POOR DOCUMENT

MC 2033

most tended to drive the two races apart? While the Conservatives were seeking to force their impracticable policy on the country we had dissension and strife. Had they succeeded at the polls we should have had a continuation of the unhappy and protentous state of affairs which kept the country in a state of turmoil during 1895 and the earlier part of 1896. When, however, Sir Wilfrid Laurier carried the elections the trouble came to an end; instead of racial separation and trouble we had unity and peace. No one can deny this. Then, as to the appeals to French-Canadians to elect a French Canadian premier, Sir Wilfrid never made them. Not a syllable could be quoted from any one of his speeches to make good that statement. What did occur along that line was when Sir Charles Tupper, at Winnipeg, asked the people of that community if they were willing to strike him down, a Protestant and an Englishman, and put in his place Sir Wilfrid Laurier, a Catholic and a Frenchman.

These attacks upon the Premier by the English speaking Conservative press are in striking contrast with the assaults he has to meet from his opponents in the Province of Quebec. By the latter he is accused of being too much of an Englishman. They say he is "an Imperialist—all for England." Only the other day Mr. Chauvin, M. P., said at a public meeting:

"What advantages have we had? In what way has French influence increased since we have had as Prime Minister a French-Canadian named Laurier? Is it in the Senate? We had in the French group Senator Arsenault; he has been replaced by an Englishman, Mr. Yeo. Is it in the Cabinet? Mr. C. A. Geoffrion, a loyal and fine type of Canadian, was replaced by an Englishman, Mr. J. Sutherland. Is it for repatriation and colonization? Not one cent more has been spent for the repatriation of the French-Canadians in the United States, but Doukhobors and Galicians who do not fight have been brought here, while Canadians are sent to be killed in the Transvaal. Is it for the French language? Only the members of the Opposition speak French at Ottawa. Is it for an increase of Federal subsidy for Quebec? Sir Wilfrid Laurier has declared that he never took cognizance of the resolutions of the inter-provincial conference at Quebec favoring an increase. Is it for our share of public works? Sir Richard Cartwright has declared that it did not amount to one-third that of Ontario. Is it for our system of judiciary? We are refused the necessary Judges at Montreal, and the allowance proper for the moving about of rural Judges is measured out with many insults. Is it for our share of patronage? We have none, and the patronage of the Yukon went entirely into the hands of the English. Those are the advantages French influence has acquired from the much-boasted elevation of a French-Canadian to the head of affairs in Ottawa."

Between two fires of this character the Premier's lot is not an enviable one. Yet it remains happily true that neither of the attacking parties are presenting the actual truth. Both are in the wrong. What his English speaking enemies mistake for a pro-French policy is merely Sir Wilfrid's desire to do simple justice to the two millions of French-Canadians we have in Canada; while what his French Canadian opponents mistake for an ultra-English policy is only the Premier's purpose to be fair with the majority. In pursuing this eminently proper course he will surely have the hearty support of every right thinking Canadian.

THE WAR IN SOUTH AFRICA.

The movement for the relief of Ladysmith which began a week ago is progressing favorably, and although no confirmation of the news of the relief of that place had been received up to midnight last evening there is no doubt whatever that it will be relieved very soon, although probably not without a battle. The plan adopted by General Buller was the one that the Telegraph long ago intimated would be chosen by a capable commander, and it has been both simple and effective, so simple and effective in fact that the world may well wonder why it was that General Buller sought to cross the Tugela by a direct movement on Colenso. Probably when the truth comes to be fully known it will be disclosed that lack of sufficient facilities for transport determined Buller's movements. Of course no flank movement, such as the one that has been carried out on the Tugela, could be successful without transport facilities sufficiently ample to enable the flanking force to carry enough supplies to last it for a week or more, so that it would be for the time independent of its base. The despatches which we publish today show that the force that has crossed the Tugela River has an enormous baggage train, and therefore we may infer that it is large. It probably consists of not less than fifteen thousand men and it may reach twenty thousand. With such a force the British general would be able to march round the flank of the Boer position and strike at its weakest point. No doubt the Boers are strongly intrenched along the line of the Tugela for many miles east and west, but their line of intrenchments like all other lines must have an end and there is no doubt that this end has been turned by Buller's forces.

