SUNK IN BOSTON HARBOR.

When the Resolute left her berth on The offerings were Murray sang a solo.

Yetlantic avenue on her regular trip to Fort Warren, there were known to be 21 persons on board, including the crew.

Those rescued were as follows:—

The Present Technology of the Artillery stationed

Captain Brown, 7th Artillery, stationed at Fort Warren; Lieut. Hatch, 4th Artillery; Mrs. and Miss Hatch; Miss Brown, daughter of Captain Brown; Miss Tobin daughter of Captain Brown; Miss Tobin; Sergts. Tobin and Flach; Corp. Brankerhoff; Private Herron, Biebricker, Ernst, Fitzgerald, Kopstes and McCuddy; John Norris, son of the commandant at the Fort; Captain Loring of the Resolute; Mate Edward Loring, son of Captain Loring; John Hanson, deck hand and fireman, Thilly.

Captain Loring took the customary route and had proceeded as far as buoy 9. He

up the others.

Tug Catawissa, Captain Robinson, also went to the assistance of the Resolute's passengers, but they had all been rescued

went to the assistance of the Resolute's passengers, but they had all been rescued before her arrival, with the exception of Engineer Ottobine, who was not seen. The Ross transferred the rescued people to the Catawissa and the latter boat conveyed them to Fort Warren.

Captain Day of the Putnam, which catarian stores at 6 p. m., brought the first intelligence of the disaster to the city. He stated that he passed the Resolute just inside of No. 9 buoy, after exchanging the usual salutes. He took his course inshore, while the Resolute headed for the farther side of the channel. The Putnam had hardly passed when the Resolute and Swatera came together with a terriffic crash. the old wooden hull of the former was crushed in like paper. She went down within a few minutes is evened by Joseph A. Bowen is ewned by Joseph A. Bowen of the insincerity of American friendship.

In less than a minute's time the world knew the world knew the news. Newspapers in distant cities appeared on the streets in extres, and the waiting correspondents at Mount what they are pleased to term its great friends of America, who now point to what they are pleased to term its great friends of America, who now point to what they are pleased to term its great friends of America, who now point to what they are pleased to term its great friends. The distant cities appeared on the streets in extres, and the waiting correspondents at Mount what they are pleased to term its great friends of America, who now point to what they are pleased to term its great friends. The must not be inferred that this time the world knew the news. Newspapers in distant cities appeared on the streets in extres, and the waiting correspondents at Mount what they are pleased to term its great friends. The must not be inferred that this time the world knew the news. Newsengthers in distant cities appeared on the sincere English friends. It must not be inferred that this time the world what they are pleased to term its head of America, who now point to the friendship.

It must in like paper. She went down within a few minutes just south of buoy 9, where

despatched to the scene as soon as word of the accident reached the harbor police

despatched to the scene as soon as word of the accident reached the harbor police station and she made a careful survey of the vicinity with her searchlight, but there was nothing to mark the spot where the boat went down and no wreckage whatever was to be seen anywhere.

Sergeant Clark, in charge of the government landing at this end of the route, notified Captain Williamson, the quartermaster in charge of this station, and he arranged for the transportation to the fort of the passengers brought to this city.

An investigation into the circumstances leading up to the collision will probably be begun tomorrow.

Captain Loring is well known as a careful navigator and is perfectly familiar with every inch of the waters of the harbor and bay.

The Swatara is commanded by Captain Beers, an old employe of the Philadelphia Reading Line.

The Resolute was one of the oldest vessels in the service of the quartermaster's department. She was of wood and registered 70 tons. Her dimensions were: Length, 87 feet 3 inches; beam, 18 feet 6 inches; depth, 8 feet. She was built in Philadelphia in 1875.

