

BOSTON LETTER.

Vigorous Denunciation of U. S. Policy in the Philippines.

The Canadian Railroad Situation Coming for Great Deal of Attention Just Now.

N. B. at the Coming Sportsmen's Show—Recent Deaths of Former Provincialists—Estate for a St. John Party—The Lumber and Fish Markets.

(From our own correspondent.) BOSTON, Jan. 30.—While the South African situation has appeared to trouble a number of public men in this country, and has occasionally been made the subject of fiery outbursts of rhetoric and an excuse for casting vitriol abuse towards things British, that issue by no means monopolizes the attention of the so-called pro-British, anti-imperialist legislators at Washington. Senator Teller, the silver republican leader from Colorado; Senator Tillman, the strenuous champion of the south; Senator Hoar of Massachusetts and others, just now engaged in assailing the position of the United States in the Philippine Islands, and endeavoring to probe colonial matters in general. The policy in the Philippines has been denounced quite as fiercely as that of Great Britain in South Africa ever was. In fact, there have some of the legislators at Washington been that a thorough investigation is demanded, and there have been some lively scenes in the senate, as told in the press-patchettes. There is theory in some quarters that President Roosevelt is far from satisfied with the American colonial policy, and has practically determined to work for eventual independence of the Philippine Islands. It is admitted that the policy is largely based on the change of heart that President Schurman of Cornell University, formerly a commissioner to the islands, has experienced. Mr. Schurman, who is a close friend of the president, has in a certain way accomplished the archipelago can be made self-governing in time. It is suggested that the Cornell man was merely voicing the views of President Roosevelt, and that the latter is preparing the way to announce something new and important. Speaking of President Roosevelt, probably the majority of the people in the United States do not know how to pronounce his name correctly. At least in this city the pronunciation is seldom heard. The president says that the correct pronunciation is R-o-o-s-e-v-e-l-t.

The Canadian railroad situation has been discussed and commented upon extensively here of late, especially since the announcement that the New York Central (Vanderbilt) interests had acquired the Canada Atlantic. It is stated that the Vanderbilt interests will buy the Great Northern road in Canada before spring. The Great Northern has been a point on the Canada Atlantic through Ottawa to Quebec. With these two properties Dr. Webb will have the Rutland railroad of Vermont, which will give him and New York Central, the shortest route between New York, Montreal, Quebec and the lakes above Niagara Falls. The new roads will be handled through the Dominion Securities Company, an investment corporation, whose shares are dealt in New York. There have been many rumors afloat concerning other changes on the railroad map of the two countries, but few of the reports have any solid basis. One which went the rounds this week was to the effect that the Vanderbilts were after the Boston & Maine, Maine Central and Bangor & Aroostook railroads, properties which are practically owned in common. President Tuttle of the Boston & Maine and Maine Central states that there is nothing in the rumor. Discussing the Canadian railroad situation yesterday, the financial writer in the Boston Advertiser, usually a reliable authority, assumed responsibility for the following statement, which he says appears to be more of a dream than a reasonable prediction: "The Grand Trunk owns the Central Vermont, and the Vanderbilts are buying and will eventually control Canadian Pacific. When the latter is brought into the same control as Webb's present acquisitions, the consolidated properties will control Canada industrially and politically. Sooner or later the Canadian group of roads will make Boston their support terminus, and then will come the effort to control the Boston & Maine, whose stock, though now selling high, will be made as attractive as Albany is today, though it is more likely to retain its independence."

