DEATHS.

ddenly, at her brother's residence, s, Q. C., on June 2nd, Mrs. Margaret, widow of the late C. W. Day, years, leaving three sons and three rs to mourn their sad loss.

On Wednesday, June 2nd, John in the 66th year of his age, after illness illness.
In this city, on June 4th, Ann Mclict of the late John Edgar, aged
, leaving one son and two daughmourn their loss.
—In Portland, Maine, May 27th,
iller Graham, aged 53 years, 1
12 days 12 days. At Round Hill, Kings Co., on May rudence, wife of J. R. Jones, aged In this city, on June 6th, Chris-dearly beloved wife of Robert J. aged 34 years. (Montreal papers aged 34 years. (Montreal papers copy.)

RIE—In this city, on Thursday, rd, after a brief illness, Daniel Mce, in the 80th year of his age.

Y—On Friday, June 4th, after a short William J. O'Leary, eldest son of te Andrew O'Leary, leaving a wife irn her sad loss.

—In Victoria, B. C., May 25th, 1897, ie B., the beloved wife of F. S. Roper, 2 years. (P. E. Island papers please

ST. ANDREWS. drews, June 7.—At McAdam irday Thomas Armstrong, of works in the machine er a service of fourteen years, as summarily removed. Mr. & Allan he came to St. An-1860 to work in the machine the N. B. & C. R. and shortly was appointed mechanical other supplies for that road road was leased by the C. where the machinery was under the supervision of Mr. He was a skilful mechanic popular with the men under and during all these years se one day through sickness the notice of his de position at Fairville at retake charge of the to accept. He is to be sucat McAdam by Mr. Wishart, is in his fifty-sixth year, active. Fortunately im through the remaining his life, many of which it is laying the rails from the C. and upon the Dewolf wharf,

the proprietor will be in a po-handle the business he hopes e to come over the road to be made to the machinery Viking, the Island whose owner, B. F. DeWolfe, arenteed the same amount ald have been entitled

The work was done by Doug-

nurch on Sunday aftern the Methodist church during of evening service. rie, daughter of the Rev. J.

has arrived home from academy.

after a long illness, from a, which she bore with resignation. Her deathb ided by her sorrowing chilabsent ones having re-nome to minister to their mother. Mrs. Black was old, a daughter of the m Carson of Digdeguash. a woman of domestic habits her husband, who survives to the children whom she to manhood

PAGES. ST. JOHN WERKIN SUN. PAGES.

VOL. 20.

ST. JOHN, N. B., WEDNESDAY JUNE 16, 1897.

NO. 24.

INTERESTING ITEMS FOR DRY GOODS SHOPPERS

JUNE CLEARANCE SALE.

For \$3.00 you can be a sm rt Tweed Jacket, medium or light color, Will Try to Beat the Columbia's Time Across well made and up-to-date in spect.

For \$4 00 you can buy sish Black or Navy Jacket, or a Tweed Jacket with Velvet Collar, see 2, 34 or For \$5 00 you can see a superior black or a Mixed Tweed or a Plain Cloth Jacket, with Cloth or Velvet Collar and Stylish Buttons, worth \$8.90,

Lace Curtains. At this sale you can secure the best value ever shown in St, John, 50c. to \$4.00 per pair. Dress Goods. Tweed Mixtures, 39c., regular 55c. values.; Figured Stuffs at 30c. and 55c., worth 40c. and 75c. SHIRT WAISTS at 55c. and 75c, worth 75c. and \$1.00.

DOWLING BROS, 95 KING STREET, ST. JOHN N. B.

"USOUEBAUCH GREAM." The Perfection of Scotch Whisky S YEARS OLD. \$10.50 PER CASE.

"EXTRA FINE OLD IRISH." Years Old A Whisky of the Highest Class, whether required as a beverage or for Medical Purposes \$11 00 PER CASE

Both those High-class Whiskies were im-orted in word and bottled by mysel? If they were mported in bottle they would cost 1.50 more per case. Each case centains Two Imperial Gallons.

Goods shipped immediately on re-Send remittance by post office order, xpress order, or enclose money in

M. A. FINN, Wine and Spirit Merchant, 412 Prince William St., St. John, N. B.

G. G. SCOVIL DECLINES

And H. J Fowler Will Get Office of Registrar of Deeds for Kings County.

Sussex, June 9.-At the meeting held Sussex, June 9.—At the meeting held by the Kings county representatives and a few of their supporters this afternoon in the office of White, Allison & King, it is known that Geo. G. Scovill, who was offered the position of registrar of deeds made vacant by the death of Dr. Taylor, positively refused to accept the position, and H. J. Fowler of Hampton, who was here today, has been appointed and will at once enter upon the dutles of his office.

Levee Work at Baton Rouge, La.

New Orleans, La.; June 7.—The Con-ad crevasse, near Baton Rouge, was losed today. The crevasse occurred ight days ago, and it was feared that

The leading levee engineer expressed the opinion that it could not be closed, as the break was 400 feet wide and in as the break was 400 feet wide and in some places twenty-five feet deep, and no crevasse over fifteen feet deep had had ever been closed before. It was determined, however, to make the attempt, and for a week a large force has been at work under the command of engineers and bridge builders. Crib work has been built around the crevasse, and today 100,000 sacks were thrown in front of the crib work. They held, and the break was closed. Little if any of the cane and corn overflowed has been destroyed, and Overflowed has been destroyed, and some of the cotton escaped. The closure of the crevasse is the most important work of its kind ever done. Engineers of the Mississippi levee district were present to inspect the work and pronounce it a wonderful success.

C. P. R. STOCK

(Trade Bulletin.) There has recently set in a good demand for Canadian Pacific stock owing to the more favorable outlook of the company's affairs in regard to its chances in the Crow's Nest line, and also the increased earnings of the road of late. During the past five weeks the stock has advanced from 501-2c. to 591-8c., an advance of 8 to 9 points; and one well-known broker predicts an advance of at least 10 more points This, however, is merely an opinion which may or may not materialize. Of course, a great deal will depend upon the arrangements to be made in regard to the Crow's Nest Pass. One or two operators took their profits a few days ago, being apparently satisfied with the rise in the value of the stock.

THE CHEESE FACTORIES.

(Woodstock Dispatch.)

In Carleton county this season the cheese production will probably be a good one. Factories will be in opera-tion at Tracey's mills. