

LIVE STOCK.

A Tip Top Farmers' Meeting at Dundee, Restigouche County.

Speeches by B. M. Fawcett, of Sackville, W. W. Hubbard, of Sussex and Hon. Mr. Labllois.

Should Breed Better Stock - The Shortorns Given the Foremost Place - Butter Making on the Farm - Kissed the Blarney Stone.

DALHOUSIE, Nov. 21.—The Temperance Hall at Dundee was filled last evening with an appreciative audience on the occasion of the meeting held there under the auspices of the Maritime Stock Breeders' Association.

Angus Dewar presided, and among many others there were present: Jas. Malcolm, Chas. McDonald, James Wright, John McKinnon, Wm. McKinnon, Peter McKinnon, Wm. Stewart, Alex. Clair, John Dawson, and Messrs. Innes. A considerable number of ladies were present, the number being, all told, 63.

BLISS M. FAWCETT, of Sackville was the first speaker. The aim of the Maritime Breeders' Association, he said, was to arouse an interest in the breeding and feeding of better stock. This meeting was in line with this effort. Already a great interest was being taken in dairy development; government encouragement had been largely in this line. He thought it was now time to stimulate the raising of beef. He believed it was possible to keep cows that would milk well and at the same time give a calf which could be raised to make a good beef animal. This cow was the Shorthorn or the Shortorn grade. In his experience she would milk well, and other people found it so, too.

In tests that had been made at the United States Experimental stations and compiled by Prof. E. W. Wall of Wisconsin, it was found that 17 Shortorns gave an average of 7,314 lbs. of milk in the season, making over 292.5 lbs. butter at a food cost of \$40.52 per head. Seventeen Ayrshires each gave 6,538 lbs. milk, making over 235.5 lbs. butter, at a food cost of \$48.46. Seventy-nine Jerseys gave 5,839 lbs. milk each, making over 294.5 lbs. of butter, at a food cost of \$38.73. Thirty Holsteins gave each 7,888 lbs. of milk, making over 274.6 lbs. butter, at a food cost of \$48.46. Seventy-nine Jerseys gave 5,839 lbs. milk, making over 290 lbs. butter, at a food cost of \$42.12, showing that the Shortorns were entitled to a foremost place among the dairy breeds. In Ontario the Shorthorn was so highly thought of that nearly \$1,000 in prizes were given exclusively to this breed at the Ontario winter fair, to be held from the 11th to 14th of next month. He outlined his plan of buying up his cattle, calves dropped in spring, reared on skim milk, pigs to take surplus milk, fat cattle turned off at from 2 1/2 to 3 years old, cows dry 3 and 4 months. Depended largely on the turnip crop for feeding. He had never had any trouble with turnip fever in butter.

John Dawson said to take the turnip taste out of milk it was only necessary to put a little hot water in the bottom of the pail, or a pinch of saltpetre would do almost as well. Mr. Fawcett—The only objection I have to that method is that I would be liable to get into trouble for putting water into my milk. He grew his turnips by fall plowing of green sward, manuring on the drill, getting good seed and sowing with some fertilizer. His crop was from 600 to 1,000 bushels turnips per acre. It was said a turnip was nearly all water. If they were, they would make either milk or beef, fed at the rate of one bushel per day. He also spoke of pig feeding. He had had good results in feeding raw pulped turnips, mixed with some grain.

W. W. HUBBARD would speak upon the value of using pure bred sires for improving all kinds of stock. A purebred represented the good qualities of his ancestors, while a scrub or a sire of mixed breeding might produce anything. Life was too short to bother with anything but pure bred sires. Having got the breeding, we must feed to make growth and milk.

Supplementary foods such as peas and oats and corn were necessary when pastures began to fall in summer. Succulent food such as turnips or other roots and corn ensilage were necessary in the winter. Straw and other coarse fodder could be made more palatable by chopping and mixing with pulped roots and some crushed or bolted grain and wet down with preferably hot water. Warm, tight stables and daily attention, with plenty of pure water easily obtained were among the essentials to success.

