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ONTARIO AND QUEBEC

Hon. Mr. Mulock Imports Labor from the United States.

British War Office Authorizes Recruiting for the Army in Canada.

The Canadian Mail Steamship Service and the Government's Treatment of Beaver Line.

OTTAWA, Nov. 28.—In the exchequer court today, argument was heard in the admiralty appeal of the British s.s. Inchmaree against the Norwegian s.s. Scillon. The vessel had been in collision on the 27th March, 1897, in the North Atlantic, and the action of the Inchmaree was dismissed at Halifax. Dr. Weldon for appellants and A. Drysdale, Q. C., for the respondents. Judgment reserved.

Major General Hutton has given an emphatic denial to the Globe's story of a break between himself and the minister of militia over the Major Talbot affair.

The Russian government has removed the duty from agricultural implements and binding twine.

The live stock shipments from Quebec and Montreal to Great Britain for the season just closed show a large decrease compared with two previous years. During the past four months, however, there have been extensive shipments to the United States.

TORONTO, Nov. 28.—This morning Robert Taggart, who has been separated from his wife for some time, met her and beat her seriously on the head with a hammer. The brains protruded in some places. The woman is now lying in the hospital. Taggart gave himself up to the police. He had previously been bound over to keep peace for beating his wife, and the cause of this morning's attack was Mrs. Taggart's refusal to take him back.

Two more election protests were dismissed this morning at Osogode hall. No proof being offered, Judge Ogier again severely criticized the saw-off and said he intended to bring the matter to the attention of the speaker of the house, but added he did not think it would do much good. Both parties are equally involved.

MONTRÉAL, Nov. 28.—R. N. O'Brien, who originally came here from Halifax, and who has a suspended sentence hanging over him for libelling Prince George of Wales, this morning was sentenced to three months' imprisonment. The charge against him is leaving an imminent publication, a newspaper known as Town Topics.

News was received in the city this morning that Lord Mount Stephen had set apart half a million dollars for the immediate distribution among relatives. The gifts range all the way from sixty to eighty thousand dollars and include the house and grounds.

STAYNER, Ont., Nov. 28.—It was the intention of the liberal party managers not to put a candidate in the field against Leighton McCarthy. Dalton McCarthy's nephew, who is aspirant for his uncle's seat in parliament. At the convention today Mr. McMullen was present and made an effort to induce the liberals to accept Mr. McCarthy, but failed. James Martyn was chosen as the candidate. The conservatives should win in a three cornered fight.

(Special to the Sun.) OTTAWA, Ont., Nov. 27.—The government of Ontario has formally protested against the act of the British Columbia legislature which passed last spring prohibiting the Japanese, as well as the Chinese, from working in connection with any enterprise authorized under the provincial statute. The Japanese ambassador in London represented that his government regards the act as contrary to the committee of nations, and asks the dominion government to disavow the obnoxious measure. The federal authorities have several months yet on which to take action.

Over sixteen thousand dollars have been spent by the public works department this year in the improvement of the navigation of the Stikolde river. Next year Hon. Mr. Tarte proposes to spend considerably more.

Grant's music hall was destroyed by fire tonight. Loss, \$20,000, partly covered by insurance. The fire originated in a restaurant under the auditorium.

Hon. Mr. Foster left for Toronto tonight to address a meeting of the Young Conservatives tomorrow.

Donville's company, seeks power to build a line to Dawson via the Peace River and Yellow Head Passes. TORONTO, Nov. 28.—In dismissing the Centre Block protest election case today, Judge Falconbridge said there should be some means of compelling parties who had had information to go on with the case and suggested something analogous to the Queen's proctor in England, who, in a divorce case, is clothed with authority to bring parties into court should they drop their cases and compel them to say why they do not press the case.

Mrs. Taggart, who was so brutally beaten by her husband last Friday morning, died in the general hospital yesterday morning. Taggart is held on the charge of murder. The prisoner's only excuse is that his wife had an order of separation from him.

OTTAWA, Nov. 28.—Hon. Mr. Sitton has furnished a striking admission of official mismanagement. It is stated by his own organs that some officials in the gold commissioner's office at Dawson have been removed, and the question naturally arises if there were no grounds of complaint against the inferior department administration. T. D. Macfarlane, the official timber inspector, is also said to have received his congé.

Nineteen creameries were operated under federal auspices in the territories this year, up against sixteen last year, and three in 1896.

Hon. Mr. Mulock or the American Bank Note Co. has rendered himself liable to the penalties of the alien labor law by importing four engravers from New York to engrave the new penny postage stamps. In this way the postmaster general encourages the American idea.