The British general will probably not trouble himself much with the Boer positions near the place where his army crossed the Tugela. To attack them would be to play the game of the enemy, for it has ever been their favorite device to tempt the British to attack them in their strongholds. The British general will, therefore, march round the Boers' flank and take them in the rear, and if this stroke is vigorously delivered the Boers will be compelled either to make a hasty fight or to fight under great disadvantages. As General Buller's army will be on the line of retreat of the Free State forces to their own country, a Boer defeat would mean the capture of at least half of Joubert's army. It is to be hoped that this will be the outcome of the movements which are now going on for the relief of Ladysmith.

THE PROVINCIAL GOVERNMENT.

Thursday some changes were made in the provincial government involving the addition of a new member and an exchange of offices between the premier and Hon. Mr. White. As the department of public works is the most laborious in the government, Mr. Emmerson found himself overworked when its duties were added to the labor and responsibility involved in the premiership. He therefore takes the office of attorney general, while Mr. White takes the chief commissionership of public works. No one will deny that this change is a very proper one, and quite in line with the custom of former governments, in which the premiership and the office of attorney general were usually held by the same person. Mr. McKeown becomes a member of the government without office, taking the place of Hon. Mr. Richard. This is an appointment that will be highly approved by all the friends of the government in St. John, and we hereby congratulate the Hon. Mr. McKeown on his accession to his new position of responsibility and power. The opposition press have been engaged in making speculations on Mr. McKeown's appointment and coupling his name with the office of solicitor general. It is well known, however, that when the present government took office in October, 1897, it was with the understanding that no solicitor general should be appointed if the work could be done without such an official. That was the policy of Hon. Mr. Emmerson then and it has not since been changed.

ABLE ADDRESSES

MADE IN THE CAUSE OF COMPULSORY EDUCATION.

The meeting held Thursday evening in the High school under the auspices of the Woman's Enfranchisement Association, in the interests of compulsory education, was attended by a large and representative gathering of the city's literary residents. The audience heard this important question discussed in all its phases in a most eloquent manner.

Mr. George Robertson, M. P. P, presided, and seated on the platform were Dr. J. R. Inch, superintendent of education; Mr. H. A. Powell, of Sackville; Hon. R. J. Ritchie, Prof. H. J. Bridges Mr. W. F. Hatheway, Ald. Maxwell, Dr. A. A. Stockton, Mr. G. U. Hay, Recorder Skinner, Rev. John Read, Mr. W. S. Fisher, Mrs. Fiske, Miss Mabel Peters and Miss Skinner.

The chairman thanked those present for their attendance. It was proposed to discuss, he said, whether or not, under our splendid school system, it is necessary to have compulsory education. The chairman then introduced the first speaker, Dr. Inch. Dr. Inch said he looked to the city of St. John to be leader in education. There are many problems in education which we look to St. John to solve. We should look, he said, more to commercial education. In Great Britain and the United States the civic governments generally take the lead in such matters and the provincial governments follow. Dr. Inch stated that if a move were made in the direction of compulsory education he assured those present that the board of education would co-operate and give the question its most earnest attention along these lines as soon as it felt that public sentiment is in favor of compulsory education. He wished to place himself on record as being decidedly in favor of compulsory education. Dr. Inch was present to get the sentiment of the people rather than to make a speech. He was proud of our school buildings and of our teachers, especially when he went into the primary classes and saw the attractiveness thrown about the scholars. The speaker could not see why parents did not take advantage of the chance offered to educate their children and stated that out of twelve hundred and fifty school districts from 10 to 20 per cent. of children between the ages of five and 15 years were not enrolled and this was the reason why he thought that compulsory education is needed. In the city of St. John in 1890 6,648 pupils were enrolled, and in 1899, 7,012 were enrolled, showing an increase of about 4½ per cent. The increase between the above years at Moncton and Fredericton was about 30 per cent. The increase in St. John is the lowest in the province. The speaker thought that a census should at once be taken to get a solid footing for the enactment of compulsory education. He did not know of a country where a compulsory education law had been repealed after being enacted. Some of the consequences of the law would be that the schools would have to be enlarged, truant officers would have to be employed, a yearly census of children would be taken and a parental school would have to be established to take in truant children. The work, however, should be done, although a large expense would be involved. In conclusion Dr. Inch said that he heartily commended compulsory education to the citizens of St. John.

