SHIP NEWS.

PORT OF ST. JOHN.

Arrived.

March 4—Government str Lady Laurier, Johnson, from Yarmouth via Digby.

March 5—Str Montfort, 558, Cross, from Avonmouth, C P R, gen cargo.

March 6—Str Kastalia, Webb, from Glasgow, S Schofield and Co. gen cargo.

Str Manchester Traker, Fisher, from Manchester via Halifax, Wm Thomson and Co, gen Cargo.

March 7—Str Pretorian, Johnston, from Liverpool via Halifax, Wm Thomson and Co, gen cargo and pass.

Sch A P Emerson, Maxwell, from Providence, R C Elkin, bal.

Cleared.

March 5—Str Lake Erie, Carey, for Liverpool, C P R.

Sch D C Baker, Leighton, for Lubec, J R Warner and Co.

Sch Myra B, Gale, for Eastport, Paterson, Downing Co.

Sch Hunter, Hamilton, for New Haven, A Cushing and Co.

March 7—Sch Ida May, Gale, for Tiverton.

Sailed.

March 4—Str Mount Temple, Forster, for London via Halifax.

March 5—Str Bavarian, MacNichol, for Liverpool via Halifax, Wm Thomson and Co.

Str Almora, Abernethy, for Glasgow, via Halifax, Wm Thomson and Co.

DOMESTIC PORTS.

Arrived.

HALIFAX, NS, March 3—Ard, str Veritas, from Jamaica.

HALIFAX, NS, March 4—Ard, strs Canada, from Liverpool, and sld for Portland; Manchester Trader, from Manchester; schs Pearl Evelyn, from Oporto; Geo R Alston, from Philadelphia.

HALIFAX, March 5—Ard, str Loyalist, from London; schs Valoria, from Newark, NJ, for Lunenburg, to land sick man.

HALIFAX, March 6—Ard, strs Pretorian, from Liverpool; Bavarian, from St John, N B; Ulunda, from Liverpool, via St John's, Nfld; Halifax, from Boston.

HALIFAX, March 6—Ard, strs Almora, from St John, NB; Mount Temple, from do, and proceeded for London and Antwerp; ship Atlantic, from Capetown via Barbados.

Sailed.

Sld, str Elliot, McMillan, for Channel, Nfld, sealing voyage.

Sld, strs Manchester Trader, Fisher, from Manchester, for St John; Veritas, Utne, for Jamaica.

BRITISH PORTS.

Arrived.

LONDON, March 3 — Ard, str Cambrian, from Boston.

LIVERPOOL, March 3—Ard, strs Lakonia, from St John, NB, and Halifax; Cedric, from New York.

LIVERPOOL, March 4—Ard, strs Cornishman, from Portland; Lake Champlain, from St John, NB.

MANCHESTER, March 4—Ard, str Bostonian, from Boston.

LIVERPOOL, March 6—Ard, str Cevic, from New York.

GLASGOW, March 5—Sld, str Astoria, for New York.

BROW HEAD, March 6—Passed, str Monmouth, from St John, N. B., for Bristol.

LONDON, March 6—Ard, str Montrose, from St John, NB, and Halifax.

BRISTOL, March 6—Ard, str Virginian, from Portland, Me.

At Newcastle, NSW, March 4, ship Machrihanish, Anderson, from Santa Rosalia.

Sailed.

KINSALE, March 3—Passed, strs Cornishman, from Portland, for Liverpool; Lake Champlain, from St John, NB, for Liverpool.

QUEENSTOWN, March 3—Sld, strs Celtic, from Liverpool, for New York; Ivernia, from do, for Boston.

From Bermuda, Feb 27, 7 a m, str Dahome, Lenktin, from St John, NB, via Halifax, for West Indies and Demerara.

LIVERPOOL, March 3—Sld, strs Cymric, for Boston; Parisian, for Halifax.

Sld, bark Edna M Smith, for Hillsboro, NB.

LONDON, March 4—Sld, str St John City, for Halifax.

MOVILLE, March 4—Sld, str Parisian, from Liverpool for Halifax.

QUEENSTOWN, March 4—Sld, str Cymric, from Liverpool for Boston.

QUEENSTOWN, March 6—Sld, str Umbria, from Liverpool, for New York.

From Shields, March 3, str Pontiac, Meikle, (from Rotterdam), for New York.

From Newcastle, Feb 27, bark Ancona, Robbins, for Honolulu; 30th, ship Norwood, Howe, for Manila.

From Port Spain, Feb 17, sch Caledonia, Firth, for San Andreas and Philadelphia.

FOREIGN PORTS.

Arrived.