He then outlined the best procedure for butter making on the farm and concluded with an earnest appeal to the farmers to keep more and better stock and so make more work profitable on their farms, enrich their land, keep their boys and girls at home by giving them profitable employment and help to build up the country.

HON. MR. LABILLOIS, commissioner of public works, said he believed thoroughly in the work which the Maritime Stock Breeders' Association was trying to do. The farmers in Restigouche were behind hand in their live stock husbandry, and they should interest themselves in this matter. The government wanted the number of agricultural societies increased. We should have at least 100 such societies. The parish of Dalhousie should have an agricultural society of its own, and he wanted to see the people of Dundee join with those

of other parts in forming a good society. An agricultural society would help them to secure better stock and help to educate themselves in caring for it. A society should hold frequent meetings for discussion, such as this. He referred to the question of wheat growing. In these years the increase in the wheat crop had been 250,000 bushels. Seventeen modern mills were now in operation. The wheat policy was so far a great success, and he hoped we would soon be growing one million bushels wheat.

He wanted to see a good discussion on fruit growing. The small fruits, as well as apples, could be grown and there was a market at their doors for all they could raise. The department over which he was now placed was a difficult one to oversee, and he wanted the co-operation of every citizen in caring for the roads and bridges of the province. The statute labor was often not properly carried out and the people in some districts were very indifferent. We could not have good roads without the active co-operation of the people. While he was not a supporter of the general policy of the present dominion government, there was one department of that government which had his warmest support. The agricultural department was doing a grand work and deserved the hearty co-operation of every farmer in the dominion.

He thought today the outlook was full of hope for our farmers. The action of Canada in taking part in the South African war had done much to draw attention to her and in placing her people and products before the markets of the world. If we would but go on now and do our part by giving those markets what they wanted, we could develop a great export trade.

He believed that for the greatest success we must be a united people, working harmoniously under the nationality of the British flag, knowing no difference of race or creed.

John Dawson said Mr. Labllois had evidently been kissing the Blarney stone. He was very pleased to hear the Shortorn recommended. He was born and bred on the Teeswater, where the Shortorns were originated. He would here say, however, that the Shortorns must be specially well fed and housed to be any good. We needed to produce more beef.

Mr. Miller, the Campbellton butcher, said he had spent \$2,000 in the province of Quebec for beef within a few months because he could not get what he wanted in Restigouche. To grow turnips, tillage was the first necessity. We must get the ground thoroughly worked up before we could hope for a crop. He preferred to top-dress in the fall and then to get it mixed thoroughly all through the soil. He believed in using some artificial fertilizer and he also liked land plaster for turnips. We oftentimes sowed too little turnip seed. Use plenty of seed and so avoid destruction from the fly. To get young men into the agricultural societies was the work before us. The societies were capable of doing much good if we took hold of them properly, and we must have the young people interested.

After votes of thanks to the speakers and chairman the meeting adjourned.

HIGHLANDERS OBJECT.

Threatened Secession from the United Free Church.

LONDON, Nov. 8.—While in the Lowlands the new United Free Church of Scotland is indulging in self-congratulation, in the Highlands all is excitement and confusion. Free Kirk members are ready to forsake the church and minister, and betake themselves to the wilderness.

Last Sunday Free Kirk bells sounded over the country-side, but the sullen Celt sat by the peat fire and pondered. At populous centres public worship was conducted in a most unimpaired manner, while in the kirk the minister preached to all but empty benches.

Ross-shire, which has always been identified with religious movements in the Highlands, was greatly excited. At Dingwall the country town, the church was almost deserted, while hundreds of worshippers repaired to the Masonic hall, where a Free Kirk service was conducted.

From Strathpeffer the devout took their Bibles and trudged to Dingwall to join in the service. At present everything points to a new Free Church secession on a large scale in the Highlands.

ACCUSED OF MURDER.