Recorder Skinner was the next introduced. He thought that all there is to a man is his education. An ignorant man has either committed mental suicide or has been deprived of the privilege of his education. The country had made some progress in the line of equality. This is exemplified, in as much as the poor man and the rich man enjoys the same mail service. When free schools were inaugurated it was a great thing. The speaker thought there would be a revolution from a taxation stand-point. It should not be a question of the amount of taxes, but what we get in return. If the country need additional school houses, it should have them.

Dr. A. A. Stockton addressed those present on the effect of education upon an individual in regard to state. Dr. Stockton said that New Brunswick is behind any province in the British Empire where the Anglo-Saxon race predominates, as far as education is concerned. The word compulsory was not one congenial to the free people of New Brunswick, but at the same time there are lots of laws on the statute books of the compulsory element. Therefore, he said, we should not get frightened because the word compulsory is used. It was intended that the common school education should reach every child, but it did not.

When he was in the legislature, he said, he strongly advocated compulsory education. If compulsory education laws are put on the statute book, said he, the taxes would increase, but if the theory is correct then we are to get a benefit from it. The jail, reformatory and other taxes would be decreased. We are, he said, a progressive people, and when the question is brought before the people it will commend itself, and hoped that this meeting would be a long step in the direction of compulsory education.

Hon. R. J. Ritchie was called upon to speak on the relation of iliteracy to crime. He was pleased to have an opportunity to address the meeting. He was not in a position to say that there are strong relations between illiteracy and crime, as he did not think that the statistics would bear this out. He did not think that the greatest crimes that have been committed could be traced to illiteracy. The question was a debatable one, and some of the worst crimes have been committed by professional persons. If the people did not like the expression "compulsory education," it need not be called compulsory education, but the statutes could be amended to say every boy and girl should go to school until he or she learns to read and write. He believed that the parents were largely to blame for the non-education of their children. Judge Ritchie had on various occasions acted as a truant officer, and sent boys from the police court to school. He thought if the parents had carried out the old idea of the Curfew bell, there would be less children in the jails and the reformatories. In regard to the expense, Judge Ritchie said that every policeman, from the high chief to the lowest officer, should be a truant officer and see that the boys about the street go to school, and not be so vigilant in other directions in making arrests so they can go home early. The would do away with truant officers and the reformatory could be converted into a so-called parent school In conclusion he said that the additional expense would be very small, and hoped that an amendment would be placed on the statutes, which would compel every boy and girl to go to school and at least learn to read and write.

Mr. W. F. Hatheway was the next speaker. He thought that the present school law was not complete without compulsory education, and felt that we were behind the countries of the old world in this respect. The speaker quoted figures to illustrate this. Compulsory education was last year inaugurated in Nova Scotia, and had given good results.

Mr. H. W. Robertson, who was an interested listener, asked that he might be given an opportunity to speak. Mr. Robertson said he was opposed to compulsory education, and in referring to the last speaker's remarks, stated that there were reasons why the countries mentioned by Mr. Hatheway should have compulsory education, while we should not have it, the principle being that many countries in the old world were under despotic government, while this is a free country. Mr. Robertson advanced reasons why compulsory education should not be inaugurated and stated that he would like to debate with Dr. Stockton.

Mr. H. A. Powell was called upon. He thought the question of compulsory education is the most profound one with which sociology had to deal. He did not believe that the mere education of a man was going to prevent him from committing crime, but if he be born a criminal, education would assist him in his profession. Owing to the lateness of the hour Mr. Powell spoke briefly.

Mr. W. S. Fisher was then called upon and in a few remarks moved the following resolution:—

Resolved, That this meeting truly express its approval of having the necessary steps taken to make it imperative that all children in the community should (as far as possible) become so educated as to fit them for citizenship and make them capable of securing for themselves the fruits of their industry and the results due to the fair discharge of individual and collective duties, and

Further resolved, That a committee of seven be appointed by the chairman of this meeting to take the necessary steps to have the matter now referred to brought to the attention of His Honor the Lieutenant-Governor in Council and the legislature with a view to securing the necessary legislation to obtain, as far as possible, the education of all the children of the country.

The resolution was seconded by Mr. G. U. Hay and carried unanimously.