General Manager Hays of the Grand Trunk railroad is stirring up the Portland city government on the matter of alleged improper fire protection furnished the company's terminal property and that port. Mr. Hays even goes to the extreme of threatening dire things. He says: "If our property should be destroyed, all we could do and the most economical thing we could do, would be to divert our Portland business to Montreal, St. John, Boston and other ports. We have done considerable for Portland, and now I think the time has come when Portland should reciprocate. We should have a perfect hydrant system on the wharves and above everything we should have protection on the water-side. A locomotive company at Providence has just finished what is said to be the largest engine in the world for the Atchison, Topeka & Santa Fe railroad. Without tender, the locomotive weighs 60 tons, and from the top of the pilot to the end of the tender, the stanch length is 70 feet. The ponderous machine has power enough to draw a train a mile and a half long, carrying a harvest from 10,000 acres of wheat. There are ten driving wheels nearly six feet high, resting upon 20 feet of iron axle. The decision of the New Brunswick government to make an exhibit at the big international sportsmen's show, to be opened here Feb. 14, was well received in Boston, and already the newspapers are praising the resources and attractions of that province. The intelligence feature of the exhibit is expected to go a long way towards making the country east of the Atlantic better known among those who have never visited the provinces. The average teacher of geography in American schools does not seem to be able to make an impression upon the youth of the country that New Brunswick is a province of Canada, and not a country in Nova Scotia, so it has remained for the tourist association and former New Brunswickers in the United States, especially those connected with the press, to supply information, much of which should have been unnecessary in this enlightened age. The fuller and more general publication of news from the province has also contributed to the public knowledge, and Americans are now realizing that it is not possible to step over from Maine into Nova Scotia in a minute. The sportsmen's show, which is attended by tens of thousands of people from that class of citizens who are in a position to take vacations or hunting trips annually or oftener, and there is no reason why a government exhibit should not be of substantial benefit to all concerned. The North American Fish and Game Protection Association, which met recently at Burlington, Vt., elected Hon. A. T. Dunn of St. John and G. S. Harrington of Halifax vice presidents; G. G. Smith of Chatham and H. M. Walcott of Halifax to the executive committee. Among recent deaths of former provincialists were the following: In Dorchester, Jan. 24, Mrs. Emma Harper, widow of Wm. Harper, aged 83 years, formerly of St. John; in Brighton, Jan. 25, Orren C. Richards, young son of David Richards, latter formerly of St. John; in Malden, Michael Martin, formerly of St. John; in this city, Jan. 22, Michael McGuire, formerly of Fredericton; in Chelsea, Wm. C. Ferguson, master of New Brunswick; in Bangor, Jan. 24, Mrs. Shaw, aged 23 years, native of Hartland, N. B. (Shaw was run over and decapitated while braking on the Maine Central R. R.); in Canton, Mass., Miss Matilda P. Taylor, aged 76 years, native of Liverpool, N. B.; in Jamaica Plain, Jan. 28, A. F. Fitch, aged 50 years, late of Halifax; in Brookline, Jan. 27, Joshua N. Christie, native of Nova Scotia. The following provincialists were in the city recently: E. G. Evans, P. McCarty, F. G. Spencer, A. A. Fitch, J. M. Scott, St. John; H. F. Ford, St. Stephen; G. Saunders and Mrs. Saunders, St. George.

A petition has been presented to the Suffolk county probate court here to grant letters of administration on the estate of Anne M. Dumas, who died here recently intestate, to William R. Lee, policeman, of St. John, west side. The heirs, creditors, etc., are advised by the court that a hearing will be held on the matter on Feb. 12. The spruce lumber situation locally continues firm. Business is quiet, but stocks on hand are rather light, and as yet there has been no disposition to cut prices. In fact some of the big lumber interests are predicting a decided scarcity of spruce in the market in the spring, and still higher prices. Whether the prediction will hold good or not is problematical. Only one cargo of lumber was received from the province last week. This consisted of 10,000 feet and 10,000 planks. Hemlock holds firm, in keeping with spruce. Hemlock boards, 12, 14 and 16 feet, are worth \$14 to 14.50 for good eastern. Quotations on spruce are unchanged, 10x12 in. dimensions still holding at \$25, 8 in. and under at \$18 to \$18.50, and merchantable boards at \$15 to \$16. Laths are quiet at \$3 to 3.05 for 1-3 in., and \$2.85 to 3 for 1-2 in. Cedar shingles are firm, but the demand is limited. Excise is held at \$2.30 to \$2.35, and \$2.35 to 2.35, and second class at \$2.35 to 2.40. The fish market is generally firmer on account of an increased demand, due to the approach of Lent. Higher prices are asked for mackerel. Special mackerel are firmer at \$10.75 to \$11 per bbl. Codfish are in better request, but prices have not changed, large shore and Georges still selling among the jobbers at \$5.50 to 7; medium, \$5.25 to 5.50; large dry bank, \$5.75 to 6; medium, \$5.25 to 5.50, and large pickled bank at \$5 to 5.25. N. S. herring are in small supply and are firm. Large N. S. split are worth \$5.50 to 7 per bbl, and medium \$5.25 to 5.50. Frozen smelt are firm at \$2 to 2.10 cents. Live lobsters are steady at \$5 and bottled at 17 cents.