MINNEAPOLIS, Nov. 25.—Frank H. Hamilton, a Minneapolis newspaper man, is a prisoner at the central police station, with the charge of murder against him as a result of the stabbing to death of Leonard Day, a young millionaire society man of the city, at the West Hotel today. The tragedy took place in the billiard room of the hotel at 2 o'clock in the morning after a quarrel, participated in by Hamilton, Day, and a number of other prominent men. All had been drinking. It was said, to a considerable extent, that the men who took part in the affray at once left the place, but were found later by police who took charge of the dead man's head. The face was badly bruised and a knife thrust through the left side of the neck had severed the sub-clavicle artery.

Coroner Nelson, at the request of friends of the plaintiff and of the defendant, at 10 o'clock this afternoon, when all witnesses of the tragedy testified. None saw the fatal blow struck, but it was said Hamilton was the only man with whom Day had been fighting. Leonard Day was 35 years old. He has lived for many years in this city. His father died six years ago, and with his mother he was living at the West Hotel. He was well known in society circles. Frank H. Hamilton is comparatively a stranger in Minneapolis. He came to this city last spring, and has since been employed as a sporting reporter on one of the local papers. He has a wealthy uncle in New York.

BOSTON.

Canadian Politics Still a Matter of Interest.

Halifax Dropped by Leading Steamship Lines in Favor of American Ports.

Deaths of Former Provincialists—A Good Demand for Spruce Lumber—Booming Portland's Winter Port Trade—St. John Lumber Shippers Did a Fair Business.

(From Our Own Correspondent.) BOSTON, Nov. 24.—The weather here continues unusually mild. This week the temperature has been as high as 70, with the air almost as balmy as spring.

Canadian politics still form a topic of interest in the newspapers here. The "solid Quebec" feature of the elections is occasionally commented upon, and a number of long dispatches bearing upon it have appeared under a Montreal date. Some of the prominent French Canadians in New England believe that their compatriots in Quebec have made a serious mistake in declaring no pronouncement for the party when no issue involving their race was at stake. They fear it may stir up old animosities which many hoped would remain buried for ever, and result not only in injuring the standing of French Canadians, but seriously damage the liberal party. The blame for the one-sided vote of Quebec is not placed on the voters themselves, but upon J. Israel Tardif and other firebrands whose insincere inflammatory insinuations appear to have been accepted as gospel truth by the great majority of voters in that province. While Sir Wilfrid Laurier himself is recognized as a tolerant man, Canadians here think he should have curbed the tactics of the Quebec managers. The entire racial aspect of the campaign, however, has been a feeling is general that both parties should do all possible to eradicate such controversies and re-commence business on a common-sense basis. The New York Sun yesterday printed an interesting article on Canadian politics. Part of the article is as follows: "Sir Wilfrid himself does not regard his position with entire equanimity and would willingly dispense with some of his French majority in Quebec if he could have even the same moderate majority he had in Ontario in the last parliament. The election, instead of strengthening him, has sensibly weakened his position, and it is generally felt that unless something unexpected happens, his government can hardly hold out beyond two sessions."

Halifax seems to be getting the "wet and" of recent steamship changes, and no doubt it will bother the gilt papers in Nova Scotia to explain why that city is being passed by. The Dominion Allan lines, which have hitherto made Halifax a port of call in the Liverpool-Portland winter service have cut out the Nova Scotia capital from their lists. The result will be that Portland and the Grand Trunk road will get more Canadian freight than any other port, while the Liverpool-Vancouver-Liverpool colonial road, which Mr. Blair has made a second fiddle to the Grand Trunk system, will lose some business. The winter steamship business between Portland and European points began last Monday, when the Dominion line Vancouver-Liverpool arrived. Everything now is in readiness for carrying on a large business during the winter months, the freight sheds being piled high with goods awaiting shipment, and the big grain elevators full that it can hold no more. Many grain elevators have an opportunity to unload. The lines which have boats come to Portland regularly for cargoes this winter are the Dominion, Allan, Leyland, Thomson (London line), Elder-Dempster, and the Canadian, which is commonly known as the German line.

