

Had Warm Discussion About St. John River.

Maine Legislature Up Against Representations Made by New Brunswick Lumbermen.

(See also page four.) (Bangor News.) AUGUSTA, Me., Feb. 7.—In the hearing before the interior waters the pending rights of the freedom of St. John River came up in the application for an extension of charter of the St. John Lumber Co. of Van Buren which generated into an international discussion...

The letter was from Joseph Pope, under secretary of state of Canada, in effect that whereas there had been an international commission appointed for the investigation of rights on international river boundaries, which had not yet reported, the matter of the erection of booms in the St. John river in the Van Buren vicinity should be postponed until the report was made.

This contention was placed before the committee on interior waters, when they met to consider an act to extend the powers of the St. John Lumber Co. of Van Buren by Mr. Gregory. Herbert M. Heath, representing the American Company, said that he had been informed by the secretary of state and the United States that the St. John river controversy was not in the promise of the commission. Mr. Gregory urged that the international courtesy should prevail, but Chairman Shaw decided that the parties present, cited through legal notice, should be heard.

Repeating Mr. Gregory stated that Sir Wilfred Laurier had informed him that the St. John river would be included in the scheme of boundary disputes. The question was the extension of the powers of the St. John Lumber Company capitalized by Americans, of which C. A. Milliken of Augusta is the head, and the act enabling James Crawford and associates to erect booms on the river in Grand Isle.

Peter Chazy, Keegan of Van Buren and Arthur W. Brown of Portland spoke of the rights claimed on the river, and Mr. Gregory for the St. John Lumbermen, J. A. Laliberte, representative for Fort Kent and towns, and A. W. Goddard, attorney of Augusta, opposed granting of further privileges. It was the hottest session of committee of the day, in which Mr. Keegan made an eloquent plea for the upbuilding of the town of the upper St. John on the ground of the expenditure of money by the St. John company in saw mills and because of railroad facilities that they should have freedom of the river for sorting logs which the St. John lumbermen opposed, based on the Ashburton treaty rights and agreements.

Mr. Keegan's closing speech was a remarkable one, and when he sat down the time we were refused in Ottawa the concession of the dominion parliament to aid in building the dam across the St. John River at Van Buren our friend Mr. Gregory here said: We have chloroformed you, but I hoped we could have clubbed you, even Mr. Gregory joined in the applause, remarking that the statement was true. The question of the rights in the St. John River was thoroughly threshed out, and although no decision given upon the charter extension of the St. John Lumber Company and the Crawford project, it is thought that favorable action will be reported, thus making the first step towards the larger rights to be asked for in a repeal of the United States law.

THE ST. JOHN RIVER FIGHT is the all-absorbing topic among those interested.

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CAPTAIN GORST TELLS A DIFFERENT STORY.

The Damara Did Not Strike Ledge or Rock, But Some Submerged Object—Mail Bags Lost.

HALIFAX, N. S., Feb. 8.—The Furness line steamer Damara is sunk in ten fathoms of water off Pleasant Point, on the Musquodoboit Ledges, but her entire crew and her three passengers are safe. Captain Gorst's boat has been heard from. This news was brought to Musquodoboit harbor this afternoon by one of the crew, who started to walk the fifty miles to Halifax. Practically all the story that could be got from this man was that Capt. Gorst's boat had reached Pleasant Point just at the scene of the wreck and that all in it were well. The mate's boat had previously been reported at Musquodoboit harbor. Capt. Gorst's travelling sailor man said the boat had effected a landing through the breakers at Pleasant Point, only a few rods from the rock on which the Damara struck, and that the shipwrecked people were being taken care of by the residents there. Mate Muttall's boat, the one that was reported safe yesterday, with its nineteen people, was the one that had endured the greatest hardships and the fifteen with the captain, and who it was believed had perished, got off easily. Captain Gorst's boat reached the shore about 3 o'clock Tuesday morning, about the same time that the mate's boat started on its long row through floating ice, over a tempestuous sea and in a gale of wind to the harbor. When they left the Damara the steamer had 14 feet of water in the hold and she was settling fast. In the morning when daylight came and they looked out on the sea, she had disappeared, foundered in 36 feet of water. A wrecking steamer has gone down from Halifax and will likely bring the passengers and wrecked crew to the city tonight.