SUNDAY SCHOOL INSTITUTE OF

KINGS COUNTI. Kings County Sunday School Associa tion held its annual institute in the school room of the Baptist church, Sussex, on Thursday, Jan. 4. The pro sex, on Thursday, Jan. 4. The programme was a unique one, as is general with this annual gathering. The morning session had as its theme The Intermediate Department of the Sunday School. The session opened under presidency of Rev. A. H. Campbell, Waterford, and after devotions, Rev. W. Camp ford, and after devotions, Rev. W. Camp was elected the new president and Mr. H. A. White secretary. Mr. Campbell read a paper on the Teachers of the Intermediate Department. Miss C. S. Lucas gave an address on the scholars, using the blackboard for her outline; Mr. James A. Murray read a paper on the Difficuties experienced by the Teacher in this department; Rev. C. W. Hamilton a paper on the successes, and Mr. Lucas taught the lesson for next Sunday to an intermediate class which proved to be all seniors. The discussion was then led by Rev. A. M. Hubly and joined in by others. It was a session which merited the attendance of every superintendent, parish officer and pastor in the county. parish officer and pastor in the county.
Attendance and interest both rose higher in the afternoon when the subject was
The Teaching of the Life of Christ. Rev.
Mr. Prosser, of Penobsquis, led the devotions. Mr. Camp read an excellent votions. Mr. Camp read an excellent paper on The Authors of our Lessons in the Four Gospels. Mr. McNaughton was to have spoken on The Teachers Aim in These Lessons, but in his absence Rev. Mr. Sutherland said a few choice words. Our Helps was to have been spoken to have the spoken to have the spoken to have been spoken to have spoken on the tennessee Central railroad, eight miles from Rockwood. They were unloading dynamite when a quantity of its have been spoken to have been spoken Rev. Thos. Stebbings, but unable to come, he had duly notified the secretary and Mr. Lucas spoke to this. Our Dangers in Teaching was allotted to Mr. Allen,

QUARTERMASTER'S TUG RUN

DOWN BY A COAL

TOW BOAT.

Men and Women Thrown Into the

Icy Waters But Only One, the
Engineer, Was Lost—A Remark—

able Thing that a Score of People

Tug Nature A state moment an excuse was sent, and Mr. B. P. Steeves spoke a few words on this. Then a discussion was led by Mr. Christopher Smith and shared by several others. All present realized this to be a session of a high quality.

The evening session was held in the main body of the church. A full congregation showed their interest. It was opened by a stirring song service led by Rev. Dr. Gates, of Lo. John. All felt his inspiration in song introduced by appropriate and winsome words. After reading of minutes by the secretary the president called Rev. Geo. Palmer, Sussex, to speak on The Courch Connection with School. He did not think that the separation of old and young, as in young people's societies, and the absence of old able Thing that a Score of People

Did Not Perish in the Bay.

Boston, Jan. 3—The United States quartermaster's tug Resolute, Captain George Loring, was sunk in the harbor early this morning in a collision with the steel ocean tug Swatara, of the Philadelphia & Reading Coal Co's fleet. All on board are believed to have been saved, except Engineer Henry Ottobine, who had not been found at a late hour tonight The Resolute filled and sank so quickly that it is remarkable that no lives were lost.

propriate preparation for it.

The offerings were taken and Mrs. Jas. FIRST NEWS OF GRANT'S DEATH.

One Reporter Who Got It Before All the

When Gen. Grant was dying at Mount When Gen. Grant was dying at Mount McGregor almost every journal of note had its correspondent on the spot. It was the custom of the doctors to issue hourly bulletins, and a signal had been agreed upon to indicate the general's death the exact moment that the event took place.

Mr. Frank W. Mack, who represented the Associated Press as a reporter, had arranged however, with one of the physi-Captain Loring took the customary route and had proceeded as far as buoy 0. He passed the steamer Putnam, inward bound, from Lynn, on the starboard side, and was heading over to the other side of the channel next to Governor's Island when he met the Swatara, which was out in the harbor adjusting compasses preparatory to taking a tow of three empty barges to Philadelphia.

The steel bow of the Swatara penetrated the wooden side of the Resolute, and the latter began to settle immediately. The Swatara succeeded in saving a number of the passengers and crew, who were landed at Long wharf, while the tug Irving Ross, which chanced to be in the vicinity, hastened to the rescue and picked ranged, however, with one of the physicians that in case of the general's death

sent the message: "Grant is dead."

Mack had rejoined the other correspondation of the confirmatory news of his despatch. Ten initiates later the death signal was displayed.—[Philadelphis Post.

Bit LAUNCHED.