BOSTON, March 3—Ard, strs Bengalia, from Hamburg; Halifax, from Halifax, NS; Boston, from Yarmouth, NS.

BATH, Me, March 3—Ard, sch Carrie Easler, from Liverpool, NS.

NEW YORK, March 3—Ard, str Georgia, from Liverpool.

BREMER HAVEN, March 3—Ard, str Cunaxa, Journeay, from Savannah, for Hamburg, Leith and Rio Janeiro.

At Gulfport, Miss, March 1, sch Advent, Sloan, from Havana.

At Jacksonville, Fla, March 2, schs Ida M Shafner, Mallman, from Caibarien, Cuba; Melrose, Kelly, from Nassau, BWI; Effie, Russell, from Hopetown, BWI.

At Baltimore, March 2, str Parthenia, Rollo, from Glasgow.

BOSTON, March 4—Ard, strs Anglian, from London; Canadian, from Liverpool.

Sld, str Boston, for Yarmouth, NS.

CITY ISLAND, March 4—Bound east, tug Gypsum King, towing schs Calabria, for St John, NB, and Gypsum Empress, for St Andrews, NB.

NEW YORK, March 4—Sld, schs Anna, for Norfolk; Calabria, for St John.

At New York, March 5, str Lucania, from Liverpool.

At Key West, March 3, schs Blanche, Roberts, from Nassau, for Tampa; Melrose, Kelly, from Nassau, and sld for Tampa.

At Jacksonville, Fla, March 3, schs Isleboro, Thimm, from Norfolk; Luis G Rabel, Wyman, from do; Mona, Ryan, from Cienfuegos.

BOSTON, March 5—Ard, tug Gypsum King from New York, towing barges Calabria, for St John, and Gypsum Emperor.

BOSTON, March 6—Ard, strs Sachem, from Liverpool; Boston, from Yarmouth, NS; schs Ella and Jennie, from Grand Manan, NB.

NEW YORK, March 6.—Ard, sch Annie M Allen, from St John, NB, for Philadelphia.

PROVIDENCE, March 6—Ard, sch Joseph Hay, from St. John, NB.

CAPE HENRY, Va, March 6—Passed in, str Pallenza, from Hamburg via Halifax, etc, for Baltimore.

VINEYARD HAVEN, Mass, March 5.—Ard, schs Harry Knowlton, from Port Johnson, for St John; Ravola, from Elizabethport, for do; Keewaydin, from Port Johnson, for do.

VINEYARD HAVEN, Mass, March 6.—Ard, sch Georgia, from Apalachicola, for Halifax, NS.

NEW LONDON, Conn, March 5—Ard, sch Scotia Queen, from River Herbert, NS, for Norwich.

CITY ISLAND, March 5—Bound south, str Silvia, from St John's, Nfld, and Halifax.

CITY ISLAND, March 6—Bound south, schs Coral Leaf, from St John, NB; Quetay, from do via New Haven; Clayola, from do; Moraney, from Sackville, NB, via New Haven; Roger Drury, from Calais, Me.

At Montevideo, March 6, str Platea, Leary, from Cardiff.

At New Orleans, La, March 4, str Manchester, Spinner, Mann, from Port Inglis for Antwerp.

At New York, March 4, schs J W Hutt, Armstrong, from Grand Conetable; Carib II, Wallace, from Port Carlez; Carrie E Loog, Veazie, from Bridgeport; W E and W L Tuck, Smith, from New Haven.

At Buenos Ayres, Feb 28, bark Stillwater, Thompson, from St John; Feb 6, bark Vigo, Nilsen, from Yarmouth, NS.

At Gulfport, Miss, March 3, sch Albert D Mills, Snow, from Matanzas.

Cleared.

At Boston, March 2, sch Gladys B Smith, Corkum, for Lunenburg.

At Boston, March 5, sch Hattie C, for Parrsboro.

At Pascagoula, Miss, March 4, sch Bluenose, Benjamin, for Havana.

At New York, March 4, schs Tyree, Ross, for Forcados; 5th, Abbie C Stubbs, Colwell, for Key West; Charlevoix, Somerville, for Port Reading; Clara, Christy, for Mahone Bay.

At Mobile, Ala, March 4, sch Arona, Spurr, for Cienfuegos.

Sailed.

Sld, strs Cedric, for Liverpool; Kansas, for do, (both anchored at quarantine.)

Sld, sch Pleasantville, for Liverpool, NS.

From New Haven, Ct, March 2, sch W E and W L Tuck, for New York.

From Rockland, Me, Feb 29, sch Sebago, Findlay, from St John for Bridgeport.

From Mobile, Feb 28, bark Glenafton, for Santiago.

PORTLAND, Me, March 4—Sld, schs A P Emerson, for St John; Abbie and Eva Hooper, for do.

