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POOR DOCUMENT

Read the Condensed Ads. on Page 8.

THE EVENING TIMES

VOL. II, NO. 44. ST. JOHN, N. B., TUESDAY, NOVEMBER 21, 1905. ONE CENT.

Read Blazed Trail Stories on Page 2.

HANGED HERSELF TO CLOTHES HOOKS

Mrs. Sarah B. Henderson Took Her Own Life Today.

SHE WAS DESPONDENT

Anxious to Die She Secured Short Rope, Looped It Around Her Throat and Attached It to Hook in Wall --She Lived in Brussels Street.

The suicide of Mrs. Sarah B. Henderson, which occurred at her home, 325½ Waterloo street, caused a sensation in the neighborhood. Her daughter left her for a short time, and on her return found her mother hanging to the wall. Neighbors were immediately summoned and the body cut down. When physicians arrived life was extinct.

Her daughter, Miss Ella J. Henderson, was unable to account for her mother's strange action, and says that she appeared to be in perfectly good health this morning.

Miss Henderson said that her mother arose a trifle later than usual, prepared the breakfast herself and seemed to relish the meal. Apparently at least there was nothing to indicate despondency.

About ten o'clock, or shortly after, Miss Henderson told her mother that she was going out to purchase some meat for dinner. "You'll be all right," she said, "till I come back, won't you?" To this query she received no answer. She left the house, completed her purchase and returned home.

On opening the door at the family's apartments a ghastly sight met her gaze. About two feet from the door she saw her mother hanging by a short cord from a large screw in the wall. The unfortunate woman had secured a piece of light hemp clothes line. The rope, when doubled, measured about eighteen inches long. This was made into a loop, and by climbing into a chair she fastended one end to the screw in the wall, about eight feet from the floor, and placing the loop around her neck dropped from the chair, the face coming close to the wall.

Miss Henderson at once called the neighbors, one of whom notified J. W. Clayton, whose store is in the same building. Mr. Clayton rushed to the scene of the tragedy and, with the assistance of James Sheehan, cut the rope and had the body taken to a bedroom and placed on the bed. Mr. Clayton said the body was warm when cut down, and thinking that Mrs. Henderson was still alive began to work her arms and managed to force some tea down her throat.

Dr. Baxter was hastily summoned and in about fifteen minutes reached the house in company with Dr. McDonald whom he picked up on the way down. After a careful examination it was found that life was extinct.

Coroner Berryman was notified and viewed the remains, giving permission to prepare the body for burial; after which word was sent to Undertaker Brenan.

There was a deep mark in the neck just under the chin and up over the right jaw towards the temple. Dr. Baxter when asked as to what cause he attributed the action of the unfortunate woman said that he could find no reason other than insanity. He had learned that Mrs. Henderson was in the asylum a year ago January and some time ago was discharged. Dr. McDonald had attended one of the daughters and said that from what he knew of the case evidence pointed towards insanity.

Deceased was about 57 years of age, the daughter of James Crawford, of Middle Land, Kings County, and widow of W. F. Henderson, who was employed in Bryden's Bakery and died about nine years ago. She leaves three daughters, Maggie R., employed in the city as a domestic, Ella J. living at home and Mrs. George E. Logue, residing in the country. The body will probably be taken to Hatfield's Point for burial.

It has been decided that there will be no inquest.

The engagement has been announced of Miss Florence Gillespie, daughter of the late Mr. George E. Gillespie, Toronto, to Rev. O. W. Raymond, of McAdam, near St. John (N.B.). Miss Gillespie has been paying visits in Winnipeg and other places for the last two or three years, and is at present with her cousin, Mrs. Howard, in Montreal.—Montreal Star.

SKATING AT FREDERICTON

Small Boys Skating on the River at the Capital---Police Court News---Railway Crossings.

FREDERICTON, N. B., Nov. 21.—(Special).—The two colored youths, Goeman and Nash, who pleaded guilty to a charge of obstructing the I. C. R. track, were brought before Colonel Marsh this morning and further remanded until Friday. Sentence is being deferred to give the authorities a chance to consult with the I. C. R. officials.