Mrs. Fiske, Mr. Robert Thomson, Miss Mabel Peters, Mr. W. F. Hatheway, Mr. G. U. Hay, Mr. John E. Irvine, and Hon. R. J. Ritchie were elected a committee to see that the sentiments of the meeting and the resolution were entorced. The meeting then adjourned.

Quiet Wedding.

Mr. A. George Blair, a prominent young barrister, and son of the minister of railways, and Miss Margaret L. Holden, second daughter of Dr. Charles Holden, were quietly married at Trinity church Wednesday afternoon. Because of the present bereavement in the Blair family the preparations that had been begun for a brilliant wedding were abandoned and the marriage was solemnized in the presence of only near relatives. The ceremony was periormed at 3 o'clock by the Rev. J. A. Richardson, rector of Trinity church. Miss Holden was attended by her sister, Miss Elsie Holden, and wore a travelling suit. Mr. T. B. Blair was groomsman. Among those present were Hon. A. G. Blair and Mrs. Blair, Mr. and Mrs. R. F. Randolph, and Miss Thompson, who came from Fredericton yesterday. Immediately after the wedding Mr. and Mrs. Blair left for Boston, and will visit New York and other American cities before returning. They will be back in about a fortnight and will reside for the winter at Mrs. T. F. Raymond's on Orange street. Many handsome gifts were received by the bride, who, with her husband, are most popular.

C. P. R Reduces its Freight Rates.

Toronto, Jan. 17.—The Canadian Pacific railway has issued a new tariff circular on live stock from Toronto and points in Ontario to St. John and Halifax. There is a reduction of one cent per hundred weight to Halifax, and the rate to St. John is made the same as the rates to Boston.

RECONSTRUCTION.

SOME CHANGES IN THE LOCAL GOVERNMENT.

Hon. H. R. Emmerson Remains Premier and Becomes Attorney-General—Hon. A. S. White to Public Works—H. A. McKeown Enters Government Without Portfolio.

Fredericton, Jan. 18.—The local government has been somewhat re-constructed. Hon. H. R. Emmerson retains the position of premier and also becomes attorney general. Hon. A. S. White, late attorney general, becomes chief commissioner of public works. H. A. McKeown, M. P. P. for St. John city, enters the government without portfolio.

There has been much talk of the appointment of Mr. McKeown to the office of solicitor-general. but there never was any ground for such rumors, as Mr. Emmerson's policy when he took office as premier was distinctly understood to be that the government would get along without a solicitor-general if possible. As the necessity for such has not yet arrived no such appointment has been made.

AN OBJECT LESSON

In a Restaurant.

A physician puts the query: Have you never noticed in any large restaurant at lunch or dinner time the large number of hearty, vigorous old men at the tables; men whose ages run from 60 to 80 years; many of them bald and all perhaps gray, but none of them feeble or senile?

Perhaps the spectacle is so common as to have escaped your observation or comment, but nevertheless it is an object lesson which means something.

If you will notice what these hearty old fellows are eating you will observe that they are not munching bran crackers nor gingerly picking their way through a menu card of new fangled health foods; on the contrary they seem to prefer a juicy roast of beef, a properly turned loin of mutton, and even the deadly broiled lobster is not altogether ignored.

The point of all this is that a vigorous old age depends upon good digestion and plenty of wholesome food and not upon dieting and an endeavor to live upon bran crackers.

There is a certain class of food cranks who seem to believe that meat, coffee, and many other good things are rank poisons, but these cadaverous, sickly looking individuals are a walking condemnation of their own theories.

The matter in a nutshell is that if the stomach secrets the natural digestive juices in sufficient quantity any wholesome food will be promptly digested; if the stomach does not do so, and certain foods cause distress one or two of Stuart's Dyspepsia Tablets after each meal will remove all difficulty because they supply just what every weak stomach lacks, pepsin, hydrochloric acid, diastase and nux.

Stuart's Dyspepsia Tablets do not act upon the bowels and in fact are not strictly a medicine, as they act almost entirely upon the food eaten, digesting it thoroughly and thus gives a much needed rest and giving an appetite for the next meal.

Of people who travel nine out of ten use Stuart's Dyspepsia Tablets knowing them to be perfectly safe to use at any time and also having found out by experience that they are a safeguard against indigestion in any form, and eating as they have to, at all hours and all kinds of food, the travelling public for years have pinned their faith to Stuart's Tablets.