Portland is attempting to still further increase the winter port business—at the expense of other ports—and evidently the Grand Trunk is secondarily interested. Charles M. Hays, until recently of the Dominion line, has been appointed British Vice Consul at Portland, and says: "I do not know that I can suggest anything that has not already occurred to you in the direction of increasing your imports through the winter months, and of doing this would be to ascertain from the records what amounts of imports came in via other routes which could as well be handled in Portland. The practical way of doing this would be to change the routing, in some such way as you suggest by interviewing the consignors and endeavoring to get their consent to route via Portland. I am sure you will find the railroad stands ready to assist you in any way that will best accomplish the object in view."

A Halifax man came to Boston recently to find his eloping wife. He sought the aid of the police, and in due time the woman was arrested. Chief Wainwright induced the two to patch up their difficulties, and soon after the reunited couple left for Halifax. Eddie Connolly of St. John and Jack Duddy are to box 20 rounds at 138 pounds before the Nutmeg A. C. of Hartford, Conn., on Thanksgiving afternoon, Nov. 29.

Grace Episcopal church, South Boston, is observing its 25th anniversary. The rector is Rev. Winslow S. Raymond, a native of New Brunswick, and a graduate of the University of New Brunswick.

The management is announced of Miss Christie McDonald, the actress, a native of Pictou, and William Jefferson, son of Joseph Jefferson, the veteran comedian.

St. John lumber shippers have done a fair business at Stoppington, Conn., and the nearby city of Westerly, R. I., this season. At Stoppington 19 vessels with lumber have arrived, most

of them from St. John. The total lumber imports at the port for the season reached the following figures: Boards, 2,173,333 feet; shingles, 3,480,000; laths, 1,197,500. There has also been much plank and clapboard stock in the cargoes. A new mill and many tenement houses lead to the demand for the spruce.

The embargo on Canadian money is being enforced in many states. As all foreign bank notes are subject to a tax of 10 per cent, Canadian money on this side of the border has practically disappeared from circulation.

Walter D. Tyler of Oxford, Mass., is to open business at Yarmouth, N. S. The following leases among provincialists are announced: In Gloucester, Nov. 19, Capt. E. Carver, messenger of N. S. ship Fred B. Scamell of Yarmouth, N. S.; in Salsbury, N. H., Nov. 15, William M. Henderson, aged 55 years, native of P. E. I.; in Dorchester, Philip Dwyer, aged 22, late of Nova Scotia, in Massachusetts General hospital, Nov. 18, Daniel J. Tully, son of James Tully of N. S., aged 22 years; drowned from Gloucester, Columbia, Julian Landry, Nova Scotia.

The demand for spruce continues good, with the supply small. Lumber is very firm at the recent advance, 10 and 12 in. spruce dimensions selling at \$17.50; 9 in. and under, \$16; 10 and 12 in. random lengths, 10 feet and up, \$17; 5 in. and 10 in. merchantable boards, \$15; matched boards, \$17 to 17.50; out boards, \$12.50; laths, 1-5 in., \$2.75 to 2.80, and 1-1.2 in., at \$2.40 to 2.50. Hemlock is also firm, with a good demand reported. Eastern stock boards are worth \$15.00 to 15.50. Cedar shingles are well held and in fair demand. For extras, \$2.75 to 2.80 is asked; for second clears, \$2.40 to 2.50, and for second clears, \$2.10 to 2.25.

Fish are generally firm, especially mackerel, cod and herring. Mackerel are worth \$15.00 to \$16.00. Codfish are likely to be advanced again soon. Here large dry bank are worth \$5 to 5.50; medium, \$4.50 to 5, and large shore and Georges, \$5.50 to 6. Nova Scotia large split herring are quoted at \$6.25 to \$6.50; medium at \$5.75 to 6, and fancy Scotlands, \$7 to 8. Smelts are in good demand at 14 cents for eastern and 20 cents for natives. The warm weather has placed shippers at a disadvantage. Live lobsters are firm at 16c and boiled at 18c.