An Indian and a colored man were before the police court this morning for drunkenness, and each given seven days jail.

The case of John Carlon, of Dumfries, charged with killing a cow moose, was further postponed this morning until December 5th.

An important witness failed to obey a subpoena and Constable Hawthorne is now after him with a warrant.

Rev. Father Kiernan of Montreal is visiting among his former parishoners at St. Marys.

Supt. Downie has written City Clerk McCready assuring him that the C. P. R. authorities will take steps to provide for the safety of the public at their crossings here during the ensuing winter. The Intercolonial officials who were asked sometime ago to provide gates at the railway crossings on George and Charlotte streets have written the city clerk that the matter is under consideration.

Small boys are enjoying very good skating on the river this week.

THE TURBIN WRECK

No Further Tidings Have Reached Halifax of Steamer Supposed to be Lost at Yarmouth.

HALIFAX, N. S., Nov. 21.—(Special).—No further news regarding the loss of the steamer Turbin, near Yarmouth, was received here today, beyond the fact that her cargo was for Baker & Co., and the D. A. R. No wreckage or bodies have come ashore.

The steamer Turbin was valued at $30,000 and her cargo of coal was valued at $3,500. Her chief officer's name was K. Hansen, chief engineer, Andreson. Besides those there were ten others in the crew whose names were unknown.

ANOTHER ONE ASHORE

Elder-Dempster Steamer Grounds in the St. Lawrence, Six Miles Below Montreal.

MONTREAL, Nov. 21 (Special)—The Elder-Dempster steamship Ingolaf, of the Cuba-Mexico service, went ashore today off Tongue Point, six miles below Montreal. Efforts are being made to float her. The grounding is said to be due to foggy weather.

HALIFAX NEWS

HALIFAX, Nov. 21—(Special)—The Swedish bark Orion which was picked up abandoned and towed in here some weeks ago by the steamer Exter City was sold by the Admiralty Court today to C. F. Longley & Co. for $2,900. Her cargo of salt was sold to T. A. S. Dewolfe & Son for $800. The Orion was bound to St. John.

The Gloucester fishing schooner Maud M. Story struck on south west shoal off Sambro last night and came off shortly after and sank. The crew of 18 were all saved. They arrived in the city this afternoon and will leave for Gloucester by the Plant liner Halifax tomorrow night. They lost nearly all their effects.

The body of W. B. Akerley, who died recently in the west, arrived here today.

CONDENSED ADVERTISEMENTS

WANTED—LARGE, WARM, WELL-FURNISHED room with privilege of using library. Must be in good locality. No other roomers. Apply "M. E." 11-21—

LOST—ON SUNDAY LAST A GOLD locket and chain with chip diamond in centre. Finder will be rewarded on returning same to 73 ELLIOT ROW. 11-21 t f.

SIR HUGH ALLAN SAYS ALLAN LINE STEAMERS MAY LEAVE THIS PORT

Montreal Longshoremen Say They Will Not Come to St. John ---The Situation at Sand Point is Unchanged Today--- Steamer Parisian's Crew Unloading Her Cargo---What Yesterday's Montreal Papers Say.

MONTREAL, Nov. 21 (Special).---The Longshoremen's Union has been notified of the strike being on in St. John, and Business Agent George Poliquin stated to a Times representative today that no members of the local body would go to St. John to take the place of strikers. Mr. Poliquin added that there were a few men here from Liverpool and London, England, who were not unionists and who might go, but they were so few that they would not affect the result. Speaking for the local union Mr. Poliquin said: "We will stand by our St. John fellow-workers until the last. They were with us in our fight two years ago and we are not ungrateful."

The port of St. John is practically tied up today with a strike among the longshoremen. The men refuse to work on the Parisian, the first winter port steamer, which arrived last night, unless their demand for 35 cents an hour is conceded. The shipping men on the other hand are firm in their refusal to grant the new rate, and as a result there is a deadlock.

A report was current this morning that the Allan line would bring six gangs of men here tomorrow from Montreal to work on their steamers. At the present time there are three steamers which are paying the new rate—the Dominion Coal Co's steamer, the Donaldson liner Kastalia, and the West India steamer Veritas. Two gangs of men were put to work on the latter boat this morning by Stevedore Alexander McDermott.