CALAIS, Me, March 4—Sld, sch William Cobb, for Norfolk, Va.

VINEYARD HAVEN, Mass, March 4—Sld, sch Scotia Queen, from River Hebert, NS, for Norwich.

Passed, tug Gypsum King, towing schs Gypsum Empress and Calabria, from New York for St John.

From Hyannis, Mass, March 2, sch Bonnie Doon, Hayes, for Windsor.

From Norfolk, March 3, sch L A Plummer, Foster, for Alexandria.

From Port Inglis, Fla, March 3, str Manchester Spinner, Mann, for Antwerp via New Orleans.

Sld, str Halifax, for Halifax, NS.

Sld, strs Pomeranian, for Glasgow; Saxon King, for Rotterdam; Caledonian, for Manchester.

From Tacoma, Wash, March 4, bark Ancenis, Salter, for Freemantle.

From New London, March 4, sch Wm Marshall, for Washington.

From St Thomas about Feb 24, bktn Peerless, Byrnes, for Fernandina.

From Pernambuco, Feb 4, sch Arrow, King, for Barbados.

From Valencia, Feb 17, sch Virginia, Publicover, for Barbados.

From Santos, Jan 22, ship J D Everett, Burgess, for Barbados.

From Buenos Ayres, Feb 26, str Usher, Cann, for Antwerp.

MEMORANDA.

The following schooners, before reported anchored off City Island on account of ice, sailed on the 5th: Schs Maggie Todd, from South Amboy for Eastport; Harry Knowlton, from Port Johnson for St John; Keewaydin, from Port Johnson for St John; Ravolla, from Elizabethport for St John; Lena White, from Elizabethport for Rockport, Me.

SPOKEN.

Bark Auriga, John, from Carrabelle, for Buenos Ayres, Feb 14, lat 10 S, lon 35 W.

NOTICE TO MARINERS.

WASHINGTON, March 2—Notice is given by the Lighthouse Board that on or about March 25, 1904, light vessel No 66, stationed about 14 miles SW by W from Asia Rip, Phelps Banks, Nantucket Shoals, and about 40 miles to the southward and eastward of Nantucket Island, will be temporarily withdrawn from her station, and the station will be marked by relief light vessel No 58. Relief light vessel No 58 shows the same as light vessel No 66, a fixed white electric light during periods of 12 seconds, separated by eclipses of 3 seconds, at the head of each of her two masts. During thick or foggy weather she will sound a 12-inch steam whistle, with the same characteristics as that on light vessel No 66, viz, blasts of 5 seconds' duration, separated by silent intervals of 25 seconds. Relief light vessel No 58 is a flush deck steam vessel, has two masts, schooner rigged, no bowsprit, two white smokestacks abreast and the steam whistle between the mast, and differs from light vessel No 66 in having all visible parts, from the bow to the middle of the foremast and from the middle of the mainmast aft, painted red; all visible parts between the fore and mainmast, including the middle third of each lantern mast, white. The day marks at the mastheads have three vertical stripes, of equal width, two red and one white, and on the springstay, midway between the two masts, there is an oval hoop iron day mark, with one white and two red vertical stripes. The number "58" is in white on each bow and each quarter, and in black on each side of the springstay day mark. The word "Relief," in large black letters, is paithed on the bulwarks on the middle of each side. Light vessel No 66 will be returned to her station on or about April 5, 1904, and relief light vessel No 58 will then be withdrawn.

Notice is also given that on or about March 15, 1904, light vessel No 47, stationed to the southward and eastward of the easterly end of Pollock Rip Shoal, easterly entrance to Nantucket Sound, and about 4 miles SE by E½E from Monomoy Point lighthouse, will be replaced on her station, and relief light vessel No 58, temporarily marking the station, will then be withdrawn.

MARRIAGES.

AKERLEY-VINCENT—In Houlton, Feb. 29, by Rev. M. L. Gregg, William Akerley and Miss Adelina Vincent, both of Houlton.

McGAGHEY-SHAW—At Petitcodiac, March 3, by Rev. Abram Perry, Burfield McGaghey of Cumberland Bay, Queens Co., to Esther Shaw of Petitcodiac.

DEATHS.

ARBO.—At Milford, on March the 7th, Sadie J. Arbo, daughter of Harvie and Rosilla Arbo, in the 20th year of her age.

ARMSTRONG—Suddenly, at Fairville, on Friday, March 4th, Frederick W., second son of the late Francis and Mary A. Armstrong, aged 45 years.

KILLORN—In this city on March 5, after a short illness, Julia Teresa, youngest daughter of Dominick and the late Susan Killorn, in her ninth year.