The Damara was eight miles north of her proper course at Pleasant Point. How she came there seems to be that with great quantities of ice on the coast in which the log could not be used, the captain was trusting to dead reckoning, but the ice cut him off from the coast and he was carried him in. He should have been carrying the lead, which he could not do.

What the captain's boat was doing, else he would not have allowed himself to get into ten fathoms of water, when he should not have had less than thirty. It is always safe in forty fathoms on this coast, but when there is less, constant and the utmost watchfulness becomes necessary. Capt. Gorst evidently allowed his ship to get away of him, taking for granted that his soundings would show deep water, as they probably had some time before. But he made a mistake, and tonight she lies on the bottom.

HALIFAX, Feb. 8.—The entire crew and the three passengers of the Furness line steamer Damara arrived in the city this afternoon. Captain Gorst gives a different version of the disaster from what had hitherto been current. He says the steamer did not strike a ledge or a rock and that he was not out of his course. The steamer, Capt. Gorst says, was 108 miles from the west end of Sable Island and 17 miles from the mainland when she struck either heavy ice or some submerged object, he has no idea what, which caused a leak in the after end of the engine room. He at once changed his course and for two hours steered six miles towards the mainland, hoping to obtain water more free of ice in case the boats had to be got out, or to get to land to beach the steamer if necessary. He would have got to land had it not been that the water rose to the boilers, putting the stops out. Then the steamer had to stop. The water passed through the shaft tunnel into the other compartments, and one after another it rose in the four holds. Finally the steamer was abandoned and the people made their way in two boats through thick and almost impenetrable slab ice to the shore. Captain Gorst says the ice was four hours in making the one mile passage, and the mate's boat, which went round the ice as much as possible, was six hours in effecting a landing. Captain Gorst says the use of the lead in water covered with ice so thick as was that through which the Damara was passing was simply impossible. The steamer sank eighteen hours after she began to take in water. The passengers on the Damara were: Emilien Mayer, representing J. M. Fortier of Montreal; Robert Scott, a merchant of St. John, N.B.; and Mrs. Frowse, a former resident of Halifax and now living in St. John. These all speak in high terms of the conduct of the officers and crew and tell good stories of the difficulties of effecting a landing through the ice.

Will Not Write While He Is Confined. Maxim Gorky's Work Would Only Be Destroyed When He Is Released—Another Partial Strike.

ST. PETERSBURG, Feb. 8, 2 a. m.—The interrogation of Maxim Gorky by the public prosecutor was begun yesterday in the court of justice, to which he was driven in a carriage from the fortress of St. Peter and St. Paul. Gorky is quite well and is subjected to only the ordinary regulations of prisoners in the fortress, which require the wearing of a special garb to prevent the possibility of their escape. The Associated Press is informed on the best authority that the prison fare and accommodations at the fortress are better than at any other prison in St. Petersburg, several of which are models of their kind. Prisoners in the fortress are confined in roomy, well-heated casemates, and exercised daily. The stories of terrible hardships and privations are said to be baseless. The chief reason for the dread of being confined in the fortress is due to the fact that an inmate is unable in any way to communicate with his fellow prisoners, the casemates being sound-proof.

The Associated Press yesterday talked with Mme. Gorky, who apparently is not deeply worried. After her interview with her husband on Tuesday, she petitioned the commandant of the fortress that M. Gorky be allowed to wear ordinary clothing and use writing materials; but she said to the Associated Press that her husband was not anxious to write. "What is the use of writing," he told her, "when according to the fortress regulations what I write must be burned when I leave."

ST. PETERSBURG, Feb. 8, 2 a. m.—A partial strike at the Putloff iron works and the complete tie-up of the St. Petersburg city railway gave rise to rumors yesterday of a general resurgence of the strike movement here; but the strike has not extended to other establishments, and the success of the fur was of no value in preventing the great body of workmen from following the example of their comrades in two of the shops who had walked out gives basis for hope of an amicable settlement. The present trouble involves the questions of pay for the time the men were out on strike and the eight hour day which were discussed at a meeting of employers last night. The employers came to no absolute decision but determined to adopt a conciliatory attitude. They probably will concede a nine hour day, which will satisfy the employees, pending general legislation on the matter, which will be binding upon employees throughout Russia. Governor General Trepoft does not wish to interfere, this question being purely economic, but he has intimated to the masters that it is desirable that they should reach a settlement with their men. It is hoped, in view of the conciliatory attitude of the masters and the apparent readiness of the men to listen to argument, that another crisis will be avoided.