THE MISSION. (The St. John Mission Herald.) Ex-Mayor Sears was very much pleased with the rendering of the Mission hymn at the New Year's concert, and on the following Saturday evening came in and presented us with the following verses suggesting they be set to music. We are all delighted with these lines and heartily appreciate the kindness of Mr. Sears: Let the joyous sound of music fill the air, Singing praises to our Master, To our God and Friend and King. While we stood outside and waited All uncare for and alone, Came the friendly hand that led us here, Where seeds of good are sown. Where we learn that wrong is hurtful, Keeping us forever pure, And we feel the genial brightness Of our Saviour's loving law. Brother helping forward brother By example and by voice; "Onward, onward," is our motto, Working as an edified choir. Reaching every corner sinners, Placing him at home again. Let the joyous sound of music fill the air, Singing praises to our Master, To our God and Friend and King.

J. J. Weddall of Fredericton announces that he has associated with him in the dry goods business his son, Charles H. Weddall. In future the firm will be John J. Weddall & Son.

OCEAN LINES COMBINE To stiffen the Freight and Passenger Rates.

NEW YORK, Jan. 31.—The Commercial Advertiser said today: "An agreement, binding the various transatlantic lines plying between this country and England to adopt a uniform freight rate on grain and provisions, was signed today by the representatives of the various steamship lines interested. The freight rates are increased on all grain and provisions leaving this country for Liverpool and London. The minimum rate on grain is fixed at one and one-half penny per bushel of 60 pounds, and the minimum rate on provisions at 10 shillings per ton of 2,240 pounds, increasing the grain rate 33 1-3 per cent and the provision rate 16 per cent. No maximum rate is fixed. The lines included in the agreement are the White Star, the Cunard, the Atlantic Transport, the International Navigation, the Leyland, the Dominion line, the Philadelphia line, the L. & N. E. line, the Liverpool & London, the Chesapeake & Ohio line, and the Virginia line from Norfolk. At the office of the Chesapeake & Ohio S. S. Co. it was said that lines to Manchester, Hull and other English ports were also in the agreement. It was learned that the maximum rate of \$60 for winter travel. The same lines that have signed the freight agreement will, it is understood, sign the passenger rate agreement. "Negotiations over the passenger rate are in progress with considerable interest. It is believed that an agreement has been reached on the freight agreement."

N. B. SUPREME COURT

FREDERICTON, N. B., Jan. 31.—In Kirkpatrick v. the C. P. R., in the supreme court, court considers. Ralph E. White et al and Solomon D. Hamer, Order of Justice, McLeod, dated November 4th last, made rule of court, on motion, Oswald Crockett, A. de V. Canadian Pacific Railway. Order of chief justice made rule of court on motion of McLean, K. C. The case of Wellesley Smith v. the Alexander Gibbon Railway and Manufacturing Co., Ltd., was argued this morning. It was an action tried before the chief justice and a jury in June last, in which the plaintiff recovered a verdict of \$2,500 for loss of his left leg, through defective planking in defendants' railway crossing, which crossing was a brakeman in defendants' employ. A. J. Gregory moved for non-suit. J. D. Phinney, K. C., admitted that, inasmuch as defendants had pleaded the statutory bar limiting the time for commencement of action to one year, no recovery could be had. The court therefore ordered a non-suit. Smith v. Dominion Accident Insurance Co.—W. H. Trueman moves to enter verdict for defendant or for non-trial. A. I. Trueman, K. C., contra. Judgment was reserved. The court then adjourned until Friday, February 7th.

INTERCOLONIAL COPPER CO.