Advices are on the way out from the war office authorizing recruiting in Canada for British regulars. Non-commissioned officers of the permanent force will be constituted the recruiting officers. They will be sent out to various points to secure recruits.

TORONTO, Nov. 28.—Hon. Geo. E. Easton addressed the members of the Conservative Club tonight in Victoria Hall. He discussed politics from the ethical standpoint and gave the club some good advice. He told the young men not to look for political success through promises of patronage. He wished both parties could agree that patronage should go by merit. He regretted the corruption which prevailed in both parties.

TORONTO, Nov. 28.—The Evening Telegram's London cable says: Syren, a weekly journal devoted to shipping, in its issue today blames the Canadian government for the Canadian mail steamship service bungle, in not properly stipulating the necessary requirements when asking for tenders. Further, it says the subsidizing of the Manchester line has alienated the ship owners from trading with the ports of the dominion. The government, as it stands, is convicted of mismanagement and shuffling over this service, of ingratitude to the Beaver line and of other sharp practices or mismanagement over the service to be inaugurated next May. Hon. Mr. Dobbell will visit and try to induce tendering lines to do more than was originally asked.

MONTRÉAL, Nov. 28.—E. A. Nicholson was committed for trial today on a charge of challenging A. J. Delameter to fight a duel. Nicholson took umbrage at Delameter's attentions to a young lady, and wrote letters telling him he must leave Canada or fight a duel.

PRINCE OF WALES' HEALTH. LONDON, Nov. 27.—The Prince of Wales' popularity in England has never been more heartily demonstrated than in the light created by the official announcement in the Lancet that his recovery from the severe accident to his knee in July last, is now considered permanent. On Friday, when the royal highness attended a meeting of the governors of Wellington College at Marlborough House, he was the recipient of a flood of congratulations.

PRODUCE IN CARLETON CO. (Harvard Advertiser.) The produce market has been extensively busy the past week. A year deal of poultry has been shipped from this station as well as from Bath and Florenceville. The market all along the line was glutted the day before Thanksgiving, and every merchant had to refuse offers of poultry. Chickens bring 5 to 6c; ducks and geese 7 to 9c; turkeys 9 to 12c. Oats are well quoted at 23c, and the merchants at that price have difficulty in realizing any profit, as they are quoted at 22c in the market.

It comes only the difference to handle and ship them. This difficulty exists in the bay and neck market. It costs 4c to buy hay from here loaded in St. John, so buyers must get 3c for it there to be worth 7c here. But, if worth 4c extra good, poor but better quality, they have just 2c here.

On Tuesday J. E. Parsons, who has been buying in the vicinity, shipped a car of dead stock, and a car of lambs to the coast. He has been in Owen Sound at a very successful season. He says a pork packing establishment here would make money for itself and for the farmer. He advises farmers to raise pork for spring market as well as fall.

From Florenceville station there were shipped for the week ending Thursday, Nov. 24th, seventeen cars of produce. This is the largest week's shipment ever made at this time of the year. One ton of onions was shipped by express the day preceding Thanksgiving. Pork shipments by two firms will aggregate 100 tons for the season.

Subscribe for the "Semi-Weekly Sun."

HUNDREDS OF WRECKS.

Terrible Destruction Wrought by Sunday's Furious Storm.

A Lot of New Brunswick and Nova Scotia Schs. Driven Ashore—Many Lives Lost.

Numberless Sleet-covered Hulks Piled on Headlands and Strewn in Coves Along the New England Coast.

Although winter came in with a wild rush on Sunday its advent was not altogether unexpected. Saturday was the first bright, sunshiny day since the 18th instant, but the weather bureau reported that two storms were then moving towards the maritime provinces, the first from the lower lake region, the other from the South Atlantic coast, and predicted easterly gales with snow or rain for Sunday.

The prediction was pretty much verified. The wind yesterday was northeast all day. At 7 a. m. it had a recorded velocity of 20 miles an hour at 1 p. m., 33 miles; at 3 p. m., 40 miles; and on up to the last observation 48 p. m., with occasional runs at the rate of 60 miles per hour for periods of five minutes. The average temperature for the day was 27 degrees, the lowest temperature 21 degrees. The barometer began falling at 1 p. m. and fell to 29.8 at 3 o'clock last night. It was down to 29.40 and still falling, according to Director Hutchinson's record at the station House Observatory.

The snow storm of the storm was heralded simultaneously by the weather bureau to obtain most of the coastwise shipping in a safe harbor, but the warnings were entirely ignored by those on shore with the result that nearly every vessel, especially the railroads and electric companies, were caught napping and suffered accordingly. There was not a railroad in New England that was not more or less tied up by the storm.