PROVINCIAL BY-ELECTIONS. place on Feb. 18th, and the election on the 25th. The Northumberland by-election will probably be held the same day. The premier has called a convention of the government party to be held at Chatham on Monday, the 13th, for the selection of a candidate. The names of Hon. John Burchill, Robert Murray and W. B. Snowball will probably go before the convention, with the chances in favor of the nomination of Mr. Burchill. Mr. Jones will leave for his home this morning.

WAS SURPRISED When Wife Said She Had Been Married Before She Met Him—Marriage Took Place In St. John—Clarence Moriarty Belongs to Dorchester.

BOSTON, Feb. 8.—Clarence Moriarty of Dorchester, whose wife has admitted in court here that she had been married to a man in New Brunswick, says that he and the woman were married in St. John. Mrs. Moriarty on the witness stand had stated that her second wedding occurred at Kingston, N. B. Through the admission of the woman that she had married a second time without a divorce from her first husband, a suit which had been brought by the Moriarty in the municipal civil court here against a local furniture company for damages on account of an assault committed by an employee of the company while removing furniture obtained on a writ of replevin, was lost. When Mrs. Moriarty was testifying the attorney for the defendant asked her if she had not been married to Stevens. Much to the apparent surprise of the husband, who was in court, she said she had, after being compelled by the court to answer the question. She supposed she had been legally separated from Stevens because he had been in jail in New Brunswick, someone having told her his incarceration operated as a divorce. Afterwards she was known as Miss Spencer and married Moriarty at Kingston, Moriarty, however, says that he was married in St. John. By her second husband she has had two children. No action in the case can be taken in this state, except it be looking to a separation, as both marriages occurred in New Brunswick.

The death is announced in Woburn of George F. Turner, a native of Fredericton, N. B. Turner was 53 years of age, and connected a provision business in Woburn. He is survived by a widow, two daughters and three sons. George J. McSweeney, aged 25, a brakeman on the Boston and Maine railroad, was killed at Greenfield this week while coupling cars. McSweeney was a Nova Scotian.

FISH, FLESH AND FOWL Are All Well Known to John Ryder, Who Comes to Town Once a Year. John H. Ryder, the veteran Queens county guide, made his annual visit to the city yesterday. Mr. Ryder has been hunting and trapping for thirty-five years, and is widely known as one of the most successful guides in the province. He knows the woods of his territory as the teacher knows his books. Every animal that has its habitat in the forests or along the streams of Queens county, Mr. Ryder is familiar with. He knows the dark holes in the brooks where the gamelike trout are to be found, and the favorite haunts of the beaver and other that are found along the river banks. He knows the habits of the mighty moose and the lively caribou, and the caves where hide the biggest bears. Mr. Ryder told the Sun that the moose were multiplying much faster than they were being killed, and says the caribou are also returning to Queens county in larger numbers than ever before. He thinks there should be a close season for bears, but he thought it was a shame to kill them in summer time, when the fur was of no value. Mr. Ryder has killed one hundred and fifty-one bears in his hunting career, but has not added to that number this season. Mr. Ryder took out thirteen parties last year, and one of them returned empty-handed. They got thirteen moose and three caribou. Mr. Ryder has nine camps altogether, and intends building three more. He lives at Brookville, and only comes to the city once a year.

DEAF 13 YEARS. THE EDITOR OF THE "MASONIC REGISTER" OF TORONTO HAD HIS HEARING RESTORED BY "CATARRHOZONE." No case on record could be more successful than Geo. Warner's of Wellesley street, Toronto. Catarrhozone cured his deafness so he can hear a whisper across the room. POSITIVE PROOF OF CURE. "For the past thirteen years my hearing has been affected. The streets were quiet as if I lived in a city of the dead. I couldn't hear the street cars or the sound of the horses' feet on the pavement. Since using Catarrhozone, I can hear a whisper across the room. Catarrhozone has my strongest endorsement." You can't afford to be without Catarrhozone if your hearing is poor. Get it at once—your druggist has it—two months' treatment, price \$1; sample size, 25c. By mail, from N. C. Polson & Co., Hartford, Conn., U. S. A., and Kingston, Ont.