Bath, Me., Jan. 4.—The five-masted was launched this afternoon, from the was and public which devokes to ensure and public which devokes to ensure and others, of Fall River, and Whitman Chase, ir., of Taunton, who will go in command. She is rigged all ready for sea service and is chartered to load coal at Baltimore for Fall River. The Bowen is and is chartered to load coal at Baltimore for Fall River. The Bowen is all and is command. She is rigged all ready for sea service and is chartered to load coal at Baltimore for Fall River. The Bowen is all the information obtainable at present and is chartered to load coal at Baltimore for Fall River. The Bowen is all the information obtainable at present and the 23ist vessels of her class ever built. She is designed for either the coasting or foreign carrying trade. Her pine masts are 10 feet high, her keel is of oak, frames of helmantac and oak, and the planking and ceiling of yellow pine. She is 246 feet in length, 46.5 feet in width and 21 feet deep the coasting or foreign carrying trade. Her pine masts are 10 feet high, her keel is of oak, frames of helmantac and oak, and the planking and ceiling of yellow pine. She is 246 feet in length, 40.5 feet in width and 21 feet deep. Her gross tonnage is 2,153 and her ten tonnage 1907.15, having a carrying carpacity of 3,500 tons. She has two and the great Buller, it is impossible to tell.

Boers Believe Americans Friendly.

While Great Britain feeds contentedly non long special cables showing American friendship, the Boer agents in Europe of the weights 4,000, one hundred fath ones of chain being attached to each.

A PHILIPPINE RESOLUTION.

A PHILIPPINE RESOLUTION.

Washington, Jan. 3.—Representative McRae, of Arkansas, introduced today the following joint resolution: "Be it resolved, etc., that the United States do hereby declare that the United States do hereby declare that their purpose in acquiring jurisdiction and control of the Philippine Islands was, and is, to secure the inhabitants thereof as soon as practicable, after the suppression of the existing rebellion therein, a free, independent, stable government, republican in form and that the United States guarantee to said inhabitants protection against all foreign invasion.

FRANCE PRESSING SANTO DO-

Santo Domingo, via Haytian cable, Jan. 3.—The French consul here is pressing the Boismare-Caccavelli claim of 280,000 frances to embargo the government revenues. According to a cable the improvement company has failed to comply with its contract with the government regarding the payment of the claim. As the local lawyers refused to attend to the matter the supreme court has nametd a lawyer to act for the French consul.

FIGHTING THE BROTHERHOOD. Shamokin, Pa., Jan. 5.—Eight Philadelphia & Reading railroad conductors and brakemen were discharged here to asy, and when they asked an explanate the the officials would not grant it. The nen were experienced employes and they are that they are members of the Brotherhood of Trainmen and were arranging to organize a branch of the order here. Four trainmen belonging to the order were discharged at Newbern last night.

KILLED WHILE HANDLING

AMERICA'S FRIENDSHIP.

A CORRESPONDENT SAYS ENG-LAND VALUES IT HIGHLY.

that as the new year dawns for Great Britain the greatest army she has ever put in the field remains passive in South Africa, held at bay by two of the smalles republics on the face of the earth, while at home, in spite of the large volume of trade and apparent prosperity, her finan-cial interests are in a state of instability not seen since the Baring crash. All Europe is yelping at her heels and the necessity for America's friendship is recognized on all sides. Papers and people, who for years have been ready with jibes for America's good-will, no longer make any attempt to belittle the desirability of securing her friendship. "America," says the Globe, usually humorous at the expense of all things trans-Atlantic, "with a crop of 542,000,000 bushels, is especially in a position to help us."

London, Jan. 3—An attempt made to undock the new royal yacht at Pembroke this morning proved disastrous. Immediately after she floated, the yacht listed thirty degress to port and her starboard bilge became jammed. The strain was so great that shores sixteen inches square, used in an attempt to prop her were doubled up and snapped like match wood. The position of the yacht as this despatch is sent is critical.

Effect of Taking Transports. The economic shoe already begins to pinch the military foot, not very seriously, but enough to suggest grave cogitations as to what would happen if Great Britain were at war with a creat possible to the serious ser tations as to what would happen if Great
Britain were at war with a great power.
The fact that the government has chartered so many transports has resulted in a rise in the price of bread, while coal is rising by leaps and bounds to famine prices. It is such unpleasant results as those that silence the scoffer at things American and induces such a vituperative publication as the Saturday Review to say: "The Americans have had their eyes opened to the possibilities of a foreign eyes opened to the possibilities of a foreign policy and are taking a sounder, because

not less friendly to us than before, but the insincere element has been eliminated and has left a reliable substratum of good-Which concatenation the Saturday Review, under different circ

friendship.