LORD—At her residence, 15 Prince street, on March 4th, Ida J., beloved wife of William Lord, aged 29 years and 11 months, leaving a husband and one daughter to mourn their sad loss.

(Boston and Providence papers please copy.)

MURPHY—At Somerville, Mass., on Feb. 5th, Wm. J., eldest son of Mary A. and the late James Murphy of this city, leaving a wife and two children to mourn their sad loss.

McLAUGHLIN.—On 3rd instant, William McLaughlin, aged 76 years, leaving a wife and a large circle of friends.

Boston and Lynn papers please copy.

SCHOOL FOR DEAF AND DUMB.

There Has Been Some Friction Recently.

What Mr. Brown and Mr. Skinner of the Board of Managers Have to Say About It—List of Contributors.

The school for the deaf at Lancaster has had some experiences during the few months of its existence. None of the teachers but one who came at the first are now connected with the school. Three of the thirty-three pupils who have been in residence are no longer there. The changes in the staff grew out of a difference of opinion between the managing committee and the members of the staff concerning the rules of the establishment. The withdrawal of one of the Roman Catholic students was the result of a misunderstanding, or a conflict of view between the lad and his guardians on one side and Mr. Brown on the other about attendance at religious exercises. The committee assert that there is not and never was any intention to require Catholic children to receive religious instruction from Protestant teachers. On this point there has evidently been some misunderstanding in regard to the particular boy.

A. O. Skinner, president of the board of management, said yesterday to the Sun: "The whole trouble in the deaf and dumb school arose out of antagonism of several teachers towards Mr. Brown. It was seen almost from the beginning that this was bound to come, and the steps which have had to be taken were no surprise to those who are closely connected with the school.

"Our aim has been to bring this institution to such a state of efficiency that we can claim the grant made by the local government, but as yet this grant has not been made use of by us, and the government, having contributed nothing towards the support of the school, has not as yet had any right to interfere in the management. The school is now and always has been under control of the board of which I am president.

"Ignorance of this, I believe, induced several of the teachers to disregard Mr. Brown's authority. In my mind they thought that they could go beyond him, to the board of management and then to the local government, but in this they have been mistaken. All that Mr. Brown has done has been with the approbation and support of the board.

"We had in the school three Catholic pupils and one Catholic teacher, Miss Mahoney. These three pupils were receiving religious instruction from Miss Mahoney, a teacher of their own creed. When it became necessary, on account of continued friction, to dismiss Miss Mahoney, the board decided to fill her place as soon as possible with another female teacher, Catholic in religion. As yet no person who has been considered as properly qualified has been found. Since Miss Mahoney's dismissal there has been trouble caused by one of the Catholic pupils refusing to receive instruction from one of the other teachers, and this pupil is no longer in the school.

"Some few weeks ago the board formulated rules under which the school was to be conducted. These rules were not enforced by Mr. Weaver, the principal, by Miss Mahoney or by Miss Reid. Opposition to Mr. Brown's authority in the enforcemnt of these rules led to the board dismissing the first two teachers named, and as the trouble continued it was later found necesary to dispense with Miss Reid's services.

"The school has now a full teaching staff, but further changes may be necessary to bring it up to the desired standard of efficiency, and if so, these changes will be made."

By further inquiry the Sun learns that the present teaching staff includes Mr. Holland, the acting principal; Mr. Prince of this city, who formerly taught at Fredericton, and Miss Winton of Jacquet River. Mr. Holland, who is himself deaf, has devoted a good deal of his time in recent years to work among the deaf, but he does not desire or expect to make a permanent engagement. Mr. Prince is described as a successful teacher. Miss Winton has been for some years a public school teacher in this province, and Mr. Brown regards her as a remarkably competent instructor. There is no suggestion, so far as the Sun can learn, of the withdrawal of other pupils, and one who went home at Christmas is expected back in a few days.

Except for the subscriptions reported below, the outlay for the school so far has been met by Mr. Brown. He assumed the responsibility for the purchase and furnishing of the building, and has purchased the supplies. Asked as to the statement that an insufficient stock of provisions had been suplied, Mr. Brown said he did not think it necessary to reply to that. He would hardly be seriously accused by anyone who knew him of starving the deaf and dumb children placed in his care. If anyone personally interested should desire exact information as to the bill of fare and the quantity and character of the supplies, the information was at his service. Mr. Brown says that he has been particularly careful that the children should be provided with plenty of good food and that the supplies provided should be served to them. The teachers were never likely to suffer, since, as a rule, they would be found able to look out for themselves, but the children had to depend upon others.