All druggists sell them at 50 cents for full sized packages and any druggist from Maine to California, if his opinion were asked, will say that Stuart's Dyspepsia Tablets is the most popular and successful remedy for any stomach trouble.

A little booklet on stomach diseases mailed free by addressing F.A. Stuart Co., Marshall, Mich.

MONCTON NEWS.

Moncton, Jan. 17.—Mr. H. R. Allen, teacher on the Moncton High school staff, and who has been appointed I. C. R. postal clerk, reports for duty tomorrow. Mr. Allen, yesterday, was presented with a handsome cane and a farewell address by his pupils.

George Henderson, I. C. R. brakeman, was painfully jammed between the cars while shunting in the Moncton yard. His injuries, however, are not considered dangerous.

The difficulty between the city council and the city market butchers is not yet at an end. Although the city failed in the case brought under the summary convictions act, the effort to dislodge the butchers has not been abandoned. The matter of ejectment has been placed in the hands of Mr. Chandler, city solicitor, and the butchers have been notified to vacate the stalls at once. This they have refused to do and the matter has rested here for a day or two.

The Ottawa volunteers, about 175 in number, en route to Halifax to join the second Canadian contingent, were given a very enthusiastic reception at the Moncton depot last night. Although the train did not arrive until mid-night hundreds of people awaited around in the cold to give the boys an encouraging cheer. The crowd cheered and cheered, sang patriotic songs and gave the Ottawa boys a reception they are likely to remember. The train was made up of sixteen cars, there being nine carloads of horses. This is the first complete field battery to pass through to Halifax from the Upper provinces.

Administration Notice.

Administration of the estate of the late Foster MacFarlane, M. D., having been granted to me, all persons indebted to said estate will make immediate payment to me at 36 Sydney street, this city, where all duly attested claims against the estate will be presented for payment.

W. G. MacFARLANE,
Dated 2nd Jan., 1900. Administrator.

WANTED.

D. L. Moody's Life and Labors.

MEMORIAL EDITION is in press and will be issued soon. Agent's sample prospectus now ready. Canvassers wanted everywhere. Special terms guaranteed to those who act now. Circulars, with full particulars and large, handsome prospectus outfit, mailed, post paid, on receipt of 30c. in postage stamps. Write at once for outfit and terms and commence taking orders without delay. Address R. A. H. Morrow, Publisher, 50 Garden street, St. John, N. B.

MARRIAGES.

BLAIR-HOLDEN—At Trinity church, St. John, N. B., January 17, by the rector, Rev. J. A. Richardson, A. George Blair, eldest son of Hon. A. G. Blair, minister of railways, to Margaret Lansdowne, second daughter of Mr. Charles Holden, M. D., of this city.

PIDGEON-JOHNSON—On the 11th inst., at the rectory of Trinity church, St. John, by the Rev. J. A. Richardson, Ethridge D., son of Alonzo Pidgeon, to Ettie A., daughter of F. G. Johnson, M. D., of Sussex.

DEATHS.

CAPLES—At her residence, 103 Gilbert's Lane, on Jan. 16, Catherine Caples, relict of Thomas Caples, in her 76th year, leaving three sons to mourn their sad loss.

MITCHELL—In this city at his home, 203 Waterloo street, on Jan. 17, William Mitchell, aged 31 years, leaving a widow and three children to mourn their loss.

GREGORY—At Hillsboro, Oregon, on Jan. 15, Edward R. Gregory, LL.B. Interment at Hillsboro.

MARINE JOURNAL.

PORT OF ST. JOHN.

Arrived.

Tuesday, Jan 16.

SS St Croix, 1064, Pike, from Boston, C E Laechler, mdse and pass.

Coastwise—Schs Aurelia, 21, Scovil, from North Head; Yarmouth Packet, 76, Shaw, from Yarmouth.

Wednesday, Jan. 17.

Coastwise—Sch Annie M Sproul, 70, Hardy, from fishing.

Thursday, Jan. 18.

SS Manchester Trader, 2126, Crouch, from Manchester via Halifax, Furness, Withy & Co, gen cargo.

SS Amarynthia, 2112, Taylor, from Glasgow, Schofield & Co, gen cargo.

SS Prince Arthur, 700, Kenny, from Boston, A O Currie, general.

Coastwise—Schs Brisk, 20, Johnston, from Campobello; Westfield, 80, Cameron, from Alma; barge No 4, 438, McLeod, from Parrsboro.