J. W. Phillips of Providence, R. I., the treasurer of the Intercolonial Copper Co., whose mines and mill are at Dorchester, is in town a guest at the Royal. As Mr. Phillips has spent some days at Dorchester, a Sun reporter called upon him and was given a cordial reception. Mr. Phillips says the cold weather has interfered somewhat with their operations. The mill is running on a limited capacity on this account, the ore being in bad condition. It may be necessary to introduce a dry apparatus to dry the ore before it is used. Complete runs of 300 tons of ore have been made, and deposited on the plates, and one of the plates produced is now on exhibition in T. McAvity & Sons', King street. The success of the system has been fully demonstrated. The recovery of metal from the rock is 96 per cent. The company have 100 tons of ore in the bins. When crushed it runs 2 1-2 per cent of copper. The ore is leached by sulphuric acid and the copper recovered by electrolysis. The spent copper, and also making sheen copper, and have furnaces for converting it into ingots. Mr. Phillips, who is now on his way home, will again visit Dorchester within a few days. He says the management now that they have the mill in operation, and the necessity of having one of the head men pay frequent visits to the scene of their operations.

MEET ME IN HEAVEN.

SYDNEY, C. B., Jan. 31.—A most distressing accident occurred tonight at the blast furnace of the steel works at which John Morrison had left arm and leg torn from his body, the leg at the knee and the arm quite close to the body. What remained of the leg above the knee was crushed to a jelly. Morrison was an older man, and a very capable workman. The wheels got caught, with the result that his arm and leg were drawn into the coals and severed from the body. Morrison is only seven years of age, and has been in the employ of the company for nearly a year. The brave fellow never lost consciousness and talked freely of the accident. The last words he said to his fellow workmen were: "Good-bye, boys; meet me in heaven if I am going there, and I want you to come too." "There was not a dry eye in the crowd as he was being borne away to the hospital. He cannot live."

AN ENGLISH OPINION.

The Freeman, published in London, England, has the following: "We have to acknowledge receipt of a copy of the report, in pamphlet form, of the Lodge of Sorrow held by the Sussex Lodge, No. 7, on the registry of the Grand Lodge of New Brunswick, on the 3rd February last, in memory of our late Most Gracious Sovereign Lady Queen Victoria, Patroness of Masonic Order," the presiding officer being the W. Master, Bro. Julius T. Whitlock, P. G. M. Most of the officers and members of this lodge were present, and, in addition, a large number of the brethren from other lodges and many grand and past grand officers, including Bro. James Gordon Forbes, M. W. G. Master. In all there must have been between one hundred and twenty and one hundred and thirty brethren in lodge, and the proceedings throughout appear to have been most deeply impressive. A most eloquent address was delivered by Bro. George J. Clarke, P. M., and when the Lodge of Sorrow was closed, and the M. M. Lodge had resumed its labor, it was resolved, on the suggestion of the M. W. G. M., and on motion duly made and seconded, that a committee should be formed for the purpose of securing an address of condolence with the King, to be signed by the officers of the lodge and forwarded through the proper channels to His Majesty. It remains for us to add that the little pamphlet is beautifully printed, and neatly put together, and that it is, in all respects, a most worthy memento of a most solemn Masonic function."

EARTHQUAKE IN QUEBEC.

QUEBEC, Jan. 31.—A message from Berthias, about 220 miles below Quebec, on the north shore of the St. Lawrence, reports a severe shock of earthquake occurred there at 7.20 this evening.

Children Cry for CASTORIA.

Dr. J. C. Schaeffer of Edgar county, Ill., last year harvested the largest crop of popcorn ever gathered in the world. From his 102 acres he had 1,800 bushels, a yield of a little over 17 bushels to the acre. It cost him \$11 an acre to raise, sift, shell and pay ground rent.

LETTERS FROM THE PEOPLE

(To Correspondents—Write on one side of the paper only. Send your name, not necessarily for publication, with your communication. The Sun does not undertake to return rejected manuscripts. All unsigned communications are promptly consigned to the waste basket.)

ST. JOHN, N. B., 31st Jan., 1902.

To the Editor of the Sun: Sir—Any person after reading the report of the meeting of the municipal council, held on the 21st inst., would infer that the parish ratemakers are the only delinquents in the county. That, however, would not be in accordance with the facts. The chairman of the finance committee propose to put the parish ratemakers out of business, by selling their real estate and personal property, if they do not immediately pay their arrears of taxes. How about the city delinquents? Does the worthy chairman propose dealing with them in the same summary manner? Evidently not. At all events not until after the civic election, as there is no meeting of the municipal council until the second Tuesday in May, by which time the election will be safely over. For the information of the city ratemakers I annex a copy of "comparative statement of balances due on assessments 1898, 1899, 1900," published in auditor's report, 31st December, 1900, page 88, which is the latest information accessible to those outside the "magic circle."