The work of unloading the Parisian is being done by the crew, who are receiving 30 cents an hour.

Sir Hugh A. Allan, of the Allan line, arrived in the city at noon, and it is expected an extra effort will be made to straighten matters out today.

Robt. Thomson, of Thomson & Co., agents of the Allan line here, told the Times that Sir Hugh said if the strike was not settled the Allans would be compelled to take their steamers elsewhere. When asked regarding the report that men were being brought from Montreal, he would say nothing. Other Allan line officials were equally reticent regarding future plans.

A Times man, who went over to Sand Point this morning, found everything quiet. A number of longshoremen were gathered here and there in knots talking, but all appeared to be in good humor and expressed the opinion that the shipping people would have to submit to their terms. At the Allan line shed a guard was stationed at either end of the building and the wharf was fenced off, so that the longshoremen could not approach the ship, however they did not seem inclined to do so.

The crew of the steamer were making very fair headway with the removal of the cargo, though they did not appear to be exciting themselves and showed plainly that they were unused to that kind of work.

In conversation with some of the men, they said the crew could probably unload the vessel all right, but it would be a different tale when they had to stow the cargo. They were of the opinion that there would be all kinds of trouble for the men if they attempted to load deal, as they would understand nothing whatever about it. They intimated that if men were brought here from outside there would be a lively time in that vicinity.

They, however, viewed the advent of outside labor as very unlikely, as they claimed it would be difficult to get board for them and they considered there was too much feeling against them for anyone to take the risk of having them in their houses.

President James Moore said the association would hold out for the 35 cent rate, and he thought the shipping men would have to pay it, as they could ill afford the delay which the present situation was causing. He contended that the demands of the men were no more than right, and that they would not give in. Asked what the local men would do if laborers were brought from Montreal, he said that remained to be seen after they arrived here, but he was of the opinion that very few, if any, men would come here under the present conditions.

He referred to a statement in one of the morning papers that a meeting would be held this morning between the longshoremen and the shippers, but he said he had heard nothing of it. So far as the longshoremen were concerned, the situation was the same as yesterday.

Stevedore Alexander McDermott, who has charge of the work of discharging the fruit steamer Veritas, said he was paying the men 35 cents. He has two gangs working, in all about 30 men, and he considered their claim of 35 cents a perfectly just one, and expressed the opinion that the steamship men would have to pay it.

One of the Furness line boats is due to arrive to-morrow and it is probable there will be a kick on the part of the agents of that line over paying the new rate.

The feeling of the public seems to be divided as to which side is right in the matter, but it is a matter of general regret that the men left the settlement of the question until such a late date, as it gives the port of St. John a bad name outside.

T. M. Nairn, superintendent of the Donaldson line, when here last week was quoted as saying that, because of the advantage the Portland laborers had over the St. John men on account of lesser rise and fall of tide, the laborers there were cheaper at 50 cents an hour than the St. John men at 30 cents.

President James Moore of the St. John Longshoremen's Association said to a Times reporter in answer that, if the steamer owners or agents will pay the St. John stevedores the sum they pay the Portland stevedores for working the ships there, that the St. John stevedores would take the contracts and pay the laborers 35 cents an hour gladly.

Stevedore Alex. McDermott came along as Mr. Moore and a reporter were talking, and when told what had been said, he promptly declared Mr. Moore correct, that he would take the steamers gladly on those terms. It was added by Mr. Moore that any of the stevedores would so so, and that in this Mr. Nairn was effectively answered.

Mr. Moore said the situation was unchanged and there were no plans for the immediate future. There were, he added, some twenty five applications from men wishing to join the union.

The Parisian's Arrival.

The Parisian, Captain Johnston, arrived in port last evening from Liverpool via Halifax after a stormy voyage, head gales with tremendous seas having prevailed almost the entire passage, fine weather being experienced only one day. On the third day out a terrific gale raged and the ship labored heavily and shipped large quantities of water, having finally to lay to for fourteen hours. The steamer had on board 240 steerage passengers, most of whom landed at Halifax.