Coastwise—Schs Thelma, 48, Milner, from Annapolis; Wanita, 42, Apt, from Annapolis.

SS Cape Breton, 1109, Ree, from Sydney, R P & W F Starr, coal.

Cleared

Tuesday, Jan. 16.

Sch Nellie J Crocker, Henderson, for New York, John E Moore.

Sch Wandrian, Patterson, for Boston, J E Moore.

Sch J B Vandusen, Shaw, for New Haven, A Cushing & Co.

Coastwise—Schs R P S, Cochran, for Port Greville; Salina, Matthews, for Alma.

Wednesday, Jan. 17.

SS Taymouth Castle, Bale, for Bermuda via Halifax, Schofield & Co.

Sch Wendall Burpee, Menseburg, for Boston, A Cushing & Co.

Coastwise—Schs Seattle, Merriam, for Quaco; Comrade, Dickson, for Alma; Lone Star, Richardson, for North Head; Annie M Sproul, Hardy, for Digby; Glide, Tufts, for Quaco.

Thursday, Jan 18.

Coastwise—Barge No 5, Warnock, for Parrsboro; schs Elisa Bell, Wadlin, for Beaver Harbor; Westfield, Cameron, for Alma; Miranda, Day, for Alma; Maitland, Merriam, for Quaco.

Sailed.

Wednesday, Jan 17.

SS Monterey, Parry, for Liverpool via Halifax, Troop & Son.

Sch Nellie Crocker, Henderson, for New York.

Sch Beaver, Hunter, for City Island, f o.

Sch Wandrian, Patterson, for Boston.

Sch Wendall Burpee, Merseberg, for Boston.

Sch Wellman, Hall, from Canning for South America.

Sch J B Vandusen, Shaw, for New Haven.

Thursday, Jan. 18.

SS Taymouth Castle, for Bermuda via Halifax.

DOMESTIC PORTS.

Arrived.

Halifax, Jan 16, str Pro Patria, from St Pierre, Miq; sch Pavia, from Boston.

Halifax, Jan 17, sch Hattie L Trask, from Banks (put in for shelter and cleared to return.)

Barbados, Dec 21, sch Etta A Stimpson, Hogan, (from St John) for St Lucia.

Turks Island, Jan 16, brig J C Hamlen Jr, for Portland, Me.

Halifax, Jan 18, str Monterey, from St John, and sailed for Liverpool.

foreign ports arrived

Sailed.

Halifax, Jan 16, str Manchester Trader, for St John; sch Arbitrator, for St John's, P R.

Halifax, Jan 16, str Glencoe, for St John's, Nf.

Halifax, Jan 16, strs Halifax, for Boston; Meta, for Bermuda, Turks Island and Kingston, Ja.

Halifax, Jan 17, SS Manchester Trader, for St John.

Halifax, Jan 17, str Manchester Trader, for St John; sch Arbitrator, for St Johns P R.

BRITISH PORTS.

Arrived.

Cardiff, Jan 15, SS Pharsalia, Smith, from Havre for River La Plata.

Liverpool, Jan 16, SS Parisian, from Portland via Halifax; SS Damara, from Halifax via St John.

Glasgow, Jan 16, str Alcides, from St John.

London, Jan 16, SS Cebriana, from St John.

Limerick, Jan 15, bqe Muskoka, Crowe, from Portland O, via Falmouth.

Bermuda, Jan 3, SS Duart Castle, Seeley, from Halifax, and sailed 4th for West Indies; sch Sainte Marie, Moorehouse, from Fernandina and sailed 7th to return.

London, Jan 17, str Cebriana, from St John.

Liverpool, Jan 16, str Damara, from Halifax via St John's, NF.

Rosario, Dec 18, bqe Reform, Ross, from Yarmouth (not previously.)

Humaco, Jan 15, sch Chas L Jeffrey, Theall, from Portland.

Mobile, Jan 16, ship Theodore H Rand, Carver, from Havre.

Wilmington, Jan 16, sch Wanola, Wagner, from Las Palmas.

New York, Jan 18, sch Nimrod, Haley, from St John.

Miami, Fla, Jan 15, str Prince Edward, Lockhart, from Boston.

Fernandina, Jan 16, sch Sainte Marie, Moorehouse, from Bermuda.