RAILWAY SMASH-UP.

Misplaced Switch Causes a Ten Thousand Dollar Accident

In the Salem Yard of the Boston and Maine—Several Trainmen and Passengers Injured.

SALEM, Mass., Nov. 25.—A misplaced switch caused an accident in the Salem yard of the Boston & Maine railroad here this morning which involved a monetary loss of \$10,000, delayed traffic for some hours and resulted in injuries to the fireman of the Bangor-Boston Pullman train and to an Armstrong transfer agent.

An extra freight train from Boston for the east was standing on the outward track waiting for the Pullman to pass, that it might proceed through the tunnel. The head brakeman on this freight, which was in charge of Meritt E. Ford, of the Salem depot, and the cross-over switch, thinking that some cars were to be set off for Salem. The brakeman, whose name is not known here, found the switch light out, but did not re-light it, nor did he when he found that no cars were to be set off. The switch was set for the outward track, and the freight train proceeded on its way to Boston. When it reached the misplaced switch about half a mile from the station, it was going at the rate of 12 or 15 miles an hour.

The switch light being out, and no notice to show that the switch was set against him, Engineer Kennard had no warning of the impending crash until he felt his locomotive, a mammoth mogul, number 53, swerve from the straight line and plunge full into the side of a box car about midway the length of the extra freight.

This was an Erie railroad car, loaded with cottonseed meal. It was ripped open like a pasteboard box, the meal strewn for yards around, and the car was finally tipped over on its side. The next box car and the next were also tipped over and smashed. The pilot of the mogul was wrenched from its place, the light ironwork along its left-hand side smashed off and the cab splintered into bits.

Fireman Woods was just raking down the fire, and was therefore not struck, as he would have been had he been on his seat, but his foot was caught between portions of the iron work and badly crushed. Engineer Kennard was not injured in the least, but stuck to his seat throughout the affair.

Yardmen who witnessed the affair, rushed toward the wreck, expecting to find all hands killed, when, what was their surprise to see Kennard wave his hand out of the fragments of the cab and hear him shout: "I'm all right, boys. Nobody killed here."

The Mogul was derailed by the glancing blow it struck the freight and ran for some yards on the ground and splinters, but was not overturned. Thomas Malling of Salem, messenger for the Armstrong Transfer Co., who was in the rear car when the crash came, was thrown down, stepped upon by others and sustained serious internal injuries. Wm. Cromwell, conductor of the Pullman, was also thrown down and his arm was badly wrenched. Several other passengers and mail clerks were bruised and shaken up by being thrown from their seats and berths.

Several hours were necessary to replace the rolling stock on the rails and to repair the track, which had been badly torn up by the accident.

A Plain Statement of why "Shiloh" Cures Consumption.

The mistake generally made in treating lung diseases is in treating the effects of the disease instead of the disease itself. Consumption is in the blood and the lungs are the natural organs for throwing off the poison. It is quite useless to merely stop the coughing or even to heal the lungs while the disease remains in the system because the relief is only temporary. Shiloh's Consumption Cure does away the coughing and soothe the irritated surfaces of the lungs, but it cures consumption because it gives to the blood the power to destroy and throw off the germs.

"Shiloh" is sold on the express condition that you may have your money back if it fails to produce satisfactory results. You can get "Shiloh" wherever medicine is sold. In Canada and United States spec. and \$25 a bottle. Great Britain 182d, 2s/6d and 4s/6d.

BLAST FURNACE.

Committee of the Common Council Meet the Representatives of the Mineral Products Company.

Will Recommend that the Council Grant a Site for the Erection of a Blast Furnace With Exemption from Taxation and Water Rates.