The liability of Mr. Brown for the salaries of the dismissed teachers, for the time they served or a longer period, is a matter of litigation. It seems to be true that no payment has been made. Following are the subscriptions so far received by Mr. Brown for this school:

Mrs. Addie M. McLean	$200 00
Miss Bateman	100 00
T. H. Estabrooks	100 00
Robert Thomson	100 00
C. H. Peters	100 00
W. W. White	100 00
John Sealy	100 00
Jas. F. Robertson	100 00
Jos. Allison	100 00
Emerson & Fisher	50 00
Vassie & Co	50 00
W. H. Thorne	50 00
J. M. Humphrey & Co	50 00
Dr. Price	25 00
Geo. H. Evans	25 00
W. F. Hatheway	25 00
A. P. Barnhill	25 00
Geo. E. Barbour	25 00
Schofield Bros	25 00
Waterbury & Rising	25 00
Fraser, Fraser & Co	25 00
Geo. McAvity	25 00
Edward Bates	25 00
Hutchings & Co	25 00
A. C. Smith & Co	25 00
G. S. Fisher	25 00
Geo. E. Fairweather	25 00
C. D. Trueman	25 00
C. F. Kinnear	20 00
J. V. Russell	20 00
John Hannah	20 00
Jas. Ready	20 00
H. S. Wallace	20 00
A. O. Skinner	20 00
R. Keltie Jones	20 00
W. E. Earle	16 00
G. S. Fisher & Co	10 00
C. E. L. Jarvis	10 00
W. H. Bell	10 00
D. C. Clinch	5 00
A. C. Fairweather	5 00
W. A. Ewing	5 00
Miss Seely	5 00
Total	$1,781 00

MARINE MATTERS.

Bark J. H. Bowers, Capt. Dickson, from Weymouth, N. S., for Buenos Ayres, put in at Yarmouth leaky.

Sch. Scotia Queen, from River Herbert for Norwich, recently towed to Vineyard Haven by tug Lehigh, from Nantucket Shoals, has proceeded for destination.

Sch. Harry Knowlton, Capt. Haley, from Port Johnson for St. John, N. B., arrived at Vineyard Haven on the 5th inst. with windlass gear broken; will repair and proceed.

The sch. William Jones, Capt. Bart. McLean, will be moved from her winter quarters today and taken by the tug Lillie through the falls to Miller Bros. on the Strait Shore to load laths for New York.

Sch. J. W. Hutt, Capt. Armstrong, at New York on the 6th from Grand Conetable via Barbadoes, which voyage covered 43 days, reported having put into Barbados for provisions.

Brig Beatrice, Capt. Westcott, from St Johns, N. F., arrived at Malaga on the 5th and reports cargo caught fire during passage. The damaged portion was jettisoned.

Sch. Bessie Parker, Capt. Carter, from Yarmouth, N. S., for Havana, has arrived at latter port damaged.

The following charters are reported: Bark Ensenada, Boston to Rosario, lumber, $8.50; bktn. Mary Hendry, Bear River to West Indies, lumber, p. t.; ship Cromartyshire, Portland, Ore., to South Africa, lumber, 51s. 3d.

The Dominion line str. Welshman, which sailed from Portland, Me., on Sunday for Liverpool, took away a record shipment of cattle—numbering 881, and 1,400 sheep.

In response to a cablegram of inquiry the board of marine underwriters at Boston received a message from its agents at Buenos Ayres stating that bark Strathern, from Rosario, which was damaged by collision there, has not yet been surveyed. She is not likely to be condemned. The captains of both colliding vessels repudiate the liability of the collision, and the matter will probably be settled by arbitration.

Sch. Harry Troop, from Jordan Bay for West Indies, sprung a leak in Gulf Stream Tuesday, arriving at Liverpool, N. S., on the 3rd. Will be discharged and docked for repairs.

Ice breaking up at Port Clyde, Me., rapidly, releasing 15 fishing vessels imprisoned nearly two months. Friendship Harbor is also opening up, and it is thought this date will mark the opening of nearly all harbors on immediate coast.

Gloucester sch. Lizzie M. Stanwood, Capt. Lyons, from Harbor Breton, N. F., for this port, with frozen herring, has been lost on Sable Island, off the Nova Scotia coast. The crew of 8 men arrived at Goldsboro, N. S., in a dory, having sailed 110 miles. The Stanwood was owned by Davis Brothers of Gloucester.

ON THE WASHADEMOAK.

WASHADEMOAK, N.*B., March 4.—Doctors Earle and Armstrong are very busy this winter. Among those at present under the doctors' care are: I. N. Thorne, Mrs. Edith Armstrong and Mrs. Aaron Jenkins.

On Thursday night this rection was visited by a very severe thunder storm.

