GREAT GRAIN STRIKE.

AFFAIRS HAVE REACHED AN EXTREMELY CRITICAL STAGE AT BUFFALO.

Both Sides Are Holding Out and the Grain Handlers Have Gained lers' Association - Shipments of Grain Will Soon Decl ne.

Buffalo, N. Y., May 11-The meeting of the advisory committee of ten of which Bishop Quigley is the chairman, which was to have taken place today, was post-poned until tomorrow morning, owing to the illness of two members of the committee, ex-Congressman Mahapy and mittee, ex-Congressman Mahany and President McMahon of the grain shovelers union. It was generally expected t hat a plan would have been form fated tonight by which a reconciliation e tween the scoopers and the lake carriers ciation could be effected, and the delay has proved a big disappointment to those working for a settlement of the

The strikes have steadfastly secreted that thay wor'd incompare to any terms or concessions made the employers except they were accompanied by an absolute wiping out of the contract system. On good attherity it was stated tonight that the scooper must conside something and it is not only possible but very probably that they will agree to accept the farms offered by the lake carriers. The action of the Lake Carriers. As octation at their meeting in (I verland today in endorsing the proposition made by the associations representatives to the grain shovelers in this city and in voting to make no further concessions, opened a way for a set lement of the trouble on the basis of the last proposition made by the carriers which will mean that while technically Mr. Connors will retain posses ion of the contract he will have no control of the men or the management of the grain shoveling business here. All the demands of the men will be granted with the exception of the complete abrogation of the contract. The striker have steadingly seserted

During the last 24 hours a number of shrewd, conservative men who wield great influence among the leaders of the grain shovelers, have been at work.

They have told these leaders plainly that their stand for the complete books and the sension will have the contrast been endangared.

They have told these leaders plainly that their stand for the complete books and the sension will necessarily be short.

They have told these leaders plainly that their stand for the complete books and provided the contrast has and any 8-10s may term to contrast he stand for the contrast have been at work.

They have told these leaders plainly that their stand for the complete books and any 8-10s may term to contrast he contrast have been at work.

They have told these leaders plainly the short. lition of the contract has endange the victory won by the men, and that if they maintained their racial stand much

longer all will be lost.
One of the influential men said to might: "The situation is just this: During the first four weeks of the sea-During the first four weeks of the season the grain poure into this port by the millions of bushels. For about ten weeks after that the shipment of grain here is comparatively light. If the grain shovellers hold off much longer the rush will be over, the contractor will be able to catch up on the work and the necessity of treating with the grain shovelers will have ceased to exist. I have pointed this danger out to the leaders and I have rea on to believe that they are beginning to realize the true situation."

Bruss 10. N. Y.. May 11—The strike

ginning to realize the true situation."

Buspalo, N. Y., May II.—The strike among the members of the Freight Handlers' Union at this port is gradually assuming are ious aspect. There are about 2 000 of these men pledged not to work for any contractor and many of these are now on strike. Originally a few of them went out in sympathy with the grain shovelers and now it is believed that in case the scooperagain their point they will sill remain out until their own difficulties have been satisfactorily settled. Several managers of transportation I nese aid today that if the contractors did not quickly demonstrate their ability to do the work of loading and unloading freight boats they would be compelled to devise other means of relieving the congestion of traffic at this port.

At the Lehigh Valley docks the company called in a lot of yardmen and other employes to take the places of the strikers.

At the Central, Erie and other big docks the work was practically at a standatili, the few freight handlers who

were at work being non-union men.

The freight handlers demand an in crease of wages from 25 cents an hour, for work ou side of the freight houses, and 20 cents an bour for inside work. They also sak for the abolition of the contract

COURT NEWS.

was brought by Weyman—who wes an engineer on the Duart Castle—to recov r \$20,000 damages for injuries received by abandoned at sea, the gentleman in him on board the steamer in March, him on board the steamer in march, 1897, by the bursting of a valve. The plaintiff was terribly scaleded by the steam and was confined in the hospital for a year. The case was tried in March last. Judge Moleod in giving judgment said the oef and mes had contended that the court had n jurisdiction as to personal in juries, but he had come to the conclusion that by the Admiril y Act of conclusion that by the Admirel y Act of 1863 the court had jurisdiction.