Russell P. Hoyt, general manager, and Fritz Gleim, superintendent, of the Mineral Products Co. of New York, met a committee of the Common Council yesterday afternoon relative to the construction of their proposed plant in this city. After the reading of their petition by the mayor, Mr. Gleim, being called upon, stated that for the past three years his company had been engaged in the development of manganese properties in the maritime provinces, particularly of the waste ore deposits in Albert county. He told of the condition in which the deposits were found and of the methods used in extracting and smelting the ore. Only lately had a method been discovered whereby this could be profitably done, and upon this method was based the present enterprise. There were many thousand acres of these bog ores in the province, and it was the purpose of the company to develop them all. The company wished to locate a blast furnace plant in a suitable place, and wished to know what the city of St. John would offer. He said that in company with Engineer Peters he had inspected the various properties available, and found only one that was suitable. That was the lot east of Pitt on Courtenay Bay, between Sheffield and St. James streets. Plans of these lots were shown and the position discussed. That said Mr. Gleim, was the only lot which furnished sufficient width for buildings, tracks, etc., and could be extended farther out into the stream when necessary. After the works were in operation their next work would be to extend the shore and build docks and drainage channels for the accommodation of the necessary shipping. A blast furnace in operation produced three times as much slag as regular product, and this could be used for filling in the hollows and extending the shore above and below the works. The enterprise would in time result in the extension of the entire shore. The furnace needed 50,000 gallons of water per hour for cooling purposes, but this they proposed to supply by their own pumping machinery. But they would ask the city to supply them with water for purposes of steam generation, and would like to have access to a larger supply in case of their own pumping machinery breaking down temporarily. They proposed to make great expenditures, and the industry would in many ways be a benefit to the shipping. They would need 100 tons of limestone per day, and this would open another industry in the vicinity. They expected to produce daily about 75 tons of ferromanganese. This would also mean the production of from 150 to 200 tons of slag a day, which was an excellent street material and was used also in the manufacture of cement, etc.

In answer to a question from Ald. Macrae, he said they would employ from 125 to 200 men in St. John, and that the initial cost of the plant would be from \$250,000 to \$300,000. After they had used the slag for filling in their own property, the city could use it for street building, etc. Ald. Maxwell stated that the shore would have to be wharfed before slag could be dumped there, otherwise the tide would carry it out into the channel. Ald. McGoldrick asked if Mr. Gleim had inspected the lot on which the exhibition buildings stand. Mr. Gleim said the railroad level was not so favorable there, and they could get no access to the water on account of the Sun Oil Co.'s works. In answer to a question from the mayor, he said it would take fully a year after construction had commenced before the works could be in running order. Ald. Macrae asked him if he would accept a lease conditioned by such terms as continuous operation, time of construction, etc., and Mr. Gleim said such a proposition was only fair, but he had no authority to give a definite answer.

BIG YACHT DAMAGED BY FIRE.

BRUNSWICK, Me., Nov. 25.—The beautiful steam yacht Neokan, owned by Hartley C. Baxter of Brunswick, was almost destroyed by fire last night while on the ways at its winter quarters on New Meadows river. The cause of the fire is unknown, but the flames were first seen in the forward part of the yacht, and gained such headway that it was impossible to extinguish them, although twenty men were promptly on the spot and did their utmost to save the yacht. As the yacht had not been entirely hauled up when the fire took place the craft was released and the yacht slid into the stream. Her engines were not injured, but the tide flows through the yacht at high water. The damage will be very large, but it is covered by the insurance.

WAS NOT A SMUGGLER.

NEW YORK, Nov. 25.—Because the custom house officials had received "information" that he was endeavoring to bring some jewels into the country duty free, V. L. Tessera, a cabin passenger of the steamship Campania, had his goods searched today on the dock when the vessel landed its passengers. Tessera comes from Ceylon, but is an American citizen. He was in charge of the Ceylon exhibit at the world's fair, and had been abroad to study conditions in the market at Ceylon for a number of American manufacturers. The customs inspectors failed to find the jewelry. Mr. Tessera was indignant at the treatment he received and said: "So far as I can see, the only ground for the search was that I had precious stones: was this? I left Ceylon on Oct. 15 and sailed on the steamship Hamburg for Hamburg. On that trip I lost a package containing precious stones to the value of about \$125. I reported the loss to the company."