Table with 3 columns: Year (1898, 1899, 1900), City of St. John, and Union (prior to Portland). Rows include Parish Marston, Parish Simonds, Parish Eastbrook, Parish Musquash, and Balance due by Portland at the union of the cities, 1891.

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PARISH RATEPAYER.

"THE PAIN WAS KILLING"

Rheumatism reveals in the writhings of its victims until shorn of its pangs. The American Rheumatic Cure—It relieves in six hours and cures in one to three days. Mrs. Geo. Smith, of 62 Channon St., Point St. Charles, suffered terribly from Rheumatism in her joints. The pain was killing. Doctors' medicines temporarily relieved it, but it must remain permanent relief. She began taking the American Rheumatic Cure and when she had used four bottles was absolutely cured. SOLD BY M. V. PADDOCK.

NEW BUNK HOUSE.

Arrangements are now being completed for the erection in the C. P. R. yard at Bay Shore of a bunk house for the accommodation of the men. The building will consist of a large sleeping room, recreation room, bath room, kitchen and dining room and will be fitted with all modern conveniences. A cooking range will be placed in the kitchen, hot and cold water supplied, and games provided in the recreation room. In the part of the building used for sleeping there will be accommodation for ten men. This building is intended to provide comfort for train hands who have to remain for short periods at Bay Shore while waiting for their trains.

ST. STEPHEN AFFAIRS.

ST. STEPHEN, N. B., Jan. 31.—All sorts of rumors concerning smallpox cases have been current here today, but when traced to their source it was found that they had no substantial foundation. It was reported all morning that one man in town had the disease, but the report proved to be unfounded. It is not known whether the man was a resident of the town or a stranger. The rumor is a very mild form. To overcome any possibility of danger, the road from Lynnfield to town is carefully guarded by board of health officers, and there is little if any danger of its appearing in St. Stephen.

HEARTS "ON STRIKE"

The Heart—that great motor of the human anatomy—never falters in the performance of its function, till through overwork, disease lays hold on it—then it "goes on strike,"—and rightly so. Dr. Agnew's Cure for the Heart is the greatest of agents that medical science has discovered as a heart remedy. No phase of Heart Disease it will not "spit out" and relieve and cure almost before the eyes. What are your symptoms? Swelling, fluttering palpitation, excessive pain, humming, nervousness, restlessness. Try this great treatment—it never fails. SOLD BY M. V. PADDOCK.

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BISHOP COLEMAN DECLARES INTEMPERANCE

Among Women Is a Growing Evil—Mrs. Boole and Others Frank About It.

NEW BRUNSWICK, N. J., Jan. 26.—Rev. Dr. William Coleman, who has been the good people of New Brunswick with the ears with the statement that there is an alarming increase of intemperance among women along with a decrease of intemperance among men, repeated the statement to a reporter tonight and declared that this opinion had been formed only after exhaustive investigation and observation of conditions in this country and abroad. "Intemperance among women," said the bishop, "is not confined to the women of the wealthy and fashionable class. The use of stimulants, medicines, bracers, tonics and all similar devices serving as a mask for the liquor habit, is becoming more general among the middle classes. In England, conditions are worse even than here, for the 'grocers' license' advanced by Mr. Gladstone as a temperance measure has had a vastly different result. Mr. Gladstone hoped that intemperance would be decreased by making it possible for the middle class to secure liquor in small quantities from their grocers instead of compelling them to go to public houses, where the temptation to drink to excess would be much greater. Instead of this, however, the grocers' license enables women to indulge in the drink habit secretly. "Whisky and gin are bought at the groceries and are charged to the husband's account as tea or cheese. In England, the evil is prevalent among the aristocratic class as among the middle classes. While there has been increase in intemperance among women, I believe there has been a decrease among men. This I think is due largely to the resistance against all sorts of temptations to excess."

Bishop Coleman went on to state that much of this reform is due to the positive attitude taken by all denominations of the Christian church, especially the Episcopalians.

MANY BACHELORS OF THE UNITED STATES.