His honor then recited the particulars of the accident and the construction of

of the accident and the construction of the boilers. In the main steam pipes which ran from the super-heater to the Noiler there were two valves of which one, the stor-valve, broke, allowing the steam to escape and injuring the plaintiff in the steam closer. Plaintiff contended that the breaking of the valve was due to the negligence of the owners in not having a proper valve.

His hyaor could not uphold the contention of plaintiff that defendants were liable by reason of negligence in connection with the machinery, and that there should have been ether valves and that this one should not have been of cast iron. Regarding this his honor said that negligence number be plainly shown to render liable and this was not done. The machinery had been in use for a year and was considered sufficient. for a year and was considered sufficient.
It had been inspected by government

inspectors and witnesses had sworn that cast iron valves were largely used and were amply sufficient.

The plaintiff had claimed that he closed the valve but it must therefore

closed the valve but it must therefore have been opened by a fellow workman for whose negligence the company would not be liable. It was shown that this was primarily the cause of the secident, and was not due to any negligence of the Plaintiff knew all about the stop valve

being of cast iron, and had called the attention of Montch, the chief engineer, to it. This his honor hall was not a notification to the owners.

His honor said the circumstances o

the case were extremely hard upon the pleint/fi, and he regretted that he would be unable to give him relief. The steam ship company to thought had not treat ed Wyman with that generosity which might have been expected when a man was injured for ife in their employ. His judgment was that the plaintiff had no cause of action for the damages received by the accident.

In the estate of James Bettieon, citation was issued returnable June 12 or accepting \$70. estate should not be granted to Mont toDonald, a creditor. the estate is valued at \$1000 real and \$100 personal property. F. Al ward, protor.

The will of the late R.v. Simeon J.

Hanford was proved in scients form. A. O. Earle, Q. C., appeared for the executor; l. A. Currey, Q. C., for the Diocesan harch Society and C. J. Coster and L. P. D. Tilley for heirs and next of kin.

The barque Antigue, Capt. Holmes, has been chartered to load at Bridge-water, N. S. for Buenes Avres, lamber, \$10.50, or Rosario, at \$11.50. The Battle line steamer Mantinea has

arrived at Mirem'chi from Newcasti-on-Tyne. Capr. Kehce brought the ver-sel out in 15 days. She will load deals for Manchester.

Schr. Fred. H. Gibson, Capt. Publi-cover, arrived at Alexandria on Saturday from Paysandv. After discharging her cargo of bones the vessel will proceed to Jacksonville, Florida to load for Laz Palmar.

The schooner Alice May, now in port, has been fixed to load lamber at Hamilton's mill for Boston at \$2.60.

About the end of the present month it is said that the handsome 380-toot steel twin-ecrew Flant steamer La Grande Dachesse wil so placed on the route out from Boston to Halifax, N. S., Port Hawkesbury, C. B., and Charlottetown, P. E. J. She will be in charge of Capt. Peter, H. Hanlon, formelly of the O. ivette. She is the largest coasting steamer in the United "tates and can accommodate nearly 1,000 passengers.

Captain A. Hawkett, formerly in the Johnston line steamer Queensmore, and who was 'n vessels of the line running to Botton from London, has acted a few years as shore superintendent of the Filer-Démpeter Company at Montres! He has now accepted a similar berth in the Johnston service at the Canadian por'. He is well adapted for that position.

The Beaver Line steamer Lake Superior, which left Larnaca, Cyprus, on April 18 h, is expected to reach Quebec this week, with 1,30 Doukhobor emigrants on board. The Lake Huron is expected to leave Batoum on May 10th, with about 2,000 of the Doukhobors, and should arrive at Quebec about May 31.

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The fishing schooner Maggie M., at Canso, N. S., reports on last Tuesday, about 30 miles west by south from Canday is the case of Ernest Wyman ve. the steamer Duart Castle. The action

Save Your MONEY.

To save your money, by getting more for it, ask your dealer in medicine to show you the new 50 cent size bottle of Johnson's Anodyne Liniment. It contains over three times as much as the old 25 cent style, which is a great saving to those who use this valuable family medicine. The superior quality of this old Anodyne has never been equaled.

JOHNSON'S ANODYNE LINIMENT

Fifty years ago this month, Dr. Johnson left with me some Johnson's Anodyne Liniment. I remember him distinctly, and could tell you just how he was dressed on that day. I have sold Johnson's Liniment ever since. Can truly say it has maintained its high standard from that time to this. No medicine today possesses the condeence of the public to a greater extent. JOHN B. RAND, North Waterford, Me., Jan., 1891.