The Parisian was the first steamship to open up this year's national winter port business. This is also the steamer's first trip to this port since the steamship Albano collided with her. Since then she has been thoroughly overhauled and now looks as trim as ever.

The officers of the Parisian are:—

Captain—J. M. Johnston.
Chief Officer—J. C. Gourlay.
Surgeon—Dr. Campbell Davidson.
Purser—J. D. Mougo.
Chief Engineer—G. Jackson.
Chief Steward—A. Stewast.
Stewardess—Miss West.

The Parisian brought around from Halifax twenty-eight passengers. James Doyle piloted the steamer to this port, and he reports that there is no lightship on the Lurcher shoals as yet.

The following manifests of American goods to go forward in the Parisian were received at the Custom House today:—Three cars lard, one car lumber, two cars meats, and four cars grape nuts.

The following is a complete list of the Parisian's inward cargo for New Brunswick from Liverpool:—Two truss mdse., The American Clock Co.; 4 cases mdse., D. Aikins & Co.; 1 case mdse., Brock & Paterson; 200 sacks, 100 bags walnuts, Bank of New Brunswick; 25 sacks mdse., Bank of Montreal; 40 kegs, 25 bags soda, Copeland & Co.; 53 pkgs. wine, 89 cases brandy, J. O'Regan; 1 case mdse., F. W. Daniel & Co.; 55 barrels grapes, 15 cases lemons, J. A. Estabrooks & Son; 100 bales, 1 case hardware, Emerson & Fisher; 1 case calendars, G. Fairweather; 5 casks wine, M. A. Finn; 462 pkgs steel, Josiah Fowler & Co.; 106 barrels grapes, A. L. Goodwin; 2 bales cotton, Hutchings & Co.; 5 pkgs mdse, Manchester Robertson Allison Ltd; 270 baks rice, order; 100 kegs mdse, order C. D.; 6 pkgs earthenware, W H Hayward; 100 boxes raisins, order H. W.; 200 cases walnuts, order G. B.; 30 cases brandy, Foster & Co.; 100 cases brandy, McIntyre & Comeau; 5 casks tartar, order; 10 cases prunes, W. A. Porter; 5 pkgs nuts, order; 19 casks wine, order; 12 cases mdse, Baird & Peters; 180 pkgs nuts, order; 14 sacks barley, 2 cases mdse, H. C. Olive; 1 truss mdse, T. Simms & Co; 55 bbls grapes, 14 cases lemons, Thomas Potts; 1 case twine, J. Patterson; 8 cases glass, W H Thorne & Co.; 2 pkgs carpets, A. O. Skinner; 3 pkgs mdse, D. J. Seely & Son; 2 cases mdse, J. N. Sutherland; 3 cases mdse, Wm. Thomson & Co.; 77 pkgs dry goods, J. Vassie & Co.; 30 cases spirits, R. Sullivan & Co.; 86 bris grapes, 25 cases onions, F. E. Williams.

For Moncton—5 cases mdse, J. N. Humphrey & Son; 130 bags rice, order A. G.; 8 casks paint, R. E. Thorne.

For Woodstock:—1,438 dry hides, order.

Also a large cargo for the west.

There is at present 450,000 bushels of grain in the C. P. R. elevator at Sand Point and it is arriving daily at the rate of 60,000 bushels a day. The Allan liner Parisian will take away four loads, 32,000 bushels, and almost every steamer thereafter will take away a portion of the supply.

Will Bring Men

(Montreal Star, Monday.)

Arrangements are being completed by the stevedores under contract with the shipping firms at Montreal whose vessels run to St. John (N.B.) during the winter months, to take three hundred longshoremen to St. John when navigation closes here. This action is due to the fact that the longshoremen at St. John intend to make a demand for 35 cents per hour, and as soon as the busy season commences 40 cents per hour. In order to avoid this trouble, each stevedore is taking a gang of men with him.

(Montreal Witness, Monday.)