It must not be inferred that this view

While Great Britain feeds contentedly upon long special cables showing American friendship, the Boer agents in Europe believe sentiment in the United States has been gradually turning Boerwards, until the time is now ripe to develop it into material effect. Under this impression, the Asociated Press learns that they are contemplating despatching a special mission to the United States for the purpose of influencing public opinion, poscontemplating despatching a special mission to the United States for the purpose of influencing public opinion, possibly by open meetings and by personally assisting the efforts of those in congress whom they believe friendly. Moreover, they consider it advisable to offset what they declare has been a systematic campaign of Mr. John Hays Hammond, the American engineer who was a member of the Johannesburg reform committee, to influence Washington opinion. If the plans now under consideration are carried out, the mission will include a very prominent Boer agent and a pro-Boer member of the British parliament who intended to sail this week but was prevented by what is thought to be a temporary hitch in the arrangements. Their desire is to affiliate themselves with no particular party but, by influencing political and public opinion, to secure at least an offer of mediation from the United States.

Press has made careful inquiries but failed to find any circumstance to warrant the belief that such an offer, however made, would receive the slightest consideration. would receive the slightest consideration.

The British government is threatened with a coal famine, the most serious development of recent weeks. Unless the conditions improve many industrial concerns depending upon the coal supply may have to suspend operations before February, as their margin of profit is sapidly being wiped out. The root of the trouble appears to be the withdrawal of so many colliers to take their places in the ranks of the receives. Weeks have gone up but labor is hard to find. The normal Christmas congestion of traffic aggravates the situation, while the government need of fuel for transports, war vessels and depots on the way to the Cape has created an unprecedented demand.

Thomas Kite, the old parish clerk of Shakespeare's church, has quickly followed the custodian of Anne Hathaway's cottage to the grave. He was 91 years of age and succeeded his father and grandfather half a century ago and was well known to all dramatic celebrities. Among those whom he conducted to Shake-

speare's tomb were Sir Walter Scott, Washington Irving, Dickens, Emerson, Booth, Kean and Nathaniel Hawthorne.

Among the latest distinguished men going to South Africa is Captain Holford, who is one of the closest friends of the who is one of the closest friends of the Prince of Wales and his equerry. The captain sails Jan. 6 to join his regiment, the First Life Guards. From 1888 to 1892 Captain Holford was equerry to the late Duke of Clarence and since then has been equerry to the Prince of Wales. He is a wealthy landowner and proprietor of Dorchester House, London, famous for its

oicture galleries.

The King of the Belgians goes on yachting cruise in the Mediterranean in January, returning to Belgium in March. King Menelik, of Abyssinia, is soon going to Cairo as the guest of the Khedive, thus disposing of the stories that he is collecting an army to invade the Soudard

Nearly all the military men in Dubli

ROYAL YACHT DAMAGED. A Disastrous Attempt to Undock Her at Pembroke..

is sent is critical.

Queen Victoria's new yacht, the Victoria and Albert, the largest in the world, was launched May 9 last.

At a meeting of the municipal officers Wednesday afternoon, after hearing in the case, it was voted that Jean Laudry, sometimes called Joseph Laudry, be committed to the State hospital for the insane, in Augusta, and he will be taken to that institution today.

Laudry, who is from New Brunswick, was taken in charge on December 26. at

doubtless are devidence of the insincerity of American the Western Union telegraph office by friendship.

Patrolman Edward Baker. He wanted to

Patrolman Edward Baker. He wanted to send a message to his wife, asking for money, and acted so strangely that the telegraph people notified the police.

Laudry is laboring under various strange delusions. He declares that he is a brother of Queen Victoria, but that he has been ignored and cheated out of his rights; also, that he has been murdered several times by his wife. He was sent to the city alms house for observation by Dr. Nesey, and since being confined there has been se violent that the authorities have now decided to send him to the asylum.—[Bangos News.]

RAMED BUT SAND AGAIN.

London, Jan. 4.—The Hambers American line steemes Petris, which cought fire in the English Channel, Movember 10, while on her way from New York to Hamburg and eventually went achors, was raised this merning. She subsequently foundered, however, and five persons were drowned.

Capt. Spruth, the inspector of the Hamburg-American line, who was on board the vessel when she went down, saved himself by clinging to the top of the funnel.

TELEGRAPH PUBLISHIN ST. JOHN, N. B.

DANGEROUS OBSTRUCTION TO NAVIGATION.

