

Without the Sword.

Probable Success of the International Arbitration Scheme.

Italy and England in Active Diplomatic Dealing.

The Japanese Reported to be in Possession of Wei Hai Wei.

The Etruria Reaches Queenstown and the Anchoria Glasgow.

Wolves in Germany Seek Food in the Villages—The Entire Empire Glad in Ice and Snow.

THE PEACE ENVOYS.

SHANGHAI, Feb. 10.—The Chinese peace envoys have applied to the Tungli Yamen for permission to return to China, but the Government has ordered them to remain in Japan until a document containing their full power can reach them.

RICKARD'S CASE.

LONDON, Feb. 10.—The news that the Englishman, Rickard, had been sentenced to death at Honolulu for his part in the revolution does not seem to have excited the slightest interest at the British Foreign Office. Most of the division in the office were absent from their posts yesterday and will not return till Monday. The officials on duty this afternoon apparently had not heard that Rickard was in trouble.

VICTIMS OF THE ELBE DISASTER.
LONDON, Feb. 10.—A fishing smack brought to Lowestoft to-day the dead bodies of Paul Szuchy and Meri Babos, who were stowage passengers on the Elbe. The body on which were found documents designating it as that of Edward Muscovitz, a second cabin passenger on the Elbe, has been identified by the true Edward Muscovitz as that of Daniel Guttman, one of three brothers who had embezzled nearly 200,000 florins in Hungary and were fleeing to America. Guttman married Edward Muscovitz's sister and died under his name to avoid detection.

ENGLAND AND ITALY.

Jacques St. Gerre cables from Paris to the New York Herald: Throughout the entire week there have been active diplomatic negotiations in progress between Italy and England, and it is probable that some important decisions have been arrived in relation to Africa matters. Italy is seeking to secure the aid of England in Africa, but the British Government, by reason of the Parliamentary situation, energetically refuses to commit itself. The report about the betrothal of Princess Maud about the Prince of Wales, which had its origin in the belief that England and Italy were about to form an alliance as regards Africa, has been denied.

A POINT OVERLOOKED.

LONDON, Feb. 10.—In the general discussion of the circumstances of the sinking of the Elbe, a leading shipping journal holds that an important point has been overlooked. The Elbe was probably steaming at the rate of about sixteen miles an hour, and there is nothing to show that her steam was shut off at the moment of the collision. If her rate of speed was kept up for a quarter of an hour after the collision she must have run three or four miles from the spot where the Crathie struck her. The Crathie was not going in the same direction as the Elbe, and consequently at the time of the actual sinking of the Elbe her ship must have been a considerable distance apart. The paper contends that there is no evidence of a lack of discipline on board the Elbe, and argues that the event draws attention to the grave defects in the rules of the road, which have not been remedied by the conference at Washington.

ETRURIA AND ANCHORIA SAFE.

QUEENSTOWN, Feb. 10.—The Cunard Line steamship Etruria, from New York for this port and Liverpool, has arrived and reports that she saw no signs of the French Line steamship La Gasconne. The Etruria sighted the Norwegian bark Hebe, which signaled that she had exhausted her stock of provisions and requested to be supplied with enough food to enable her to reach port. One of the Etruria's boats was loaded with a good supply of provisions and sent to the Hebe. The Etruria then resumed her voyage.

GLASGOW, Feb. 10.—The Anchor Line steamship Anchoria, Capt. Young, from New York, Jan. 28, for this port, concerning whose safety some anxiety was felt, as she was several days overdue, was sighted off Tory Island, north morning. The Anchoria landed her passengers and the mails at Moville at 12:30 p.m. and proceeded.

GERMANY SHROUDED IN SNOW.

BERLIN, Feb. 10.—The weather has been phenomenal throughout the empire since Tuesday. The whole empire is now clothed in snow and ice. The upper reaches and great rivers are frozen over and immense quantities of drifting ice threaten navigation in the lower courses. The coming of warm weather is feared in the valley towns. Already watchmen are on duty along the Elbe, Weser and other rivers to watch for the expected floods.