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TWO VESSELS IN ICE ARE IN DANGER OF SINKING

Near St. John's, Newfoundland—Great Fears Entertained for Safety of the Crew—Ice Impedes Shipping. PHILADELPHIA, Feb. 8.—The ice pack in the Delaware river at the "Horseshoe" below Gloucester, N. J., is today a serious menace to shipping. Several steamers and tugs and nearly a score of barges are ice-bound at this point. The Admiral Sampson floated short of the Horseshoe this afternoon, having been aground since Monday. The vessel will be brought to Philadelphia for repairs. ST. JOHN'S, N. F., Feb. 8.—An ice floe packed against the harbor Tuesday evening and two vessels, the brig Victoria, outward bound, were caught amid the masses. Tugs tried to reach them, but failed. The Energy signalled that she was short of provisions. A party of men who were sent over the ice with food were caught in the blizzard this afternoon and their fate is unknown. Three men who traversed the floes from the Victoria as volunteers to carry a message for help, reached land safely at noon. It is feared that both vessels will be destroyed tonight. The gale is growing fiercer. If the vessels sink there will be small chance for the crews, who were towed into the harbor from Cape Pogue during the afternoon.

owned by Jas. G. Hunt, of St. John's, N.F., is bound to St. Johns from Cadiz, which port she left on Jan. 1, in command of Capt. Taylor. She is owned by W. B. Bowring & Co. of Liverpool. BOSTON, Feb. 8.—Steamer Huronia, which arrived today from Jacksonville, had to slow down in Nantucket Sound owing to large ice fields in the vicinity of Cross Rip lightship. Captain Ingraham reported sighting three schooners anchored east of Half Moon Shoal, two anchored off Nobiska, and one four masted schooner anchored off Cape Pogue, all in clear water. VINEYARD HAVEN, Mass., Feb. 8.—The five masted schooner Van Alen's bought, bound from Boston for a coal port, was caught in the ice near Squash Meadow Shoal this forenoon. Revenue cutter Mackinac carried a hawser to the schooner and towed her to anchorage off Nobiska this evening. The schooner Independent, bound from Baltimore for Boston, which anchored off Nobiska last night, got underway today, but was caught in the ice and anchored off this port. She set her flag, and a tug towed her into the outer harbor. Schooner Fred A. Davidson, from Cape Ann for Havana, was towed into the harbor from Cape Pogue during the afternoon.

SYDNEY MINISTER ARRESTED. Rev. William R. Calder III-treated His Wife. Interesting Contest in Digby—Trains Cancelled. DIGBY, N. S., Feb. 8.—A severe north wind set in yesterday afternoon, accompanied by snow, and continued until midnight. All trains east and west are cancelled. Yesterday this town was in the throes of a civic election for mayor. The contest is between W. W. Hayden, acting mayor, as Mayor H. B. Short is absent for the winter, and J. L. Peters, a former councillor. Up to three o'clock Mr. Hayden's prospects were bright for a majority in the vicinity of 20, but the women voters rallied on the question of temperance (both candidates are temperate) and changed the position, causing the result of a tie. In such a case as this the mayor (Mr. Short) has to give the casting vote. How this is to be accomplished in his absence, and he not being able to return for some time, is a question. This makes another complication and both parties are in blissful uncertainty. No element of politics troubles the public, as both candidates are liberals. BLEEDING, PROTRUDING PILES. Mrs. James Brown, Hinghamburgh, Carleton Co., Ont., writes: "I suffered from nearly every form of piles for twenty years, both here and in the Old Country, and have tried nearly every remedy. I can only do justice to Dr. Chase's Ointment when I say that I believe it to be the best remedy obtainable for bleeding and protruding piles, of which it has cured me."

PERISHED WHILE DRUNK. HALIFAX, N. S., Feb. 8.—George McGarvey, who resides at Bay Shore, accompanied by two of his friends, came to Annapolis on Saturday. While in town intoxicants were too liberally indulged in. On their way home, Mr. McGarvey strayed from his comrades and lost his way. When his comrades reached home without him, a search was instituted. No trace of the missing man was found till this afternoon, when his dead body was discovered beneath a tree on the mountain near the main road. No doubt Mr. McGarvey became exhausted and sitting down, was overcome by the intense cold and perished.

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