

ARMENIAN OUTBREAK.

Hundreds of People Killed and School Buildings Burned.

Advices Received at the Turkish Legation in Washington.

A Peculiar Reply Made by Some Officials at Constantinople.

Constantinople, Nov. 26, via Sofia, Bulgaria, Nov. 26.—Details were received here today regarding the Armenian outbreak at Marash on Nov. 19, showing that the massacres were of the most horrible nature.

Washington, Nov. 26.—The Turkish legation received from the sublime Porte the following telegram under today's date:

"The Armenian rioters of Alintab having wounded one soldier and four Mussulmans, a few more troubles occurred in that city. The advices state that there is no security at Charam and Singhourt are absolutely false. The authorities have taken the necessary steps toward the discovery and restitution to the owners of all articles stolen in these villages, and excepting a few incidents that occurred in Marash, tranquillity is restored in the province of Aleppo. No disorders whatever have occurred since the 23rd inst. in the provinces of Syria, Angora, Mouson, Kastamonou, Syria, Laculair, the islands of the Archipelago, Adrianople, Aidin, Tripoli of Africa, Hedjaz, Hudeyendighlar, Crete, Janna, Erzeroum, Femea, Kessovo, Trebinzine and Salento, and in the Sandjacks of Tohatalsis, Jernalem and Ismidit."

London, Nov. 27.—The Chronicle this morning publishes a despatch from its special correspondent at Constantinople about the Armenian massacres. According to the correspondent several persons from the Karput district applied to the Constantinople authorities for information about the massacres said to have occurred there. The officials were forced to tell them that the outbreaks had been most serious. When the men expressed a hope that their families were safe, the officials replied: "Better that they should have been killed outright than that they should die of famine."

AN ACTOR HONORED.

Well Known English People Entertain John Hare at Hotel Metropole.

London, Nov. 26.—The splendid "white hall rooms" of the Hotel Metropole were crowded tonight with a brilliant and remarkable company. The reason was the farewell dinner given to the actor, John Hare, prior to his departure for the United States. The chair was occupied by the Duke of Fife, and among others of the company present were the Duke of Beaufort, the Earl of Rossmore, the Earl of Onslow, the Earl of Wintcliffe and many others, men of letters and prominent upon the stage. The Duke of Fife presided. In proposing a toast in honor of the guest of the evening, Mr. Hare, he put in an unusual tribute to the actor and his work. He said that Mr. Hare was certain to be appreciated in America.

In responding to the toast of the guest of the evening, proposed by the Duke of Fife, Mr. Hare warmly thanked the company for their hearty greeting and said in part: "It would be affection for me not to be aware that in the whole of a life devoted to the stage I have kept one aim and endeavor before me—the art of my fortune is to me, a new world; to discover whether in the eyes of the citizens of the great continent of America I am worthy of the place I have so long had the honor to hold in your regard. If I succeed, then I have judged your good opinion of me, to be my solace; if I fail, I feel that I leave true friends behind me, who will not grudge me their welcome when I return."

CALAIS POST OFFICE.

The Postmaster Short in His Accounts and Leaves Town.

St. Stephen, Nov. 26.—Calais is considerably stirred over a difficulty in the post office. W. B. Kerr has been postmaster for about two years and he is short in his accounts to the extent of about twenty-one hundred dollars, as nearly as the amount can be learned on the street. This amount has been paid to the government by his bondsmen and one of them, H. M. Bates, is today in charge of the office. It was known in August last that there was a shortage, which it is reported the bondsmen then offered to make good, but they were later assured by Mr. Kerr that the matter was of a temporary nature and had been satisfactorily adjusted. The amount since then has apparently increased and the matter assumed a more serious aspect. Last evening the bondsmen, who are A. J. Murchie, Geo. M. Hanson, Henry B. Eaton and H. M. Bates, were in consultation with the postmaster, and during the night the latter disappeared from his home. His friends were anxious concerning him, but such fears have since been allayed. Mr. Kerr is a popular young man and was lately married, is a prominent democrat and has the sympathy of very many friends in his present unfortunate position. There are many speculations as to the cause of the shortage, but they cannot be definitely stated.

When recently asked the value of his London real estate the Duke of Westminster replied that he could not form an estimate of its value, but that he would not take twelve million pounds sterling for his holdings in the metropolis.

Advertisements in THE WEEKLY SUN.

MARINE MATTERS.

Str. Thomas, ashore on Peters' ledge, Spenser, will probably be a total wreck. She is being stripped.

The last ship to leave Chatham this season was the John Gill. She was towed out Nov. 24th by the tug St. Andrew. The John Gill was loaded by J. H. Snowball, who was assisted by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

The Sun's Hopewell Hill correspondent writes: The gale on Thursday, Nov. 22nd, was one of the worst ever experienced in Shenoy Bay. The Five Pathom hole, generally considered the finest rooster at the head of the bay, got the full force of the gale, which was from the north-west. One of the boats anchored there, only one, the American sch. Hamburg of Montevideo, and the ship Savona, 168 tons, owned by Martin Dickie, Truro, 165 days out from Sydney, N. S. W., to Liverpool.

BEAVER LINE FACILITIES.

Manager Campbell and Others Inspect the West Side Harbor Front.

The Accommodation Will be Good.—The C.P.R. Will Cooperate With the City.

(From Daily Sun Nov. 25th.) General Manager Campbell of the Beaver line, J. B. Lambkin of the C. P. R., and John McGillivray, the head stevedore of the Beaver line, were among those who came in on the Montreal express yesterday. In company with Supy Van Zile of the C. P. R. the party went to Carleton during the afternoon and had a look over the warehouses, wharves, etc.

To a Sun reporter last evening Mr. Campbell said he was well satisfied with the way the matters were running along. When the track to connect with the warehouses was laid and the new warehouse erected the facilities for the prompt handling of cargo would be that which was required. The C. P. R. Superior had a good inward cargo and he expected she would sail from here on the afternoon of December 11th with a full cargo. He did not look for the steamer before Tuesday, although it might reach port Monday afternoon or evening. Mr. Campbell, who is a very busy man arranging many little details, will go to Montreal Saturday, returning on Monday.

Mr. McGillivray, the stevedore of the company, is a much pleased man with the facilities on the west side of the harbor. There is just one thing he thinks might be made to advantage, namely the running of the railway into the new warehouse. Mr. McGillivray will superintend the discharging and loading of the steamers, but a local stevedore will be employed.

Mr. Lambkin of the C. P. R. is thoroughly competent to express an opinion regarding harbor accommodation, as his business has brought him to Portland, Me., Halifax, Montreal and Quebec during the steamship season at these ports. He informed a Sun reporter that when the new warehouse was erected the facilities for handling freight and passengers would be the equal of any of the places mentioned. Mr. Lambkin is of the opinion that St. John has a great future before it.

The common council met yesterday afternoon at 4 o'clock to consider the railway facilities at Carleton. The director reported a request of the St. John Railway Co. for some slight verbal alterations in their contract for removal of an iron. The changes were satisfactory to the reporter and were agreed to.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.

His worship stated that he had written the C. P. R. stating that the city had decided on making the railway connection with the new wharf, and expressing the willingness of the council to meet the views of the railway in all things pertaining to the development of the import and export business through the port of St. John.