Business in Dantzic and Koelnberg has been brought almost to a standstill. Memel, on the Baltic, has been closed to navigation. On the Neufahrwasser at Dantzic large vessels are kept constantly at work breaking the ice. Now the weather is somewhat milder, and seems to promise a thaw. The Rhine, Neckar and the Main are frozen over for long distances, and the southern part of the Cattegat is also frozen. Heavy snowdrifts have completely stopped traffic about the Elbe mountains and the Rhineland, where the snow is six feet deep. Great misery has been caused in many parts of the country and numbers of persons have been frozen in the country districts, and even near Berlin. Railroad traffic is especially disorganized. There have been several cases in which fires of wheels have broken on account of the extreme cold and have thus caused the derailment of trains. From Altkirch, Alsace, it is reported that wolves, in some cases driven by the extreme cold,

have come to the villages in order to seek food, and in other provinces the same occurrence is recorded. Steamers have experienced the greatest difficulty in forcing their way through the great belt of ice along the coast, and the mail service from Kiel to Koser, Zealand, was suspended yesterday.

WITHOUT THE SWORD.

LONDON, Feb. 10.—Mr. Wm. R. Creamer, M.P., secretary to the International Arbitration League, who has just returned from the United States, said in an interview yesterday: "I am confident that an arbitration treaty will speedily be ratified. I found no sedulous opposition to it in Washington, and the best men in Congress are heartily in support of it. In England it is probable that Parliament will not be consulted in the matter. The power of the crown to make treaties without the consent of Parliament is not without dangers, but in this instance it would be put to a purpose which would be truly beneficial. Still, if a general election supervenes, and Lord Salisbury is returned to power, this treaty might fall to the ground. Lord Salisbury is so little in sympathy with the matter that when the original resolution was passed by the American Congress it was not even presented to Parliament. If Lord Rosebery continues in power the treaty is safe. Of course, if the final form of the treaty contains any form of public money it must be referred to Parliament."

BLAZING AWAY.

LONDON, Feb. 10.—A dispatch to the Pall Mall Gazette from Hiroshima says: The official report by Admiral Ito says that the Japanese lost no boats or men during the night attack at Wei Hai Wei on Feb. 5, but on Feb. 4 the enemy struck and sunk a torpedo boat, killing all on board. Another boat in returning after having exploded a torpedo against a Chinese ship ran into some obstructions at the entrance to the harbor and was badly damaged and practically sunk under the enemy's fire. A Japanese lieutenant and two men were frozen to death.

A dispatch to the Pall Mall Gazette from the Foo under the date of Feb. 9 says the Lin Kung Tau forts are still making some reply to the assaults of the Japanese. United States Secretary Herbert received the following cable message from Admiral Carpenter, dated Chin Kiang, Feb. 7: "The Japanese have taken possession of Wei Hai Wei today. Three vessels of the Chinese fleet were sunk in the harbor by torpedoes. The Charleston has left today to rescue distressed people beyond Pung Chow."

The Central News correspondent in Tokyo has these details of the recent fighting at Wei Hai Wei: On the night of Jan. 30 the Japanese torpedo fleet entered the bay at Wei Hai Wei, but the Japanese on the western forts supporting that the boats were from the Chinese squadron, opened a heavy fire and compelled them to withdraw. The second attempt upon the Chinese was deferred, therefore, until the night of Feb. 2, when an advance of the torpedoes was ordered. The Chinese were on the watch, however, and discovered the Japanese in time to give general warning. The torpedo fleet was forced to withdraw without even approaching the Chinese squadron. Feb. 3 was passed in preparations for another attack. On the night of Feb. 4 the Chinese were less vigilant than formerly. The Japanese torpedo boat Ming Ling stole in upon the Chinese fleet, and while entirely unobserved launched two torpedoes at the Ting Yuen. The big ironclad began to go down almost immediately after being struck. The Ming Ling lost eight men in getting away. Fifteen other torpedo boats took part in the attack and two of them broke their propellers.

On the night of the fifth a Japanese boat approached the Chinese fleet and launched seven torpedoes, sinking two warships and a gunboat. The correspondent in Tokyo says that the Chinese still hold forts on the island of Lisa Kueng Tao. On the sixth the Japanese made an unsuccessful attack upon the unoccupied forts. On the seventh the Japanese gunboats aided the attacking Japanese troops with a hot cannonade, but the main forts remained in the enemy's hands. Of the forts captured by the Japanese at Wei Hai Wei the western group is useless, but the eastern group is in fine condition, and is armed throughout with excellent guns which are of great use to the Japanese guns.

