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FORTY-SECOND YEAR.

A SOP TO FILIPINOS

Senate Declares That Islands Shall Not Become United States Territory.

But Given Self Government and in Due Time Disposed of by Purchasers.

Humane Policy Towards the Rebels Who May Surrender Without Further Chastisement.

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NANAIMO AFFAIRS.

Miners Meet with Accidents—Tug Pilot Aground for Few Hours.

Nanaimo, Feb. 14.—(Special)—John Dixon, cricket player and miner, had his coat home broken in the Protection Island shaft late last night.

Wm. Garland, another miner, was this morning badly squeezed between cars in the same mine.

The tug Pilot ran aground on the mud bank last night owing to a buoy being out of place. She got off at the change of tide without any damage.

NEW LINE TOO VENTURE SOME.

Winter Navigation of Lower St. Lawrence Comes to Sudden Stop.

Montreal, Feb. 14.—(Special)—The steamer, a steamer of the new Canadian line, which was to make a feature of an all the year round port in the St. Lawrence, is reported jammed in the ice ten miles off Etang du Nord, one of the Sagadahoc islands. She may have to stay there all winter. The steamer left Paspébeac ten days ago.

NICARAGUA CANAL.

Strenuous Efforts to Have Congress Provide for It at This Session.

Washington, Feb. 14.—The Nicaragua canal bill was offered in the house this afternoon as an amendment to the sundry civil appropriation bill by Mr. Hornburn of Iowa. The chairman of the committee reported it and the leaders on the respective sides are engaged in a struggle which involves the fate of the measure at this session of congress.

After Mr. Cannon, chairman of the committee, has reported the bill, notice last week that there was no time for the consideration of the canal bill at the respective sides of the measure were determined to force it on to the sundry civil as a rider, if possible. As soon as it was offered this afternoon Mr. Cannon made several points of order against the amendment. This once opened a long parliamentary debate upon the points of order, which lasted two hours and was not concluded. It promises to consume several hours to-morrow. It seems to be a foregone conclusion that the chairman of the committee of the whole will not conclude. It promises to consume several hours to-morrow. It seems to be a foregone conclusion that the chairman of the committee of the whole will not conclude.

It is needless to whitewash the facts. The real obstacle is undoubtedly the American commission. The committee of Canada has been obstinate, and England's sympathy with her will be warm and vigorous. The matter is specially

NEW WRINKLE IN CRIME.

Chloroform Injected into Railway Compartment Preliminary to Robbing Passenger.

Paris, Feb. 13.—On Friday last an attempt was made between Bordeaux and Paris to rob a railway passenger by chloroform. Roux, the only passenger in the compartment of the coach, the robbery was attempted, was beginning to doze when he perceived a strange odor. He woke up and saw a man in a coat in the compartment. An investigation revealed a hole had been made in the partition of the compartment, into which the tube containing chloroform had been inserted.

DIGBY FIRE SWEEP.

Thirty of Best Business Buildings and Several Others Destroyed.

Digby, N.S., Feb. 14.—(Special)—Thirty of the best buildings in Digby were destroyed by fire last night, besides a number of small structures and the loss is estimated to be in excess of \$100,000 to \$100,000. The Dominion Atlantic railway property was all saved. The Waverley hotel and the post office are among the buildings destroyed.

CONSERVATIVE ORGANIZATION.

Sir Charles Tupper Tells What He Has Done in Montreal—French and English of Quebec United.

Ottawa, Feb. 9.—Sir Charles Tupper has returned to the city from Montreal and is busy planning for the further effective organization of the party here. He has the following interesting interview as to the scope and effectiveness of his work in Montreal.

"I spent a week in Montreal," said Sir Charles, "seeing as many of my friends as I could, both French and English, and a large number of leading men holding important positions in the province. I was not able to see all whom I would like to have met, but all our friends whom I did meet gave me carte blanche as to the organization as in my judgment would be most effective in the province."

Mr. Arthur J. Balfour, government leader, said there was no middle course between the House of Commons and the House of Peers in its present position. The house then rejected the amendments, Mr. W. L. Martineau, and Mr. Labouchere by 223 against 105.

HOPE FOR THE CREW.

Bulgaria Attended by Two Other Steamers When Weehawken Parted From Her.