Belleview Lodge, I. O. G. T., elected the following officers for the present quarter: C. T., Nona Hetherington; V. T., Mrs. Randolf Weed; R. S., Minnie Stillwell; A. S., J. R. Gamblin; M., Bennie Fanjoy; D. M., James Patterson; F.S., Rubie Thorne; Treas., Thos. G. Thorne; C., Bertram Thorne; G., Adrian Myles; S., Thos. Myles.

Robert Phillips of Coles Island died last Thursday in the ninetieth year of his age. Mr. Phillips was one of the oldest men of the parish. He was a native of the north of Ireland. He leaves a large family living in various parts of the continent; one of them, John, lives on the old homestead.

Henry Keirstead, father of Rev. Jacob Keirstead of P. E. Island, died at his home, Keirstead Mountain, Friday.

GRAND MANAN.

GRAND MANAN, March 5.—An electric storm passed over on the 3rd inst. The lightning was vivid and sharp and the thunder heavy, with violent rain and wind. There was an extra high tide the same night.

Fish are very scarce. Haddock trawling is good when the weather permits. Herrings have left these waters altogether. There is talk of going into the scallop fishing this season.

Capt. William L. Kent of Woodward's Cove was stricken with paralysis at his home on the 24th ult. Small hopes are entertained of his recovery. Hector McLean and Alexander Frankland of White Head are reported stricken in the same manner as Capt. Kent. All are men in their seventies.

Mrs. Milton Perry, who underwent a very successful and delicate operation under the hands of Dr. Du V. Jack of Grand Harbor and Dr. Bennett of Lubec, is rapidly recovering.

Walter Cheney, who is a patient in the Massachusetts General Hospital, and who was operated on a few days ago, which resulted in the removing of one of the kidneys, is reported to be coming all right and is able to be out.

Rev. A. M. McNintch is holding a series of revival meetings at Grand Harbor.

BRITISH WARSHIPS AT CANADA'S CALL.

Since the outbreak of the war the safety of Canadian missionaries laboring in Korea has been an object of no small concern to their friends at home. When the season for campaigning has fairly begun on that battle ground of the far east the bearers of the message of the gospel who remain there will be encompassed with danger on every side. In war time the camps of even the most civilized and the most Christianized nations are not a safe neighborhood for non-combatants. The Japanese and Russian soldiery may not be more savage or licentious than the troops of any other race, but men of whom the occupation is slaughter, who have had experience of the sacking of cities, are not unlikely to be violent to helpless neutrals. Possibly more to be feared than the belligerents are the natives of Korea, who may become disorderly in this time of their country's trouble, and may thereby be excited to fanatical attacks on the Christian missionaries. We know how the people of Seoul broke loose against the "foreign devils" when the idea took possession of their minds that the electric railway was a profanation and a curse. They had had a drought, and this they deemed to be a visitation of the displeasure of the rain god, offended because the power-house was built upon soil sacred to his service. And, similarly, the war with which their country is overrun may be ascribed by the natives to the harboring of Christian missionaries. No member of a missionary household would be safe in Korea a moment after that notion got abroad.

A WARSHIP SENT.

Realizing the peril, officers of Canadian Foreign Missionary Associations urged the dominion government to request the British minister at Seoul to take measures for the deliverance of their brethren in Korea. A despatch was sent. The British minister at the Korean capital promptly replied with an assurance that the missionaries would be looked after. To the missionaries themselves, operating in the interior of Korea, he at once sent word that they would be met at Long-Chin and brought to the treaty port of Wonsan, where a vessel would meet them. This was followed by an advice from the Canadian high commissioner in London that the missionaries had been communicated with, that they would be assembled at the place appointed, there taken on board a British warship, and carried to a place of safety, probably to the British port of Hong Kong.

WHY A WARSHIP?

Merchant vessels are still touching and trading at Wonsan and Long-Chin, and on one of these the missionary party could have taken passage. But merchant vessels are not quite safe in waters upon which the ships of two contending navies are cruising. A trading vessel is subject to stoppage and search if it is suspected of carrying contraband goods. Nor is the manner of challenging suspected merchantment always according to the rules of war. A Russian warship fired on a British trader by mistake. And most of the trading done with Korean ports is now by Japanese vessels. So, if the missionaries got on a merchant ship, it would probably be one flying the Japanese flag. We know the fate of one Japanese merchantman. It was fired on and sunk, with all on board, by a Russian cruiser. Should a Japanese passenger or freight ship, carrying the missionaries and their wives and children, meet a vessel belonging to the Vladivostock squadron, the latter might open fire and send the trading vessel and those on board of her to the bottom of the sea. Fearing such a chance, the British government is sending a man-of-war. That will not be fired on.