The stevedores who are under contract with the shipping firms here whose vessels run to St. John (N.B.) during the winter months, are making arrangements to take 300 longshoremen to St. John as soon as navigation closes here. The cause is that the longshoremen at St. John intend to make a demand for an increase to 35 cents an hour. They are now receiving 30 cents, and the stevedores have received an intimation that as soon as the busy season commences there they intend to demand 40 cents an hour. It is in preparation for expected trouble that the men are being hired now.

(Montreal Gazette, Monday.)

The stevedores who are under contract with the shipping firms here whose vessels run to St. John (N.B.) during the winter months, are making arrangements to take 300 longshoremen to St. John as soon as navigation closes here. Each stevedore will take his own men along with him to St. John, and it is expected that five or six gangs, amounting in all to about 300 men, will go down to the winter port.

One stevedore, in talking over the matter yesterday, said that they could get all the men required here to go to St. John for the winter months, and that there never was a better class of workmen on the wharves in Montreal than there was this summer.

QUEBEC TO AMEND TAX

Troublesome Fee of $300 Exacted From Commercial Travellers Will be Changed.

OTTAWA, Nov. 21 (special)—The Dominion government, it is understood, has received satisfactory assurances from the Province of Quebec that the commercial travellers' tax legislation, against which there have been so many protests from the United States and Great Britain as well as Canada, will be amended at the next session of the legislation. The tax is $300 on travellers from outside of Canada. P. E. Island started with a $5 tax, British Columbia made it $50, and now Quebec says $300.

SUPREME COURT AT FREDERICTON

FREDERICTON, N. B., Nov. 21—(Special)—The following county court appeals were arranged in the Supreme court this morning. Daigle, appellant (plaintiff), and Temiscouta Railway Co., (defendant), respondent. Laforest supports appeal from Madawaska County Court. Stevens, K. C., contra. Court considers.

Lizotte (plaintiff) appellant and Temiscouta Raiway Company (defendant) respondent. Laforest supports appeal from the Madawaska County Court. Stevens, K. C., contra. Court considers.

THE MOVEMENT WEST

J. F. Ferguson, a Canso, N. S., farmer, passed through Moncton on Saturday night with his family en route to Calgary, N. W. T., where he has been for over two years, and where he has decided to make his future home. Mr. Ferguson says that Calgary is almost wholly made up of provincialists, a great many Nova Scotians, New Brunswickers and P. E. Islanders have located there within the past year or so and they are doing well. All provincialists, Mr. Ferguson says, who located there brought something with them, and the times being good and the country prosperous, they commenced to prosper forthwith. Calgary is a smart city and its people are enterprising and up-to-date in every way. Mr. Ferguson says that hundreds of people every week are crowding into Calgary looking for situations and trying to purchase property to locate thereon.—Transcript.

SENATOR DOMVILLE'S PLANS

OTTAWA, Nov. 21 (Special)—Senator Domville is in the city. He is here in connection with the Central Railway, a road chartered last session of parliament to run from Montreal to Georgian Bay, by way of Ottawa. The senator says that while it is his intention to pursue the investigation into the Mutual Reserve next session, he has no idea of touching any of the other insurance companies.

GREATER MONTREAL

MONTREAL, Q., Nov. 21—(Special)—St. Cunegonde, which has a population of 12,000 voted this morning to join Montreal. There were no votes against annexation.

J. T. Hawke, president pro tem of the N. B. Press Association, has called a meeting of provincial newspaper men in Fredericton, Nov. 23, for the purpose of discussing the advisability of forming a New Brunswick Press Association.

EARLY BLAZE IN A MONCTON HOTEL

Guests of the Minto Escaped in Their Night Clothes.

HOUSE BADLY GUTTED

Fire Started Early This Morning From Furnace Pipes--Guests, Scantily Clad, Rescued by Firemen From Upper Windows of the Hotel --No One Injured.

MONCTON, Nov. 21 (special)—Guests of the Hotel Minto, as well as the other occupants of the house, were compelled to make a hasty exit from the building this morning on account of a fire that broke out around the furnace pape leading up through the office. An alarm of fire was sounded about 7.20 and the firemen responded very promptly.