THE GERMANS ARE HOT.

Conduct of the Officers of the Crathie Denounced.

BERLIN, Feb. 10.—For some time past a distinct feeling of animosity towards Great Britain has been evidenced by a large section of the German press and the Elbe disaster has been the occasion for quite a display of anglophobia. The Kreuz Zeitung led the onslaught with a highly prejudiced article, in which it is claimed that the catastrophe has again shown that the English have a brutal disregard for other people's rights, the blame of the collision falling, according to the Kreuz Zeitung, on the British steamer Crathie. Other newspapers followed with severe denunciations of the Crathie, embellished with a shower of abuse against England, and the statement appeared in some of the newspapers and remains uncontradicted that the Emperor, on receiving full particulars of the collision, characterized the conduct of the Crathie as so flagrant and inhuman. In the Reichstag this afternoon Baron von Stumm Halberg introduced the subject of the loss of the Elbe by asking the Government what steps would be taken to prevent loss of life and shipwrecks. In so doing he expressed the opinion that the conduct of the captain and crew of the Elbe were irreproachable. He added that the construction of ships ought to be supervised by the state, and that the rule of the road on the high seas should be definitely regulated. The Chancellor, Prince Hohenlohe, in reply said that the Federal Governments were directing attention to the subject of insuring the seaworthiness of ships by state control, and he hoped that all the mercantile nations before next winter would give effect to the decisions arrived at by the international conference at Washington in 1889 in regard to rules of the road at sea. The Chancellor also said that the Federal Governments share in the grief of the nation at the horrible disaster which had befallen the Elbe, adding that the reproaches cast upon her officers by the foreign press were quite unfounded.

Herr Johnson, National Liberal, is a shipowner, objected to state control of the construction of ships, and proceeded to severely denounce the conduct of Capt. Gordon, master of the British steamer Crathie.

Herr Singer, Socialist, said that the insurance and technical maritime associations could not adequately supervise building ships, and in his opinion state control of that work was needed. He added that the Imperial Government must also see to the matter of life saving appliances and pay no attention to capitalists, contractors and ship owners.

Dr. Von Boetticher, Imperial Secretary of State for the Interior, replied said that a knowledge of the regulations for the prevention of accidents was incumbent upon every seaman. In his opinion the Government's proposed supervision of ship construction associations was the only practical system. However, if this system was shown to be faulty, state control would be introduced, but in the meanwhile the present courses should have a fair trial.

Herr Lieber expressed the view that the main thing was to secure international regulations for navigation, as a ship when a British vessel dashed savagely into her and run her down. To this Dr. Von Boetticher answered the international regulations would come into force in the autumn. The come into force ought to have given way, and in Germany her master would have been deprived of his certificate.

Baron Von Manteuffel, Conservator, condemned the attitude of Great Britain in the matter of the rule of the road, and advocated state control of shipbuilding and a reduction of the rate of speed.

RAN INTO THE PLOW.

Fatal Accident on the G. T. R. Midland Division.

Engineer Riggs, of Lindsay, Killed, and Several Employes Injured—The Passengers Escape.

LINDSAY, Feb. 10.—No. 1 Grand Trunk train from Lindsay, due at Toronto at 12:25 p.m. Friday, following a snowstorm, ran into the plow near Unionville. Driver Riggs is missing; two brakemen are injured. The passengers are all right.

DETAILS OF THE ACCIDENT.

Further details of the accident on the Midland division of the G.T.R. show that the Port Huron express, No. 1, from the east, collided with a snowplow special one and a-half miles east of Agincourt. The special consisted of an engine, a snowplow, a scraper and a van.

THE CAUSE.

At Milliken's Corners the special became lodged in the snowdrift and—as in the Weston accident—the engineer of the Port Hope express was prevented by the heavy storm from hearing the warning. The snowplow, including Engineer Riggs, Fireman Jas. Cullen, both of Toronto; Frank Burton, brakeman; Geo. W. Riley, conductor; Chas. Moore, brakeman, and J. Davey, section foreman.