Cleared.

New York, Jan 16, schs Priscilla, Wagner, for San Domingo City; Melbourne, Matheson, for Aux Cayes.

Pensacola, Jan 16, sch Arona, Dill, for Martinique.

Sailed

Bermuda, Jan 9, sch Evolution, Bell, for St John.

London, Jan 16, str St John City, for Halifax.

Bahia, Jan 16, sch Glenrosa, Card, for Rio Grande do Sul; 18th, bqe Annie Bingay, Otterson, for Pensacola.

Montevideo, Dec 19, sch Exception, Barthaux, for New York.

City Island, Jan 16, sch Victory, for St John; Wm Jones, for Boston; Annie Bliss, for Virginia.

FOREIGN PORTS.

Arrived.

Sabine Pass, Jan 16, str Leuctra, Mulcahy, from Cardiff (docked at Port Arthur.)

Boston, Jan 16, str Louisburg, from Louisburg.

Rosario, Dec 17, bqe Walter G, from St John, N B, via Buenos Ayres.

Calais, Me, Jan 16, tug Springhill, with barge No 3; sch Ella May, from Parrsboro.

New York, Jan 16, bqes Edith Sheeraton, from Corn Island; Jas H Hamlin, from Rosario; brig G B Lockhart, from Curacoa.

Gloucester, Mass, Jan 16, schs D J Melanson, from Weymouth, N S, and Basil M Geldert, from Lunenburg, N S, for New York.

Portland, Jan 16, schs Elwood Burton, from St John for New York; Adelene, do for Boston; Irene, do for do.

Marseilles, Jan 16, bqe Marino, from Halifax (not previously.)

New York, Jan 15, bqes Hillside, Morrell, from Rosario; Ensenada, Morris, from Montevideo; L A Plummer, Foster, from New Haven.

City Island, Jan 17, tug Gypsum King, from Windsor, N S, towing schs Gypsum Empress, Gypsum King and Gypsum Queen.

Hyannis, Mass, Jan 17, sch Alice Maud, from New York for St Joan.

New York, Jan 17, ship Glooscap, from St Vincent, C V.

Boothbay, Me., Jan 17, schs Tay, from New York; Hattie Muriel, from Buenos Ayres.

Las Palmas, Jan 7, bqe Ciampa Emilia, from St John.

Boston, Jan 17, schs Etta E Tanner, from Yarmouth; Irene, from St John; Charlevoix, from New York for Port Greville, put in for repairs.

Portland, Me, Jan 17, schs Utility, from Boston for St John; Ada G Shortland, from St John for New York.

Portland, Me, Jan 18, schs Silver Spray, from New York; Flash, from St John; Greta, from Halifax; Fred Gower, from Sydney, C B.

Boston, Jan 18, schs Lyra, from St John; Frank L P, from do; Annie Harper, from do.

Vineyard Haven, Mass, Jan 18, schs Evolution, from Bermuda, 8 days for St John (reports left at Bermuda schooners Fessie Parker and W R Huntley, discharging.

New Haven, Jan 18, sch Koion, from Nova Scotian ports.

City Island, Jan 18, bound south, schs Alaska, from St John's, NF; Daniel Clifford, from St John; D J Melanson, from Weymouth, N S; Basil M Gilbert, from Lunenburg, N S; Jessie L Smith, from Halifax; Nimrod, from St John.

Salem, Mass, Jan 18, schs Hunter, from St John for Vineyard Haven; C R Flint, from do for City Island; A P Emerson, do for do; Avalon, do for do; Adelene, do for New York; Oriole, from Windsor for do; St Maurice, from St John for Washington

Cleared.

New York, Jan 15, sch Earl of Aberdeen, Knowlton, for Havana.

Sailed.

Norfolk, Jan 12, sch Fred Jackson, for Boston.

New York, Jan 14, schs Alice Maud, for St John; Wm Marshall, Hunter, from Norfolk for Boston; John M. Plummer, for Lubec.

Pensacola, Jan 13, ship Ruby, Robins, for London.

San Francisco, Jan 14, bqe Buteshire, for Queenstown.

Calais, Me, Jan 16, sch Lilly, for St John.

Boston, Jan 16, strs Columbian, for Liverpool; Nicolia II, from Copenhagen via New York; Turret Age, for Louisburg; Turret Court, do; Turret Chief, do; sch Wawbeek, for St John; Domain, for Nova Scotia.