Baltimore, Md., Jan. 5 .- The British Baltimore, Md., Jan. 5.—The British stmr Tresco, which arrived here today from Port Spain, reports Jan. 4, lat. 35.35, lon. 75.18, land not visible, passed a sunker wreck, a three-masted vessel with top-maste above water, a dangerous obstruction to navigation, being in the track of vessels from Hatteras to Cape Henry. The wreck is probably that of the schooner Fannie Brown, before reported.

FIRE IN PRINCETON.

A Defective Chimney Caused the Destruction of F. Mercier & Son's

Calais, Me., Jan. 3-The general merchandise store of F. Mercier & Son at Princeton, was burned this afternoon, causing a loss of from \$6,000 to \$8,000; partially covered by insurance. The fire priginated from a defective chimney. BRITISH STEAMER SOUNDERS.

wenty-one Men Drownel Of Finisterre

London, Jan. 6—A despatch from Bristol announces that the British steamer Borgheses of Glasgow, foundered off Cape Finisterre last Friday during a hurricane. I wenty-one of the crew were drowned.

dea Herrins

Azents-J. M. Douglas & Co. and C. E. Colson & Co., Montreal

D. J. COLLIS BROWNE'S CHLORODYNE

—Dr. J. COLLIS BROWNE (late Army
Medical Staff) DISCOVERED a REMEDY, to
denote which he coined the word CHLORODYNE. Dr. Browneis the SOLE INVENTOR,
DYNE. Dr. Browneis the SOLE INVENTOR,
DYNE. I never travel without it, and its
general applicability to the register of a large

nlorodyne must be false. ceive purchasers by false represe abliely in Court that Dr. J. COLLIS

of CHLORODINE, that the whole story of the defend ant Freeman was deliberately un-true, and he regretted to say it had been sworn to.—See The Times, July 18, 1884.

DR.J. COLLIS BROWNE'S CHLORODYNE

IMPORTANT CAUTION,—The IMMEMBE SALE of this REMEDY has
given rise to many UNSURUPULOUS IMITATIONS. Be careful to observe Trade
Mark. Of all Chemists, 1e, 11-2d., 2e. 3d,
and 4e. 6d. SOLE MANUFACTURER

DEIUU FUN WIIUUI

Read Carefully This Great Offer.

The Gentlewoman

America's Greatest and Best Journal for Women.

HANDSOMELY AND PROFUSELY ILLUSTRATED. Twenty-four to Thirty-Six Large Pages (11x16), Published MONTHLY in New York City.

The Gentlewoman is filled each month from cover to cover with delightful ing serial and short, stories, aktobes and poems are all eriginal and by the most popular

The following are some of the noted contributors to The Gentlewoman:

Special Departments, Work, Music, Rursery, Corresponding to the arthorities in their reportive these are full of interest to the

By special arrangement with the publishers we are enabled to make you this marvelons offer?

EXTRAORDINARY OFFER.

TELEGRAPH PUBLISHING CO..



Waves and Exhaustion.

Heroes are of all nations. A story told by Mr. Granville Sharp, of Hong Kong, concerns the deed of a Chinaman who has so good a right to the title of hero as any man who ever stepped aboard a boat.

Mr. Sharp was on a steamer chartered by the French government to take troops and admiralty stores from Hong Kong to Touron, the first French settlement in China.

mitted, and they handled it as best they could in such a storm. Three times the rudder was broken, and three times they repaired it.

Of the three men only one was able to steer well enough to save the damaged rudder. He had to keep a constant watch upon the waves and be ready to ease off the wind as they approached. With no one to relieve him this man stood at his task, the rain falling in streams without cessation.

For 36 hours the brave fellow never once

Mr. Sharp went with the captain in the smaller one, which presently met with a terrible typhoon, lasting more than two days. Masts and bulwarks were swept away and the rudder broken. The Chinese aptain of the junk, together with his crew, believing that death was at hand, went below, got some opium and became jungangible.

Ottawa, Jan. 3.—Jamaica oranges received in Ottawa are now shipped direct to Halifax or St. John instead of to New York and in this way a saving of 5 cts. per dozen is made. Sales of fruit in Ottawa during the last year were one hundred.

STORY OF A CHINESE HERO.

Thirty-six Hours' Fight Against Wind, Waves and Exhaustion.

from the steamer, were on the junk. They, had been fishermen and knew the coast. To these three men the junk was committed, and they handled it as best they

ALL FOR

Ottawa, Jan. 3.-Jamaica oranges reinsensible. Fortunately three Chinese firemen, taken per cent higher than previous year.