The last census showed that there were in the whole of the United States 5,427,767 bachelors against 3,224,494 spinsters—an excess of 88 per cent of bachelors over the unmarried women. There was not any state in the Union that had more bachelors than single women, even Massachusetts exhibiting a small fractional surplus of unattached males of marriageable age. To account for this situation of affairs it was explained that the mass of the population of each sex is made up of the young, and that, in the case of the sexes, only a relatively small fraction of single persons old enough to marry was left over. In most states the male part of this fraction was much in excess of the female part, and it must be remembered that women marry much younger than men.—Saturday Evening Post.

DEAFNESS IS CURABLE.

Sufferers from impaired hearing will be glad to know that their affliction is probably not due to any organic defect of the ear, but results probably from a thickening of the lining of the middle ear caused by catarrhal inflammation. Hundreds of perfect recoveries as a result of the inhalation of Catarrhozone are reported, and on the highest authority we recommend this treatment to our readers. Catarrhozone quickly restores lost hearing, and its efficiency is placed beyond dispute by the case of Mr. Fossil of St. Thomas, who recovered perfect hearing by using Catarrhozone after years of deafness. Price, At Drugists or by mail, from Polson & Co., Kingston, Ont.

SEATTLE'S Y. M. C. A.

Seattle's Y. M. C. A. has been the subject of a heated debate on the subject of its sympathy to the Empire as Against Great Britain. (Seattle Post Intelligencer, Jan. 22.) A contented debate on the subject: "Resolved, That the government of the United States extend the sympathy of the American people to the Boer republic of South Africa, in its struggle with Great Britain," held by the Political Club of the Young Men's Christian Association, last evening, resulted in a decided victory for the affirmative. The lecture room was well filled when the chairman announced the subject and the names of the debaters, J. W. Graham, James Gibson and L. B. Kenworth were appointed judges. H. E. Veness proved an able and eloquent champion of the Boers and advanced many reasons why the resolution of sympathy should be adopted. He was seconded by J. Boyden in a forceful argument, R. C. Erskine, leader of the negative, paralleled the Philippine and the Boer wars and stated that any expression of sympathy by this government would but tend to prolong a hopeless struggle, at the cost of thousands of lives, and might bring the country into war with England. Such a proceeding he characterized as criminal. His second, A. F. Bunch, supplied further arguments to this effect and made a brilliant speech in support of his side. After a general discussion by the audience, a vote of those present resulted favorably for the affirmative, as was the judges' decision.

JOHN L. SULLIVAN ON RAMPAGE.

Has Fun at Jersey City and Shows Passengers How He Knocked Out Charlie Mitchell. JERSEY CITY, Feb. 1.—John L. Sullivan, the ex-champion pugilist, who is starting a Simon Legree in an "Uncle Tom's Cabin" company, had lots of fun for nearly three hours at the Pennsylvania depot here today. Sullivan and the rest of the company reached the depot about 7:30 o'clock to catch a train for Philadelphia. The Pennsylvania train didn't start until 10:30, and John L. made a few laps around the waiting crowd before the cars started. Then he amused himself by making several passengers drink beer and insisted on giving the cigar clerk a dollar for selling them to him. While smoking in the men's room he gave Charles Mitchell, of the way he knocked out Charlie Mitchell, and finally smashed a passenger's hat, just to show that he still has his hand in. He amused a crowd of helping carpenters drive nails into a partition. The railway employe breathed easier when the great John L. got aboard his train. A petition is being circulated for signatures, asking that the city council do not grant Murray & Gregory a lease of the islands at the \$250,000.

LONGEST WIRELESS SEA TALK.

Big Kaiser and Lucania Were in Communication Three Days.