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ed by the I. C. R., such as \$1.35 per ton for one hauled from Sussex to St. John. They had thousands of tons at their mines ready for shipment as soon as their furnace plant was erected. They owned about 15 mines in different parts of New Brunswick, but only two in Albert and Kings counties were at present being actively worked. The mayor said that the city had no control over the I. C. R., but if arrangements were completed they would use what influence they had to have the rates reduced.

Messrs. Hoyt and Gleim here retired, and after considerable discussion, Ald. Macrae said that the hope of the city was in the establishment of manufactures here. He was not in favor of the principle of exemption, but in view of the fact that this company would certainly locate where the best advantages were offered them, he moved: "That this committee recommend to the council that the company be granted a renewable lease for 21 years at a nominal rate of \$1 per year, and that for the original term they be granted exemption from all taxes and be supplied free of charge with water for steam generation, this to be conditioned by the establishment and continued operation of a blast furnace plant for the production of ferromanganese, and the said lease contain agreements as to the initial cost of establishing the plant, as to the time of commencing the construction and operations of the same, and as to the use and disposal of the slag and other refuse." Carried.

The lease to be granted is of the following property: All the lots owned by the city and not leased to tenants, lying between the Barrack line, so called, and St. James street, to the eastward of Pitt street and westward of the railway tracks; also the tract of 10 acres eastward of the railway track and adjacent to the above mentioned lots.

TURKEY AND THE U. S.

The Former Refuses to Allow Dr. Norton to Act as U. S. Consul at Harpoot.

WASHINGTON, Nov. 24.—The Turkish authorities having refused to grant an exequatur to Dr. Thomas H. Norton to act as United States consul at Harpoot, the indications point to some retaliatory measures on the part of our government in the near future. The Turkish contention now is that they permitted a United States consulate to be established at Erzeroum under an understanding that the United States would abandon its claim to a consulate at Harpoot, and that there was some shadow of foundation for this understanding is admitted; but it is still the purpose of the United States to establish this consulate because the British government has since been permitted to locate a consulate at Harpoot and, under the favorable nation clause of our treaty with Turkey, the United States government claims the same commercial privilege as Great Britain. There is, beside, a peculiarly potent reason for the presence of a United States representative at Harpoot, for at that place is located one of the most important and flourishing American missionary and educational interests in Turkey. Moreover, being located in the Armenian district, where so many outrages upon Christians have occurred, it is extremely desirable that our government should have some impartial and credible representative to watch over the interests of American citizens there.

The last adverse decision of the Turkish government in this matter has not modified the opinion of our government that it is its duty to insist that the battleship Kentucky proceed from Naples to Smyrna. She sailed today and should arrive at Smyrna Monday or Tuesday. It is, of course, not expected that the ship is to make any such voyage to Turkey, but it is thought that the moral influence of this exhibition of American naval power may be beneficial in settling the question of exequatur as well as the long pending missionary claims against Turkey.

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Western Chronicle... the editor of... has been arrest... famous story libel on... Dr. Borden... warrant is as... Lawson of Parrs... of Cumberland... on the 2nd day... 1900, at Berwick... Kings, in a cer... supporting to be... said P. F. Law... famous story libel on... the said Frederick... libel is in the... at is to say: 'In... novel referred to... stated that on... with Africa he saw... in such a con... Lane, would con... the people of Kings... elect him,' and... when if the people... said Frederick... when seen by... London, in an in... in such a con... ving been intoxi... opinion of Chaplain... if the people... could not elect the... Borden to parlia...

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handsome, but he... bought his adored... of ugliness. The gift... of a 'rou' she gushed... it is!

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