BRITAIN'S PROTECTION.

When they find awaiting for them a formidable warship, one of the upholders of Britain's mighty sea power, the Canadian mission workers in the far east must feel proud and grateful to belong to such an empire. They can truly boast they are citizens of no mean state. The mistress of the seas, who sends her naval vessels for the safe conveyance of Canadians from regions of danger, is the "worn-out nation" Mr. Bourassa would have Canada separated from. Canadians are British subjects, and the protection of the British navy is as much at their service as it is that of the people of the United Kingdom. Canadian missionaries in the far east have always been watched over by British power. Their welfare has been provided for in treaties, and when they have been molested Britain has demanded reparation. At the time of the war between China and Japan she afforded means for the missionaries to reach asylum. During the "Boxer" rising she made them the objects of her special care, and more strongly than any of the other powers did she insist on the punishment of the ringleaders of that movement against the missionaries.

BENEFIT TO CANADA.

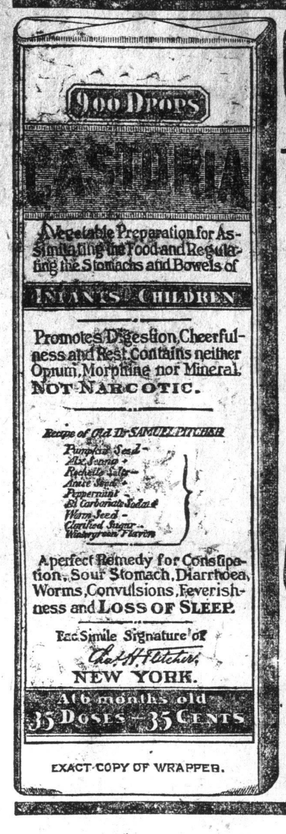
But the British navy has always been a wall of defence to Canada. Our increasing foreign trade has that navy as its insurance against attack. On our eastern coast, with headquarters at our eastern port of Halifax, hovers every summer the Atlantic squadron. On our western coast, with headquarters at Esquimault, is the Pacific squadron. When Behring Sea was claimed by the United States as a mare clausum, Secretary Blaine gave notice that Canadian sealers found there would be seized. Lord Salisbury replied that British naval vessels would be there to guard them. And when the season came, no Canadian vessel was interfered with. Years before that, when feeling was hot about the three-mile limit on our Atlantic coast, a British squadron kept an eye on the situation. It is by British cruisers that Behring Sea is patrolled during the sealing season. French naval commanders would not allow our fishermen to enjoy their full rights in waters adjoining Newfoundland if British warships were not at hand to take the Canadians' part.

COSTS US NOTHING.

At the last colonial convention all the representatives present, except those of Canada, agreed to contribute to imperial defence. From the Canadian ministers came no reply. Yet Canada receives in as full measure as any colony the benefit of the defensive system that Britain maintains at such a cost. To keep her fleet equal to the combined naval strength of the two other sea powers next in greatness means a huge annual addition to the outlay for ships, armament, and stations in these times of competition in navy-building. If Canada had to protect her own sea commerce and foreign interests she would know the cost.

Some foreign military officer recently slapped a Servian officer, or in some other way deeply insulted his honor. The officer at once challenged for a duel, but the other officer refused to fight him, saying that, as an officer in the Servian army, he had countenanced the murder of the King and Queen, and was, therefore, not eligible to fight as a gentleman, and the courts of honor upheld him.

Proprietor—"Do you know the reason you didn't sell that woman a suit for her little boy?" New Clerk—"No." Proprietor—"When she told you he was three years old you should have replied by saying that he would take a six-year-old size."—Cleveland Leader.



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THE CENTAUR COMPANY, NEW YORK CITY.

VLADIVOSTOCK BOMBARDED.

One Woman Killed, a Few Men Injured and One House Destroyed.

Russians Claim That With 10,000 Men They Will Hold Port Arthur to the Bitter End—They Are Sure of Victory on Land.

VLADIVOSTOK, Mar. 7.—Last night passed quietly, the inhabitants and troops are in unusually high spirits. A strict search is being made throughout the town for Japanese. The police have posted placards on the walls offering a reward for information as to the whereabouts of Japanese and theatening with trial by court martial any person found guilty of concealing them.

Outside of killing a woman and wounding a few men yesterday's bombardment of Vladivostok by the Japanese fleet did no material damage. The wooden cottage of an artisan was the only cottage destroyed. It was pierced by a shell from a twelve-inch gun, which after traversing the roof and wall fell in the yard killing the woman previously referred to.