The scraper and the van were behind the engine and were completely telescoped.

THE VICTIMS.
Engineer Riggs was buried under the ruins, and when his body was gotten out this morning it was mutilated beyond recognition. Fireman Cullen had a marvelous escape, landing on the top of the ruins without a scratch.

George W. Riley, the conductor, sustained injuries that were serious. Bones of the left forearm were fractured, and protruded through the flesh. The upper arm was also fractured; several ribs are broken, and his body was badly scalded.

Chas. Moore, brakeman, sustained severe scalp wounds, and had his legs burned.

Both Riley and Moore live in Lindsay, and are being cared for at the general hospital.

Section Foreman Davey, of Stouffville, sustained severe scalp wounds, and is being cared for at his brother's home.

Brakeman Frank Burton sustained a like injury, and went home to Lindsay.

THE PASSENGERS ESCAPE.

There were about 25 passengers on the Port Hope train, but saving one person, who had his brow scratched, all escaped with a slight shaking up.

As soon as the farmers of the vicinity heard of the accident they came to the assistance of the trainmen and passengers. Hot tea and provisions were carried to the scene, and every passenger got a good meal. Late in the evening the auxiliary train which went to the wreck returned to the Union station, and the injured men were taken away in the ambulance.

BOUGHT 75,000 TONS OF COAL.

The Grand Trunk's Contract Closed—\$300,000 Duty to be Paid.

MONTREAL, Feb. 10.—The Grand Trunk coal contract is about the biggest available, being for no less than 75,000 tons, representing something like \$2,000,000. The contract was practically awarded yesterday afternoon, the successful tenderers being the Shipmans, the big coal dealers of Detroit, Mich., and the Erie Railway Company. The price, it is understood, is the lowest at which the contract has ever been awarded, and the Grand Trunk has secured a good bargain. The duty on the United States coal will amount to something like \$300,000. The Grand Trunk has frequently endeavored to have the duty removed, as it would mean a considerable saving, but so far without success. The coal is to be delivered by the successful firms at various points along the system during the year.

POLITICAL POINTS.

OWEN SOUND, Feb. 10.—The adjourned Conservative convention of the North Riding of Grey met here yesterday to select a candidate for the Commons. On the second ballot Mr. Jas. Masson, the present member, was declared the choice of the convention over Mr. W. A. MacLean. Mr. Masson then accepted the nomination conditionally.

POSTPONED TILL SUNDAY.
MONTREAL, Feb. 10.—The Conservative meeting at St. Hyacinthe, which was to take place today, and at which several members of the Dominion Government were expected to deliver addresses, has been postponed until next Sunday.

POLITICAL NOTES.

Mr. George E. Foster, Minister of Finance, will go to New Brunswick early

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this week to attend the nomination in Kings, his own constituency, which will be made on Thursday.

It is said that Sir A. P. Caron will be a candidate in the county of Lewis against Dr. Guay, the present member.

BROTHERHOOD OF ST. ANDREW.

Closing Proceedings of the Annual Convention.

Interesting Questions Discussed—Sermon by the Bishop of Huron—Election of Officers.

WOODSTOCK, Ont., Feb. 10.—The Brotherhood of St. Andrew opened the session on Saturday with corporate communion, at which the Bishop of Huron was celebrant. Fully 100 men attended it.

At the town hall after business a conference on "The Boys' Department" was held, with Rev. Charles L. Ingles presiding. The first section, "The Need of Such an Organization," was the subject of an address by H. R. Young, of Stephen, Toronto. Rev. C. B. Kenrick, Peterboro, spoke on "How the Boys' Department Fills Such Need." The Rev. W. C. Davidson, Peterboro, presiding, of Grace, Toronto, spoke on "Its Relationship to the Brotherhood." All of the addresses emphasized the necessity of the boys' department and its possibilities.

The next conference, on "Brotherhood Bible Classes," was presided over by Rev. W. J. Muckleston, Perth. W. J. Garde spoke on "The Section for Developing Brotherhood Work," and Rev. H. C. Dixon delivered a stirring address on "For Developing the Brotherhood Man." He emphasized the necessity for thorough Christian teachers with a good knowledge of the Bible.