During the night the snow and sleet were nearly all stilled early in the night, although one train from Bangor reached Lynn this noon, and two Chicago trains came into the city this evening. In cities and towns dependent upon electric car service, it was even worse, for the damp snow packed hard on the rails and held up even the very snow plows. The service in this city was probably the best of any of the surrounding communities.

Not even the shores were exempt. Many of the main thoroughfares, during the gale last night and this morning, thirty barges and schooners lying in Boston harbor, and at least twelve lives lost. The Wilson liner Ohio is ashore at Spectacle Island in the bay. No serious damage is expected.

Only the barest reports were received of the extent of the destruction. The three-masted schooner Georgia, Capt. Odell, bound from Brunswick to Berwick, with timber, which was anchored in the Beacon wharf, was driven ashore and drifted out the west channel at 8 o'clock Sunday night. She brought up outside the island, and yesterday morning she was brought in the harbor by the tug Storm King.

Schooner Friendship, Capt. Seely, and Miranda E. Capt. Day, left here Saturday morning for Point Wolfe and Alma, respectively, with general goods for C. T. White and the Alma Lumber Company. It was feared yesterday afternoon that both had been wrecked, as no word had been received of their arrival. Last night messages came over the telephone announcing that both schooners had arrived Sunday night. They had a hard time of it, but safely in.

A telegram received here yesterday from Millbridge, Me., stated that the schooner Saabruuk, Captain Reed, bound from Portland for Miramichi, was wrecked on the Mooney pulp mill. She was ashore near there and would be a total loss. This digester, which was manufactured at Portland, was worth about \$5,000. It was insured. It is said that its loss, and the chances were reported to be against its recovery, will result in quite a delay in the putting of the mill in operation. The Saabruuk was a vessel of 150 tons register, and was built at Machias in 1871. There was some insurance on her.

John E. Moore received yesterday day that the woodboat Chieftain and Druid had been driven ashore at Pisarino, and are high and dry on the beach, apparently unhurt. The form, it is gratifying to know that the vessels in and around the harbor of St. John came out of the gale unhurt. Greater safety can no ship have than to be in the port of St. John when an exceptionally severe gale is blowing outside.

As chronicled in yesterday's Sun, the wind played some pretty tough pranks in the loftier and more exposed streets of the city, but with all the crashing of chimneys, trees, telephone wires and what not, not a man was maimed or in the slightest degree injured.

The gale was felt considerably in the suburbs of the city and up along the St. John river. Passengers who came down river yesterday reported that Capt. Watters' new woodboat had been driven ashore at Watters' wharf, and is now high and dry; that a woodboat commanded by Capt. James Day is ashore near Sullivan's landing, and that the woodboat Sultan, Capt. Frank Atterley, is aground near Brown's Park.

The oldest residents of Fairville say that Sunday's storm eclipsed everything since the famous Saxby gale. Fortunately, however, the damage done was not of a serious nature, being confined for the most part to the overturning of fences and the toppling down of chimneys. One of the large plate glass windows in George Moore's residence on Manswagish road was smashed to pieces, and the roof was blown off Mr. Moore's new barn. At Randolph, the chimney tops were blown off Andrew Stevens' and Chas. Melanson's houses, and several large piles of lumber were scattered in every direction. About every store keeper in Fairville had all he could do Monday morning to scrape away the mud and sand that the storm had scooped up off the road and deposited on the shop windows. Tugboats were busy yesterday picking up a lot of Ouellet & Co.'s logs that broke adrift Sunday night, while the logs in Grand and South Bays were driven by the force of the gale up on the shores. The South Bay bridge is jammed full of logs and the owners will have a difficult job to separate them. A snow drift at the Fairville railway crossing had to be shoveled off on Monday morning before the cars could get away. A cotton sign over Robert Fair's store was blown to ribbons during the storm.

The logs in the mill pond in connection with the Jewett mill at Millidgeville were in fact on Saturday. Yesterday the contractors were busy picking up a lot of Ouellet & Co.'s logs that broke adrift Sunday night, while the logs in Grand and South Bays were driven by the force of the gale up on the shores. The South Bay bridge is jammed full of logs and the owners will have a difficult job to separate them. A snow drift at the Fairville railway crossing had to be shoveled off on Monday morning before the cars could get away. A cotton sign over Robert Fair's store was blown to ribbons during the storm.