Capt. Hagemann of the North German Lloyd steamship Kaiser Wilhelm der Grosse, from Bremen, Southampton and Cherbourg, had the longest wireless sea talk on record with the steamer Lucania on her last trip to Bremen from this port. He says that the Marconi apparatus on both ships worked unusually well. This he attributes to the fact that the Kaiser's operator, Herr Kronprinz, was formerly on the Lucania, and the Lucania's operator was once on the Kaiser. Each thoroughly understands the peculiarities of both instruments. The ships held aerial converse for nearly three days, or until they were about half way across seas. The Lucania called three hours before the big Kaiser, on Dec. 14. Off the Hook, when the Lucania was sixty miles ahead, the two ships began to swap sentiments. The signalling was kept up all night long. At daybreak the next day, Sunday, the ships were in sight of each other. At 2 p. m. the Kaiser passed the Lucania, four miles to the southward. Twelve messages were sent by passengers in the Lucania to the Kaiser for transmission to the wireless station at the Lizard, and thence by land wire to the persons in England to whom they were addressed. Just after daylight on Sunday the lights of neither ship were visible to the other. They were still in communication telegraphically. At noon on Monday the liners exchanged positions and the Kaiser for transmitter was in the evening, off the Banks, the Kaiser ran into a thick fog, she struck into clear weather later and her Marconi man sent this message to the ship astern. "Twenty-five miles east of Banks. Clear weather. The Commander thus acknowledged the receipt of the despatch. "Thanks. Am still in a thick fog. The liners were then sixty miles apart. During the night the clicking aboard the Kaiser grew fainter and fainter, and finally, when there was about eighty-five miles of sea between the ships, the instruments stopped working. On the trip, while in mid-ocean, the Kaiser passed but did not sight the Kronprinz, her sister ship, bound east. They swapped positions, the Kaiser passing the Kronprinz across forty miles of water. They were in communication for two hours. Capt. Hagemann said that on a previous trip, when the revolving light aboard the Nantuxet lightship was out of order, his lightship was mixed with the lightship. One of the young officers doubted it, as he saw two fixed lights instead of the revolving one. "Well," said the captain, "we'll soon find out," and he ordered the Marconi operator to project this inquiry into the air: "Have you two fixed lights?" The young officer was satisfied after this answer had been translated to him: "We have; the other light is broken."

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Seattle's Y. M. C. A. has been the subject of a heated debate on the subject of its sympathy to the Empire as Against Great Britain. (Seattle Post Intelligencer, Jan. 22.) A contented debate on the subject: "Resolved, That the government of the United States extend the sympathy of the American people to the Boer republic of South Africa, in its struggle with Great Britain," held by the Political Club of the Young Men's Christian Association, last evening, resulted in a decided victory for the affirmative. The lecture room was well filled when the chairman announced the subject and the names of the debaters, J. W. Graham, James Gibson and L. B. Kenworth were appointed judges. H. E. Veness proved an able and eloquent champion of the Boers and advanced many reasons why the resolution of sympathy should be adopted. He was seconded by J. Boyden in a forceful argument, R. C. Erskine, leader of the negative, paralleled the Philippine and the Boer wars and stated that any expression of sympathy by this government would but tend to prolong a hopeless struggle, at the cost of thousands of lives, and might bring the country into war with England. Such a proceeding he characterized as criminal. His second, A. F. Bunch, supplied further arguments to this effect and made a brilliant speech in support of his side. After a general discussion by the audience, a vote of those present resulted favorably for the affirmative, as was the judges' decision.

JOHN L. SULLIVAN ON RAMPAGE.

Has Fun at Jersey City and Shows Passengers How He Knocked Out Charlie Mitchell. JERSEY CITY, Feb. 1.—John L. Sullivan, the ex-champion pugilist, who is starting a Simon Legree in an "Uncle Tom's Cabin" company, had lots of fun for nearly three hours at the Pennsylvania depot here today. Sullivan and the rest of the company reached the depot about 7:30 o'clock to catch a train for Philadelphia. The Pennsylvania train didn't start until 10:30, and John L. made a few laps around the waiting crowd before the cars started. Then he amused himself by making several passengers drink beer and insisted on giving the cigar clerk a dollar for selling them to him. While smoking in the men's room he gave Charles Mitchell, of the way he knocked out Charlie Mitchell, and finally smashed a passenger's hat, just to show that he still has his hand in. He amused a crowd of helping carpenters drive nails into a partition. The railway employe breathed easier when the great John L. got aboard his train. A petition is being circulated for signatures, asking that the city council do not grant Murray & Gregory a lease of the islands at the \$250,000.

Children Cry for CASTORIA.

Dr. J. C. Schaeffer of Edgar county, Ill., last year harvested the largest crop of popcorn ever gathered in the world. From his 102 acres he had 1,800 bushels, a yield of a little over 17 bushels to the acre. It cost him \$11 an acre to raise, sift, shell and pay ground rent.