In the quarter of the city called "Dirty Corner," a shell fell on the house of Col. Shukoff without exploding. It traversed a bedroom, destroying a stove and penetrating a wall. It finally burst near the regimental safe which was standing in the courtyard. A sentry guarding the safe was covered with mud but was not injured. Evidently fearing an outbreak of fire the sentry shouted: "Help; save the regimental colors," which were in the house. These ultimately were brought out by the colonel's wife and the soldier.

Five sailors were slightly wounded by the explosion of a shell in the courtyard of the Siberian naval barracks.

Outside of those casualities no one was killed or injured and there was no outbreak of fires anywhere in the city. The fact that the Russian batteries did not reply to the Japanese bombardment was due partially to the slight chance of hitting the enemy's warships at such a long range and partially to a desire not to betray the position of the batteries.

It is now thought that the attacking squadron consisted of a battleship, four armored cruisers and two unprotected criusers.

ST. PETERSBURG, March 7.—Although almost four weeks have elapsed since the Japanese first attacked Port Arthur here the war is considered hardly to have begun.

Heavy land fighting, upon which the fate of the campaign depends, is not expected much before the end of April. By this time Russia will have in the field, exclusive of the large army of men required to guard the railroads, four army corps each with a cavalry division and an artillery brigade. All that has happened so far, or is likely to happen until these forces are in the field, is considered, according to the Russian view, to be nothing more than the prologue to the real drama.

The crippling of the Port Arthur fleet was unfortunate in that it gave to the enemy the command of the sea at the very outset. It is, however, of relatively small importance, from the standpoint of the main strategy of the war, whether Port Arthur stands or falls. But as long as it holds out and the fleets is harbored there it will constitute a potential menace which will restrict and hamper the Japanese operations, and the Russians are determined to defend Porth Arthur as heroically as they did Sebastopol.

No large garrison will be retained there; ten thousand men are as good as one hundred thousand for defence, while the more men the more mouths to feed.

There are enough provisions there now to last for eight months. In addition, there will be a division of Cossacks, with mountain batteries, on the peninsula to oppose landings and harass the enemy if he succeeds in investing the city.

The Russian plans do not contemplate taking any chances on the score of inferior numbers. By sheer weight of men and guns, if nothing else, when the proper time arrives, Russia counts on overwhelming the Japanese and rolling them back through Corea.

On the sea the maritime life of the Japanese gives them a natural advantage, but on dry land, where belong all the traditions of the Russian army, the men of the empire have perfect faith, born of their numerous experiences with pagan tribes and the fatalism inherent in the Russian character. They believe that Asiatics cannot meet Europeans in battle array, that a yellow race cannot triumph over a white or heathens over Christians.

General Kuropatkin, who leaves for the front on March 12, is expected to be on the ground before the real campaign opens. He has purchased milk white horses from an officer of the cavalry school to ride in the Far East, thus following the example of the famous Skobeleff, with whom he fought at the siege of Keok Tepe.

ARTHUR YARROW DEAD.

One of the Newspaper Men Who Visited St. John, Passed Away in England.

One of the most interesting of the party of British journalists who made the tour of Canada last summer was Arthur Yarrow of the Newcastle Chronicle. Those who met the quiet but genial, keen and vigilant journalist and had any talk with him will not have forgotten what sort of man he was, and will regret to hear that he is dead. Mr. Yarrow was represented to be the best informed member of the party. The proprietor of the Sheffield Independent, Mr. Derry, who had travelled with him in Russia, Sweden and the Far East, as well as in Canada, said that Mr. Yarrow was the best all-round linguist he had ever met. In a memorial article in his own paper he speaks of Yarrow's discoursing with the steerage passengers in all the languages they knew, and of his fluent conversation in French with Lieut. Governor Forget of the Northwest Territories. If he had lived he was to have gone to Manchuria this year.

In his article in the Sheffield Independent, Mr. Derry among other things says: "Of the newspaper men who, for nearly nine delightful weeks, travelled together through Canada last year no one will be remembered by the rest with more affectionate regard than Arthur Yarrow. He had himself a heart that always met kind feeling more than half-way. Shrewd, humorous, chumable, game for whatever was going, there never was a better travelling mate; and I do not know where to look for a finer example of the fully informed, wise, modest, manly member of my own profession, who works, unseen by the public, guiding men's thoughts, sanely and sincerely, to just ends, founding opinion on well-weighed fact, and striving always to expound central truths."

In opening a Keene, N. H., street to get at a frozen water pipe, something like two feet of frozen earth was first removed, and under this over a foot of dry sand was shoveled out as easily as it would be in summer time. Beneath this sand a different soil was found, and this lower stratum was frozen to a depth of over five feet from the surface. A layer of dry sand a foot or more in thickness underneath a heavy upper crust is usually a sufficient protection from frost.

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