After luncheon at the school room of St. Paul's East, the final conference was held on "Enthusiasm in the Work." Rev. C. Davidson, Peterboro, presiding. Rev. C. H. Rich, of Grace, Toronto, addressed the convention on "Whence It Comes." Mr. C. H. Tilley, of St. John, N. B., spoke on "What It Can Accomplish," and T. R. Clougher, on "How It Can Be."

At the final business session R. V. Rogers, Q.C., Kingston, chairman of the committee on resolutions, presented the committee's report.

Among the resolutions passed was one recommending the holding of the next annual convention at Montreal in the fall of 1893, and also recommending provincial conventions for the coming autumn.

W. P. Robinson, Woodstock, presented the report of the committee on representation, showing that 153 delegates, representing 53 chapters, had been present.

A. B. Wiggswell, Halifax, presented the report of the publication committee, which provoked a great deal of discussion.

T. R. Clougher, chairman of the nominating committee, presented the report, recommending the following for the council: N. Ferrar, Davidson, C. E. Watts, T. R. Clougher, R. O. Montgomery, Spencer Waugh, R. B. Street, J. Cotto and L. H. Baldwin, Toronto; A. B. Wiggswell, Halifax; H. C. Tilley, St. John, N. B.; W. W. Wells, Montreal; John Forde, Ottawa; R. Voshon Rogers, Q.C., Kingston; W. P. Sweetman, Winnipeg; O. F. Yates, Vancouver; Wm. Baker, Niagara Falls, and W. R. Robinson, Woodstock, and they were accordingly elected.

At the meeting of the new council held subsequently N. Ferrar Davidson was elected president; R. Voshon Rogers, Q.C., vice-president; A. B. Wiggswell, second vice-president; Spencer Waugh, secretary; R. O. Montgomery, treasurer.

A resolution was passed recommending raising a fund to send out a commission to visit dormant chapters, and \$150 was pledged by the delegates present.

In the evening a sample chapter meeting was held by St. Stephen's, Toronto, followed by a general discussion on "Chapter Methods."

This morning the annual sermon was preached by Bishop Baldwin. He took as his text, Romans, I, 1: "A servant of Christ Jesus." His sermon was on, first, "The Purchased Possession," second, "Unquestioning Obedience," and third, "The Master's Care."

In the afternoon fully 1,000 men assembled in the opera house at the mass meeting for men. Rev. R. V. Rogers presided. Addresses were delivered by Rev. John Kerr, D.D., Montreal; Rev. W. J. Muckleston, Perth, and T. R. Clougher.

At the final service Rev. G. C. McKenzie, Brantford, and Rev. Z. C. Davidson delivered the closing sermons. The farewells services were conducted by the rector, Rev. J. C. Farthing, and was most solemn and impressive. Farewell addresses were given by Spencer Waugh, Judge Sinker, Perth; W. P. Robinson, Woodstock; T. H. Baldwin, Toronto, and A. B. Wiggswell, Halifax, at the close of which the delegates departed.

During the afternoon a message was received from John W. Ward, New York, who with Rev. A. S. Lloyd, was to have been present, that they were snow-bound. Another message was also received announcing the death of H. Marshall, secretary of St. Luke's Chapter, Toronto.

The convention, besides being more largely attended than any other previous, was also marked by greater enthusiasm and spirituality among the delegates.

MR. JOSEPH'S REMAINS FOUND.

TORONTO, Feb. 10.—The charred remains of Frank S. Joseph, assistant law clerk of the Legislative Assembly, who was killed in the Grand Trunk wreck at Wardlaw's Cut, near Weston, on Friday afternoon, were found by the crew of the wrecking train yesterday morning. The remains were immediately placed aboard the auxiliary and taken to Weston. Coroner Charlton made an examination of the body. It was found that the limbs, head and shoulders had been consumed to ashes, not a trace of a bone remaining. The condition of the vital organs showed that Mr. Joseph's life was literally crushed out of him in the first crash. Mr. Justice Burton is recovering from his injuries. J. S. Conahan is reported to be progressing favorably as regards the broken limbs, but his internal injuries render his condition very critical.

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