St. Michael's, Azores Islands, Feb. 14.—The captain of the American tank steamer Weehawken, which vessel arrived here on Sunday morning with 25 women and children whom she took from the Hamburg-American steamer and 800 miles from the Azores Islands on February 5, disabled and in a severe storm, now reports that two other steamers, the names of which are not known, were standing by the Bulgaria. The Weehawken lost sight of the Bulgaria during the night of February 5, and was obliged to proceed, having no small boats, and her bunkers being full of water.

THE COST OF EMPIRE.

Free America Must Give Blood and Treasure to Maintain Yoke on Conquered Colonies.

Paris, Feb. 14.—The French are watching the appropriations committee of the United States house of representatives and its report on the tariff, and are not without some misgivings as to the result. The committee is recommending a combination of federal and provincial government in the territories. But the overwhelming defeat they have met at the local bye-election in the County of Beauport, where the native candidate was opposed most determinedly by the combined forces of the United States and French governments, and the defeat they so narrowly escaped in Mississippi, are not without their effect in taking place in Quebec. I am satisfied, too, that there is some deep seated dissatisfaction with the government. In the province of Quebec that is now so well known as the seat of the rebellion of the Dominion and that at a general election, when they will be unable to convert their powers and patronage into single pledges of public expenditure in single constituencies, the result will be the government will be a considerable majority.

Up With That Treaty.

Canadian Commissioners at Last Realize That They Cannot Obtain Concessions.

Montreal, Feb. 14.—The following is a despatch from the State special correspondent at Washington: "There was to have been a meeting of the joint high commission to-day, but at noon a notice was received from Fairbanks, declaring it impossible to secure a quorum of the American commission."

"The ultimatum, for which a formal demand was made by the Canadians on Friday, Senator Fairbanks promised to be submitted without fail at to-morrow's meeting. On the character of this ultimatum depends the success or failure of the negotiations. It is a break or a speedy settlement."

Mr. FOSTER WITHDRAWS. Private telegrams received in Victoria on Monday evening, and confirmed yesterday, state that Mr. John W. Foster, one of the United States representatives, has withdrawn from the commission. As Mr. Foster has for years been the special representative of the sealers and fishermen of the United States, his withdrawal is taken to mean a hitch in the negotiations looking to the extinction of that

Canarder Brought to Standstill Just in Time to Avoid Striking Ahead.

U. S. S. Marblehead Crosses the Bow of the Etruria During a Dense Fog.

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RAILWAY CASUALTIES.

Two Firemen and Two Engineers Killed and Many Passengers Injured.

Pittsburg, Feb. 13.—An accommodation train of the Pittsburg & Lake Erie Railway, which left Cleveland at 8:30 a.m., was wrecked this evening near Fleming's farm, opposite Davis Island. The fireman, W. Z. Campbell, was injured so badly that he died, and 17 passengers were badly injured. The wreck was caused by a broken axle of speed, and was running at a high rate of speed. It is presumed that the broken rail was one of the effects of the extreme cold.

Lancaster, Pa., Feb. 13.—A fatal railroad wreck occurred this afternoon at Gallagherville, three miles west of Downingtown. The section of the fast line crashed into the rear of another passenger train, supported by the Chesapeake Express. Engineer Jos. Smith and fireman Corvan were killed outright. A number of passengers were injured. It is impossible to get further particulars of the accident at this time.

Binghamton, N. Y., Feb. 13.—Martin C. Sheehan, an engineer on the Lehigh Valley Railway, was found dying in his cab, near Allentown, Pa., on the morning of the 12th. He had been driving a Mother Hubbard engine, which, drawing a freight train, was running at a high rate of speed when he was thrown from the engine. He was taken to the hospital at Scranton, where he died. His cap was found on the ground, and it is supposed that he had been in contact with a cross while looking out of the cab window.

THE RAILWAY BLOCKADE. Baltimore, Md., Feb. 14.—At a late hour to-night neither the Pennsylvania nor the Baltimore & Ohio had succeeded in clearing their tracks for traffic. The former announced that they expect to be able to resume their regular passenger schedule to-morrow morning and the latter to open from Philadelphia to Washington and the West by daylight.

TEXAS CATTLE SUFFER. Dallas, Texas, Feb. 14.—Reports from all over Texas are that the blizzard of the 13th has done much damage to the cattle. The wind was blowing at a high velocity, and the temperature below exceeded all previous records by several degrees. The wind was blowing at a high velocity, and the temperature below exceeded all previous records by several degrees. The wind was blowing at a high velocity, and the temperature below exceeded all previous records by several degrees.

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