained a uniform speed of 20 knots an hour for three hours. There was almost no vibration.

New York, July 2.—At the regular monthly meeting of the Eastern Bar Iron Association, no address was made, but a resolution was adopted. It was thought advisable by some members to advance prices to a party with those of the Republic Iron & Steel Company, but the resolution was not carried. The Eastern Bar Iron Association consists of 32 bar iron mills located east of the Alleghenies.

Boston, July 2.—The Boston board of fire underwriters has instructed its tariff committee to re-rate all lumber risks in the Albany street district, where soft lumber is on storage with specific instructions that no risk shall be rated below 2 per cent. This action has been taken on account of the frequency of fires in the lumber region. Many risks will be affected. A large number of them are now rated at from 1 1/2 to 1 3/4 per cent, so that the advance will be considerable.

Boston, July 2.—Rev. Wm. H. O'Connell, newly appointed bishop of Lowell, was the special guest at a dinner given by Vicar General Byrne today to a committee which had been appointed to represent the priests of the diocese in the presentation of a purse of \$3,000 to the bishop. One of the priests presented Bishop O'Connell with the purse and an address. The bishop replied appreciatively.

London, July 2.—Bohemian papers, says a despatch to the Daily Mail from Vienna, report that three German tourists, Westnik, Motzer and Fischer, were killed on the Erz-Gebirge, near Weipert. They were roped together. One lost his footing and fell over a precipice. The others held him suspended. He urged them to save themselves, by cutting the rope, but they refused, and, renewing their efforts to haul him up, all fell down the rocks.

Paris, July 3.—A new paper called La Monarchie has appeared here. It has been established by Charles De Vere for social, national and religious defence. The first issue contains a delectable letter from the Marquis de Lor-Saluces.

Portland, Me., July 3.—Rev. Wm. H. O'Connell, the new head of the diocese of Portland, arrived this evening from Boston. The bishop was taken once to the episcopal residence, where he had an informal reception during the evening.

New York, July 4.—The body of Hazen S. Plagge, former governor of Michigan, who died abroad, was started for Detroit at 4 o'clock this afternoon from the Grand Central station. The funeral train consisted of three cars.

London, July 3.—The Times says that Lord Charles Bessford, although entitled to retain the Mid-Oxford command for two years more, is again to be relieved next February in order to have a free hand in criticising the government naval and military administration.

None, Alaska, July 4.—Reports from Council City are to the effect that a rise in Bish river June 15, swept away the town of White Mountain, with the exception of one saloon. The rise was caused by the breaking of an ice jam. A native village at the mouth of the river also flooded. Golovin Bay is still solidly frozen.

London, July 3.—Queen Alexandra, in company with the King and Princess Louise and Beatrice, this afternoon received 770 Victoria Jubilee nurses on the lawn of Marlborough House and distributed decorations to them. Many of the nurses had just returned from South Africa and other work. They had been engaged in city outdoor relief work.

London, July 3.—An adjourned meeting of the creditors of Sir Ellis Ashmead-Bartlett, against whom a receiving order was made May 21, it transpired that his brother, William L. Ashmead-Bartlett, had proposed to provide the funds to pay a composition of seven shillings six pence in the pound.

New York, July 3.—Reporting that J. Pierpont Morgan, Lieut. Gov. Woodruff, Frank W. Vanderbilt and other millionaires expected to arrive at the time of the meeting tomorrow from Europe will be over-run with people with begging missions, the officials have engaged an extra detail of men to keep all out except those who have passes from the pier, and others will guard the money men as they go to their carriages.

London, July 3.—Six fire insurance companies have withdrawn from Greenville on account of heavy losses here. The withdrawing companies are the Caledonian, London, London Assurance, American of New York, Sun of New Orleans, and the Hamburg-Bremen. Agents estimate the amount of property uncovered by the withdrawal of the policies is in excess of \$125,000. All the property is re-insured in other companies.

Moscow, July 2.—M. de Witte has called a ministerial conference to discuss the Russo-American tariff differences in order to frame a plan for immediate settlement. A high tariff on wheat has been the cause of the dispute. The Russian government will consider the pending difficulties strictly on their merits, and he is confident that an agreeable solution will be found. The tariff has been directed not to exaggerate the tariff tension with hostile content.

Berlin, July 2.—The exports from the Prussian consular general for the past quarter amounted to \$10,476,807, an increase of \$555,619. The exports for the fiscal year amounted to \$40,124,178, a decrease of \$75,316. The largest increase was reported from Coburg, \$32,905, and the largest decrease from Bamme, \$475,866. Berlin exported in the last quarter goods to the value of \$1,726,133, an increase of \$141,332. The Berlin exports for the fiscal year were valued at \$6,615,593, a decrease of \$20,722.

New York, July 3.—Arthur C. Train, assistant in District Attorney Philbin's office and a depositor in the Seventh National bank, began a suit in the United States circuit court today against Forest Raynor, the temporary receiver of the bank, Henry Marquand and Frank B. Poor, of the firm of Marquand & Co., and Frank Sullivan Smith, assignee of Marquand & Co., to establish a preferential lien on securities in the hands of Receiver Raynor to the amount of \$38,385. He claims that the securities were deposited by Marquand & Co. in the Seventh National bank to secure the payment of a check given by them to him.

Denver, Col., July 2.—Widespread scandal has resulted from the action of Colorado's state treasurer paying nearly \$100,000 in old warrants that were declared illegal 10 years ago. These had been bought up at a great discount by New York and Boston firms and held for a favorable opportunity, which came last week, by means of a scheme that will probably be investigated. Some of the warrants that had been delayed in mills and express were caught before payment and stopped by the treasurer's bookkeepers.