It was discovered that the fire was confined to the ceiling above the office and was difficult to get at.

The blaze originated from the furnace pipe and quickly spread.

The firemen found some difficulty in getting at the fire. Eventually the flames broke out on the ceiling of the office, but were quickly drowned out. The office of the hotel was soon flooded with water, while the building was filled with smoke. Smoke poured out of the hall on the second story and drove the boarders and guests from their rooms in hot haste. Those who had arisen early completed their toilet in quick time when the alarm was given, and were able to make their escape by the front entrance, but those who tarried to catch a few more winks of sleep, and were aroused by the commotion in the house, had some difficulty in getting out, and their appearance indicated that they had not wasted any time on their toilet. Several people in the house were driven by the smoke to the windows and escaped from the building down ladders provided by the firemen. At the time the greatest volume of smoke was pouring out the cries of a lady of the house from a window on the second floor between two buildings, created some excitement. The smoke poured from the window, and it was seen that there was danger of suffocation. The lady was finally assisted out of the window by one of the boarders in the house, and they were compelled to stand on the peak of the roof until ladders were run up and assistance came to hand.

Two other women were taken down ladders at the rear of the building from one of the top stories. Several male boarders and occupants escaped down ladders at the front of the building. Most of them were carrying their worldly possessions and presented the appearance of being rather scantily clad.

The fire was confined to the ceiling, between the first and second stories, but the office of the hotel and the second floor were badly gutted with water.

The damage may amount to between one and two thousand dollars, the loss is covered by insurance. The fire will not interfere with the business of the hotel.

H. W. Robertson, the well known insurance man of St. John, was stopping at the house.

The minister of marine and fisheries has ordered the Stanley to be at Summerside to commence service on the day the regular boat will cease the summer service. She is to be continued on the Summerside-Tormentine route as long as the captain considers it safe. The Minto has been thoroughly overhauled and prepared for her work during the coming winter.

BISHOP WORRELL OF NOVA SCOTIA TALKS ON MANUAL TRAINING

His Lordship Bishop Worrell, of Nova Scotia, favors manual training and thinks it should form part of the curriculum of the public schools. He has seen manual training in operation in Toronto and other parts of Upper Canada and recognizes its value in developing the mind, but feels, at the same time, that the old system of mental development by the study of classics and mathematics should not be entirely crowded out.

Like Dr. J. L. Hughes, Bishop Worrell holds that the object of a manual training school is not to teach the trades, but rather to enable the student to become more readily proficient as a manufacturer. Dealing with manual training he said:—The fact that in industries Germany is going ahead of England may, to some extent, be accounted for by the introduction of manual training. Then again, it must be remembered that the German people are great thinkers. While it is perfectly true that the industrial work of the British Empire is the finest in the world in point of genuineness and thoroughness of workmanship, the fact remains that Germany meets the demand for cheap goods and rapid manufacture. If manual training develops thorough workmanship, then, it fulfils an important mission.

Bishop Worrel thinks that boys who are brought up in country places should be taught those branches of manual training that are most useful to them in the development of the farm, thus educating them in such a way as to make them useful at home, instead of training their minds merely in subjects that will eventually take them away from farm life.

Referring to domestic science, his lordship said that it should form part of the education of every girl. Good cooking, he says, is a very important factor in the home as, in his opinion, it has a very decided tendency to lessen the drink habit among men. A great many girls who are really good and mean well simply do not know how to cook, and in a large number of cases when a man cannot obtain properly cooked meals at home he is very likely to go where he can get something nicer.

While Bishop Worrell does not believe that women should be kept out of the professions, he feels that they should first of all become proficient in matters which belong naturally to a woman's sphere.

His lordship also favors the kindergarten as playing an important part in national life. He holds, however, that the great tendency of the age in which we live is to specialize. This, undoubtedly, is an evil that must be guarded against. If the kindergarten is to injure the relations that should exist between mother and child it cannot be regarded favorably, as it interferes with the mother's training, which is so important in the bringing up of the child. This, of course, added his lordship, can be overcome, thus making the kindergarten what it ought to be, a valuable factor in the child's ed-

LOOKING TO CANADA AS AN EXAMPLE OF GOOD DIVORCE LAWS

ALBANY, N. Y., Nov. 21.—Bishop Wm. Croswell Doane, in his annual address today before the convention of the Diocese of Albany, of which he is the head, dealt with subjects of immediate interest to the diocese and also especially with those of divorce and the ethical preaching called for by the times.