As a family remedy it has been used and indorsed for nearly a century. Every Mother should have it in the house for many common ailments, Internal as much as External.

Our book on INFLAMMATION free. Price
25 and 50c. I. S. Johnson & Co., Boston, Mass.

Captain Elward H. Levitt has gone to New York, where he will take command of the ship Engelhorn, now loading at that port for Japar. Captain Andrews, formerly in the Engelhorn, will return to the command of snip Glenslivon, lately commanded by his brother, who died at Rargoon previous to the ship's sailing from that port.

Captain Elward H. Levitt has gone to her prominent people. In the run across the bay the Boston was given no opper annity to test her seed. She covered the six and one half miles from the lightship to Boston light in just 22 minute. Boston Globe.

The ship Timandra, built at Port Glasgow n'85, has been sold to parties at River Platt.

Deal tonnage for Great Britain is in better demand from the provinces, but in view of the impr. ved feeling is grain in view of the impr. ved feeling is grain freights owners are more reserved in their offerings. Shippers would pay it 38s, 6, and possibly 40. to E. C., In land or W. C. England from St. John. To Buenos Avres and Roserio \$13.50 to \$14.50 would probably be paid. Provincial connege is also wanted, and somewhat higher rates are obtainable. Two vessels to load at Bridge water, and one at Dorchester, secured \$10.50 to \$11.50 to Buenos Avres and Roserio, and from St. John \$950 to \$10.50 was paid. St. John \$950 to \$10.50 was paid.

The Yarmouth Herald says: The salvage (1 im of \$5,000 against the Yarmouth brig, Bertha Gray, Capt. Messenger, for towage whilst disabled asses, has been settled by the Austrian steamor securing \$70

It is said that the engineer on the steamer Prince Rupert has lost his posi-tion and that Engineer McNair, of the Pince Edward, will take his place.— Annapolia Spectator.

ing Meserg. Troop & Son received the The barque Ashlow, Capt. Donovan, leared Monday for Buenos Ayres, with 510 749 feet of dry lumber, shipped by A. Cushing & Cc.

Barquentine Fredrica, Capt. Cosman, has cleared for Coleraine, Ireland, with deals.

detaining his vessel."

The case will be brought before the British ambassador at Washing on, and a claim made for \$50,000 for the removal of the sailors from the vessel and the detention of the ship at Portland and So far as is known the captain and

Schr. R. F. Hart is on Quint's block, Lower Cove, being caulted and re-paired.

Nine thousand manifest was received in the surveyor's room, custom house, no to date of the fiscal year. Most of them was from the C. P. B. The large number is due to winter port business, and is larger than any previous year. The Beaver Line steamer Lake

ship Tongariro, Captain Milier, sailed trom Liverpool on Sa urday morning for Montreal with general cargo and 350 passengers.

The Allan line R. M. S. Californian, Capt. Brown, arrived at Montreal Monday shortly after the Scotsman. This vessel has seen thorouguly overhauled during the past winter, and is now in during the past winter, and is 200 And in access condition for the seasor. An ample studer has been built over the promenace deck, which is a great convenience to passengers in stormy weather. A new second cabin has also been a ded and the state rooms fitted up with all modern improvements.

Chief Engineer Frank Cahan, formery in the steamer Yarmouth, is now superintendi gengineer of the Commercial Towbeat Company of Buston.

CHATHAM, May 9-Shipping has begun agair. The first steamer of the season, the Mantines, Capt. Kehoe, for R chards, arrived on Sunday. Sanday night and Monday several Is and schooners came Captain. Monday several is and technoners came ir. The schooner Leonora, Captain Cormier, sailed for Naw Richmond on Monday, and the Beatrice, Capt. McLean, cleared for New York on Inceday.

The steamer Boston, Capt. Stanwood, arrived at Lewis wharf, Boston, Monday morning, with 160 passengers and a large freight. Among those who came on the steamer were Captain Walkee Croeby, who is en route to New York to take command of the British bark Cedar Croft, now loading there for the far east; Mr. G. Markin Brill of Philadelphia, the president of the Coast railway company Nova Scotis, who is returning from an agnual meeting of the corporation; Dr.