An immense quantity of logs which had been piled up and secured by the Wilson Lumber Co. at the Grand Bay, was completely separated. The chains, wires and other fastenings were snapped as if they had been threaded. This stuff was intended for the Mooney pulp mill at Miramichi, and the expense of taking the logs up again will be considerable.

IN KINGS CO.

A part of one of the large chimneys of the Kings county arm house at Norton Station was blown down during Sunday night's gale, damaging the roof considerably.

It took Alfred Haines and a gang of men four weeks to build a foot bridge across the Hammond River, near Fairville. It took Sunday's storm four minutes to utterly wreck the structure. The bridge, it may be added, was only finished a fortnight or so ago.

MANY WRECKERS IN AND NEAR BOSTON HARBOR. BOSTON, Nov. 27.—Thus returning to this city at noon after a tour to the harbor report about thirty-five vessels of all sizes and classes ashore and sunk in and near Boston harbor. Several large schooners and two Baltimore coal barges are completely wrecked, and it is estimated that between 50 and 60 lives have been lost. Only one body has yet been recovered. More than a dozen are reported in the surf at Hull, and efforts are being made to recover them. The ocean steamer Ohio of the Warren line, is high and dry on Spectacle Island.

BOSTON, Nov. 28.—According to some of the wrecking masters, the only way to save the Ohio is by dredging a channel from the Ohio to deep water, but even this must be done quickly, as another gale would do incalculable damage. The schooner White, evidently lashed on rocks, and while she could be pulled into deep water, her cargo would scarcely keep afloat.

Leaving Spectacle Island, a sorry sight is that presented by a three-master on Shark Rocks, midway between Boston Light and the Brewsters, where the deep sea surge roll in and half bury the craft, which is fast going to pieces. On this wreck—Capt. W. Baker—the two masts were taken off by Capt. James and the crew from Hull. It was daybreak when the Baker was seen and the lifeboat was sent out on its mission. The pull was a long one and finally when the wreck was reached, three bodies were seen lashed aloft. Two of these were secured and life was found in them, but the other poor fellow had frozen stiff to his lashings.

The survivors and the third body were taken to Hull, where it was learned that three sailors had been washed off the wreck before the life-savers arrived.

It was on the little stretch of beach at Hull just behind Hotel Pemberton that the tragedy occurred. The old sails of Hull say that in ferocious storm equalled that of 1852, except that while the sea did not run so high the wind was stronger. In the fury of the storm yesterday, two big newly built barges of the Consolidated Coal Company's Nos. 1 and 4 were dashed to bits.

Capt. James of the life saving crew was there with his men and boat, but he said that the wind blew so fiercely that there were not men enough who could find room in the boat and have strength enough to row against the wind. Out of the driven snow came the dim outlines of a barge with the forms of five men discernable on the deck. One of the men was seen to crawl as it came down on a receding wave, barge No. 1 struck the shore only to crumple and then melt into fragments, which the waves in another minute cast up on the shore. But in that instant the men escaped. The impending death for the barge split in twain the deckhouse slid off towards the shore into the surf, and at the same time men on shore with lines about them rushed into the water and pulled out the sailors. A moment later barge No. 4 came ashore and was ground up by the waves, but nothing was seen of its crew. Soon after this other wreckage came ashore on the beach, but this morning it was seen that both the Abel C. Babcock and the Samuel W. Tilden had been wrecked. No signs of the crew of either vessel was found.

Another terrible scene was that at Thompson's Island. Against the wharf were driven four small wooden vessels, each of which at the time the storm broke was anchored some way away and each a long way from the other. An idea of the force of the wind is shown in this instance, for after drifting across the bay, one after the other brought up against the pier, one being driven entirely out of the water. The vessels are the Virginia, of which barely a vestige is left; the Seraphin, and the Fred M. Emerson. The last three are in one heap of timber and rigging mixed with debris from the Virginia. Two lives were lost from the latter craft, but one was saved. Wm. E. Stanley, the captain's son, who was washed ashore and resuscitated, was the only survivor.

Of the other wrecks the most singular is that of the tug Tansqua on Rattlesnake Island. She has run straight on against a promontory of rocks, and there seems little chance of getting her off. Her consort, the Resolute, was easily floated this afternoon.

Other evidences of the storm are to be found on every headland and in nearly every cove for the numberless and mangled wrecks of snow and sleet covered, are piled up. BOSTON, Nov. 28.—In Ram's Head channel, Boston harbor entrance, many of the buoys are put out of position as a result of the storm.

TWENTY-NINE VESSELS ASHORE AT CAPE ANN. GLOUCESTER, Mass., Nov. 28.—As (Continued on Page Eight).