The bishop's remarks on divorce had special reference to the adoption by the general synod of the church of the following canon:

"No clergyman within the jurisdiction of the Church of England in Canada shall solemnize a marriage between persons, either of whom shall have been divorced, from one who is living at the time."

"I could have wished," said the bishop, "that we, upon whom the presence of the danger and the pressure of the duty are so much more strong than upon the Canadian church, could have led in this movement. But I have great hope that we shall follow at our next convention.

"The proxims ucalegon ardet weighed a good deal with them, because the constant immigration into Canada from our western states, cankered with this divorce disease, makes real to them the danger of contagion. Surely it becomes us, in the face of our sorer need to apply this one sure remedy, which shall at least rid the church of all responsibility and lift the standard of reform, to influence public opinion, and the legislation of other religious bodies. It is high time for us to make impossible the prostitution of our marriage service, by using it under circumstances that falsify and contradict its essential language."

Bishop Doane remarked especially upon the recent dictum of Supreme Court Justice W. J. Gaynor, that a civil decree of divorce has no effect upon the ecclesiastic bond of matrimony as held by the church, whose obligations bind the parties. Said the bishop:

"It is a strong, clear and timely statement, from which it seems to me that it is only right for the church to take the ground first, that only the state which dissolves the marriage can rightly or safely deal with the question of re-marriage, and, secondly, that if the religious bond, as Justice Gaynor says, is not severed by the state, the church certainly cannot tie that bond again, where it has not been dissolved."

THE TIMES NEW REPORTER

THE HARBOR TERROR.

There was an anxious time on the new ferry steamer on one of her trips yesterday. She came out from the Carleton floats and developed such speed by the time she had got in the middle of the harbor that the captain pulled her up with all his might. She turned around, looked at him, and started off on a new tack that would have landed her at Reed's Point or Red Head. He headed her off again, and got her moving up stream. Again she began to develop speed, and again he pulled her up. She was like a horse that knew the barn was ahead, and wanted to get there. Finally, almost exhausted by his efforts to hold her, the captain brought her broadside on against the East Side ferry slip, and after much manœuvring got her around and in to the floats.

It appears that the moment the Ludlow leaves one side of the harbor she wants to get to the other side as quickly as possible, and develops a speed that not only makes the captain's hair stand on end, but that would smash the time-table to smithereens. For forty years it has been the unwritten law that no ferry boat should be permitted to develop a greater speed than one knot in two hours. The Ludlow is young and headstrong and high spirited, and hates a curb. She wants to cross in jig-time and put her passengers ashore. Of course that would never do. Besides, a high rate of speed gets onto the nerves of the captains, and crews. They must be protected. A reckless fellow like Harbor Master Ferris might take her and drive her across the harbor at full speed and make the floats without grazing the piling on either side; and stop her so quickly and neatly that she would not crack an egg against the face of the floats; but the regular thing for a properly constituted skipper to do is to keep pulling her up, letting the tide swing her around, and if possible laying her to, broadside against the piling, so that nobody can go ashore. And whatever else he does he must not let her go any faster than Wun Lung or the Quangondy. He must also be scared almost to death every time he gets her out in the harbor.

The ferry committee are now considering a proposition to have two rows of piling driven, clear across the harbor, so that she can't get out; or an alternative one to widen the ferry slips so that whether she comes up bow or broadside on the passengers can go ashore.

One man suggested that it would be better to have men who could handle her and who would not be afraid of her; but he is believed to have been an escaped lunatic.

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A CARD.

Mr. Pilsener Pugg will give lessons in the manly art daily hereafter, Sunday included, at his quarters, Sluggers' Alley. Special rates to supreme court judges, county court judges and police magistrates. Dog fighting a specialty. Terms cash.