The ship Timandra, built at Port Glasgow n'85, has been sold to parties at River Plats for \$35 000. She is 1,500 tons and was formerly of George F. Smith's fleet.

A new versel of about 400 tons is being built at Gardiner's Creek, St. Martins, for Mr. John M. Smith, of Windsor, N. F. She wil be launched on the let of June. Three new woodboat schooners are being constructed on the St. John river for The J. W. McAlary Company (Lt'd), which will be ready for fall busi-

Dickey & McGrath.

Barque Mary A. Troop, Capt. Wallar, arrived at Hamburg last Tuesday from Buenos Ayres via St. Thomas and Falmouth. The vessel put into St. Thomas on the 26th March short of provisions.

Capt. Rome of the New Zyaland line.

Capt. Bone, of the New Zealand line,

Asthma Permanently Cured.

Well-Known Canadian Notary Public Suffered for 35 Years-Permanently

breath. I had during these years consulted So far as is known the captain and crew are still in continement.

Barque Highlands, Captain Smith, is now at her berth, Custom House wharf, from London. The vessel loss had a new cabin and deck fitting put on her at Philadel his. The vessel, as before reported, was on fine at Newcastle, N. S. W. She is Low in the pink of condition.

The barquentine Albatross, now direcharging a classes at Walker's wharf from Porto Rico has been chartered to load deals at this port for Clare Castle, on the Shannon river, Ireland, at 52 shillings and 6 pence.

Schr. R. F. Hart is on Quint's blocke, Lower Cove, being caulked and repaired. many physicians and tried all the remedies

Clarke's Kola Compound is the only per-nanent cure for asthma; is now successfully need throughout the newding hospitals in England and Canada,

Mr. E. B. Endy has undertaken the cellect on of \$15,000 to clear off the Ottawa Protestant Hospital debt.

ONE MILLION DOLLARS.

NEW BRUNSWICK OIL AND GAS COMPANY SEEKING INCORPORATION.

The Headquar ers to Be at Moncton and the Capital Stock to Be Million Dollars - The St. John Iron Works (1td)-Another Big Company for This City.

FREDERICTON, May 11 - Notice is given in this week's Roysl Gazette, that arplication will be made to the lieutenant Ship Stalwart, Caun, arrived at Tueket
Wedge Tuesday morning, from Buenos
Ayre- via Barbados in ballet, Sne will
load lumber for South America for
Dicker to McCarth. The chief object for which incorporation is sought is to bore for oil and gas, and The brigantine Curlew. Capt. Win-chester, a rived at Barbados last Monday from Martinique to load a cargo of mc-the business of oil and gas. The office the business of o'l and gar. The office and principal place of business of the

Capt. Bone, of the New Zealand line, has circumnavigated the globe fifty-two and a half times and thinks he holds the record. The route of the line's steamers is from England to New Zealand by way of the Cape of Good Hope and back by Cape Horn.

The schooner Athlete has been chartered to load pich pine at Apalachicola for this port at \$7.

Captsin A. F. Nobles, late of the of the barquentine cornet, now at New York, arrived home Wednesday to visit his family. He will take command of the barque Cedar Croft, now in this port, in place of Captain Crosby, who takes the barque Douglas. A new captain will be placed on the Hornet.

The Beaver line steamer Lake Superior arrived at Montreal Wednesday from Cyprus, with 1,150 Doukhobors.

After a discharge of her cargo of logwood at Boston the Britishs'eamer Tiber leaves for Sydney, C. B., to Lad coal for Montreal.

Schooner Lizzle Wharton has been sold to Captain Holmes, for a ville, N. S., who is loading her at Church Point with a cargo of lomber for Boston.

The Beaver incompanded to the streamer Tiber leaves of regions of the cargo of log-wood at Boston the Britishs'eamer Tiber leaves of regions of the captain Holmes, for a ville, N. S., who is loading her at Church Point with a cargo of lomber for Boston. Moncton, E-nest Hatchins m.of Dougles
town, Willard Kitchen, of Fredericton,
and W. Frank Taylor, of Hillsboro, are to
be the drat or provisional directors of the

company.

Meser. W. H. Murray, W. M. I olm
McKay, John H. Thompson, James Pender, John E. Moore, Charles McDonald,
W. W. White, Howard D. Troop, M. B. Cured by Clarke's Kola Compound,

R D Pitt, Esq. Ksmloops, writes: "I have suffered for at least 35 years from the great oppressiveness of sethma and shortness of breath. I had during these years consulted."