It is almost certain that Governor Orman will call a special session of the legislature to take up this matter as well as to enact a revenue law to take the place of the one found unconstitutional.

London, July 2.—The crisis in the ranks of the Liberal party has reached a new stage. This fact was publicly admitted and deplored by Sir Henry Campbell-Bannerman, the leader of the party, in a speech at Southampton tonight. Although the rumors that Sir Henry Campbell-Bannerman has already resigned the leadership of the party are premature, a meeting of the party has been suddenly convened for next Tuesday, when it is expected he will offer his resignation.

The Imperialist section of the Liberal party, headed by Herbert H. Asquith, former Liberal home secretary, has been doing its utmost to enlist Lord Rosebery on its side, but up to the present time the latter has made no sign meeting its desires.

CAPTAIN OF ARMENIA BLAMES CREW FOR WRECK OF STEAMER.

In the customs house yesterday, F. J. Harding, of the marine and fisheries department, commenced an inquiry into the facts surrounding the loss of the Annone steamer, owned by Negro Head Ltd. Saturday, while on the passage from New York to St. John.

The inquiry was commenced in consequence of an order from the marine department, Ottawa, in response to a request from the St. John Board of Trade, which was represented by Capt. E. C. Elkin and T. H. Estabrook.

Three engineers and the first, second and third officers were examined, but little of the circumstances of the disaster was published as brought out in the evidence of the men.

Captain Shankin was present, but was not examined directly. While Examiner Harding was endeavoring to glean from the first officer information respecting the position he and the captain thought the steamer was in just prior to the accident, the officer could not tell anything of a definite character, but the captain made an informal explanation in which he assigned the cause of the disaster to misleading surroundings as designated on the Bay of Fundy chart. According to the captain and first, second and third officers, a sounding of 21 fathoms was recorded five minutes before the vessel struck. The chart indicates this depth as being one and a half miles from the shore at Negro. Captain Shankin said his steamer was steaming five knots or less and was within a half mile of the rock when the disaster occurred.

The testimony of Walter Patrick, chief engineer of the Armenia, was first taken. He said there were four engineers and 22 firemen on the steamer. The engines were in good condition. The ship's average speed was 10 knots. The second and fourth engines were out of order at the time of the disaster. While in the Bay, the speed of the steamer varied considerably, many orders being received in the engine room from the captain and the mate. The actual speed of the steamer when the signal to stop was received, was always on duty, but did not have time to stand a watch. The steamer had been running dead slow. Could not give definite information respecting the signals because the log was not examined.

Robert Myr, the second engineer, said he was on duty from 6 a. m. till the vessel struck. The speed was slow when the order to stop was given. The mate said he was also on watch when the steamer was ashore. The second engineer was in charge of the engine room, but the chief engineer was on duty at the time the steamer was running slowly before she struck. Kept a record of the telegraph orders received, but the log was not examined. The mate said he saw the signal to stop "full speed astern" was given. Could not tell how many times engines were kept full speed astern. The Quartermaster John Sinclair said he was at the wheel at the time of the accident. Went on duty 8 a. m. that day. He had been on duty for 21 hours. The mate said he was on duty at the time of the accident. The order to change the ship's course from the second officer. Could see no land, buoy nor light coming up the Bay. The mate said he saw the signal for full speed astern was given.

Mr. Harding desired to examine the man who was on duty at the time the steamer struck, but Capt. Shankin explained that he was an East Indian and could speak no English. He examined the sextant and looked for bell signals to the bridge.

David McAllister, quartermaster, told the mate that he was on duty at the time of the accident. He was steering north 74 east when he took the wheel. Changed the course after half an hour. The mate said he saw the signal for full speed astern was given. Was so thick that one end of the ship could not be seen from the other end. Saw no buoys and heard no fog horns.

Chief officer Alexander P. McHugh said he was on duty at the time of the accident. He was steering north 74 east when he took the wheel. Heard no fog horns. The mate said he saw the signal for full speed astern was given. Was so thick that one end of the ship could not be seen from the other end. Saw no buoys and heard no fog horns.

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"breakers on the port bow." Before I reached the bridge the second officer signalled full speed astern. This was about two minutes before the strike. It would take five minutes to stop the vessel with full speed astern. The vessel had been steaming five miles an hour. There was not time after the breakers were seen to stop the vessel from going ashore. Altered our course twice for asterns the morning of the accident. Someone aboard one of the schooners sang out to us to watch out for breakers. Our captain did not return where he could get a pilot and the reply was we could get no further on.

The witness was here examined as to what was his position of the ship's position just before the breakers were reported, but he could give no definite idea. This led Capt. Shankin to make the explanation of the position of the ship.

Second Officer Thomas J. Fletcher testified: Held a master's certificate. Remembered the morning of June 28, was on watch from 4 to 8 o'clock. Weather was hazy. Was on watch from 8 to 12 the morning of the 29th. Heard no fog horns or other signals. Was on watch from 12 to 1 o'clock. Heard no fog horns or other signals. Was on watch from 1 to 2 o'clock. Heard no fog horns or other signals. Was on watch from 2 to 3 o'clock. Heard no fog horns or other signals. Was on watch from 3 to 4 o'clock. Heard no fog horns or other signals. Was on watch from 4 to 5 o'clock. Heard no fog horns or other signals. Was on watch from 5 to 6 o'clock. Heard no fog horns or other signals. Was on watch from 6 to 7 o'clock. Heard no fog horns or other signals. Was on watch from 7 to 8 o'clock. Heard no fog horns or other signals. Was on watch from 8 to 9 o'clock. Heard no fog horns or other signals. Was on watch from 9 to 10 o'clock. Heard no fog horns or other signals. Was on watch from 10 to 11 o'clock. 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