Perth Amboy, Jan 16, schs Three Sisters, for Boston; Gypsum Empress, for Halifax.

Salem, Mass, Jan 16, schs Abbie and Eva Hooper, Jennie C, and I N Parker, for St John; E Arcularius, D Gifford, Alaska, Jessie L Smith, and Kolon, for New York.

Philadelphia, Jan 16, ships Centurion, Collins, and Marathon, Pearce, both for Nagasaki, Japan.

Cebu, Dec 12, ship Treasurer, for Boston.

Boston, Jan 17, strs Turret Court, for Louisburg; Prince Arthur, for St John; Louisburg, for Louisburg.

Portland, Jan 18, strs Keemun, for Glasgow; Turret Bay, for Sydney, C B.

Machias, Jan 18, sch Annie M Allen, from St John for New York.

SPOKEN

Dec 6, lat 6, lon 33 W, brig L G Crosby, Perry, from New York for Rio Grande do Sul.

REPORTS, DISASTERS, ETC.

Lizard, Jan 15, passed, str Cebriana, from St John for London.

Vineyard Haven, Jan 16, passed, tug Gypsum King towing schs Gypsum Empress, Gypsum King and Gypsum Queen, from Windsor for New York.

Bermuda, Jan 11, in port, brig Kathleen, repairing; schs Bessie Parker, Carter, discharging; W R Huntley, Howard, do.

Buenos Ayres, Dec 5, in port, bqe Northern Empire, Ellis, for South Africa.

Cebu, in port Dec 1, ship Treasurer, Knowlton, Boston.

Buenos Ayres, Dec 8—Pumping operations have been commenced on the bqe Kelvin, for New York, before reported aground off the Southern Railway wharf in the Plata.

Ship Coringa, Davidson, from Portland, Me, which arrived yesterday, reports experienced very heavy weather, during which the vessel sprung aleak, inundating part of the holds.

Vineyard Haven, Jan 17, passed, schs Nimrod and Alaska, from St John for New York; D J Melanson, and Oriole, from Nova Scotia for do.

Anjer, Dec 16, passed ship Celeste Burrill, from Cebu for Boston; 17th, bqes Avonia, from Cebu for Boston; Wildwood, from Cebu for Boston.

Boston, Jan 16—A wooden cask buoy, painted green, has been moored by the Canadian government in six fathoms of water on the southern or seaward side of steamer Portia, wrecked on Inner Sable Island, in the approach to Halifax Harbor. At low tide only the head of one of the lower masts is visible.

Marcus Hook, Pa, Jan 16—Passed down, ships Centurion, for Nagasaki; Marathon, for do.

Boston, Jan 17—The three-masted schooner Charlevoix, Pettis, which sailed from New York for St John (?) Port Greville, in ballast, narrowly escaped destruction on Dog Bar Breakwater, Gloucester, early this morning. She was floated later and towed here by tug Evelyn. She will be placed in dry dock tomorrow for examination.

VESSELS BOUND TO ST JOHN.

Steamers.

Alcides, at Glasgow, Jan 16.
Amarynthia, at Glasgow, Dec 17.
Cebriana, at London, Jan 17.
Concordia, from Glasgow, Jan 13.
Daltonhall, from London, Jan 5.
Lucerne, to load in January.
Lake Huron, from Liverpool, Jan 6.
Lake Ontario, from Moville, Jan 14.
Glen Head, from Belfast, Jan 5.
Manchester Trader, at Halifax, Jan 16.
Mantinea, from Liverpool, Jan 13.
Montenegle, at Liverpool, Jan 2.
Manchester Corporation, at Manchester, Nov 25.
Teelin Head, at Belfast, Dec 1.
Strathavan, at Manchester, Dec. 26.
Ashanti from Moville, Jan. 9.
Manchester Commerce, at Manchester, Jan 7.

FREDERICTON NEWS

Fredericton, Jan. 17—The very sudden death occurred this morning of Miss Emma C. Currie, sister of Mrs. Andrew Lottimer, and with whom she had resided for several years.

The York county council at its session this morning heartily endorsed the local government's scheme for arranging for a line of steamers from St. John to the old country, and appointed two delegates to the convention which is to consider the matter.