W W White, Howard D. Troop, M B Edwards, A B Baruh II, Charles Miller, all of St John, and Messas Charles T White and S H White of Sussex, are seeking incorporation as the St. John Breath. I had during these years consulted. pany is to be in 8: John, and the capital tack is to be \$60,000 dollars, divided in 600 shares, of \$100 each.

SPORTING EVENTS.

B. K. Y. C. ANCHORAGE RULES. B. K. Y. C. ANCHORAGE RULES.

A meeting of the executive committee of the Royal Kennebeccasis Yacht Club was held last evening, and the following new members of cted: Arthur Wellerly E bett, Gagetown; Thomas W. R. Eilis, George W. No le.

It was decided to fence in the club property, and the secretary was instructed to ask for tenders.

The commodore reported that the specifications for the new pier would be complicted in a few days.

The accretary announced that he had received a supply of the new club buttons.

The following anchorage rules were

SIZES OF CHAIN, ETC, ALLOWED.

4. No permanent mooring anchor, or stove, or other permanent anchorage material shall be placed in Millidg ville Bay of a weight less than five hundred pour ds. No mooring chain shall be or adimensi in less than threelighths inch iron, nor shall any such chain be roped or wired to any such permanent anchor or at chorage in a crial, but shall be instene i secure y there of by means of rings or ring boils of not less than three-quarter inch iron running through such anchor stone or firmly imbedded therein.

SURFACE BUOYS.

SURFACE BUOYS.

5 Surface buoys or floats may be either of the nature of log buoys or barrel buoys. The fastening 4 connecting the mooring chain thereto shall be of the same substantial nature as is provided in the preceding section. No such surface float or buoy shall be fastened to an anobor or anchorage except by chain of dimension described in section 4. No LENGTH OF CRAIN.

such connecting chain between the anchor an i floa ing buoy shall be longer than fity jeet in excess of the depth of average low

When you get to the roof

Eastlake Shingles

Galvanized or Painted.



Fire, Lightning and Rust proof—and are quicker laid than others, because of their patent telescopic side lock. Be sure of enduring protection by getting genuine Eastlakes, they never

Metallic Roofing Co. Limited

MANY OF OUR STUDENTS

Purchase a 12 months' certificate, covering both Business and Shorthand courses.

As t enverage time for either course is a months, students who are intelligent and energetic should have both diplomas at the end of 12 months.

Remember, our Shorthand is the Isaac Priman, and our Business Practice the latest and best, and we hold the right for its exclusive use.



GRATEFUL COMFORTING Distinguished everywhere for Delicacy of Flavour, Superior Quality, and Nutritive Properties. Specially grateful and comporting to the nervous and dyspecial special s

peptic. Sold only in \$\frac{1}{2}\$ lb. tins, labelled JAMES EPPS & CO., Ltd., Homosopathic Chemists, London, England. RREAKFAST EPPS'S COCOA.

FOR BELLEISLE.

Steamer Springfield Having been rebuilt under he supervision of the most practical government in spectors, will deave worth End Indiantown, every rnesday, thursday and Saturday, at 12 O'clock, local time, until further notice, for the bine waters of the Belleisle, scenery unsurpassed, calling at all the intermediate points on the river and Belleisle, retuning on aternate days at 1p m. Freight and fare low as usual. Good accommodation. Meals at all hours; Waiters in attendance and a good time may be expected.

All orders attended to with promptness.

J. G. DOWNEY, Manager,

Boston, 9 Ashburten Place. BOSTON UNIVERSITY Law School. Full form opens Wednesday, Cot. 4, For BAMUEL C. BENNETT, Dear

water in summer at the place of such anchorage. COLOR OF BUOYS. 6. Until otherwise provided, surface floate or buo, s may be painted at y desired color. LENGTH OF MOORING LINE.

A New Life Destroyer.

Lond In Maria Base and a factor of anterior and supplementation of the companion of t

MONTREAL, May 11—The beginning of the end of the moulders' strike is now believed to have made its appearance. Four of the firms whose men went out nave accepted the latters' terms for a minimum wage of \$2.50 per day. They are Beaupre & Son, Clendenning & Son, Railway Supply Co. and Lamasse & Co.

When a man is made light of by his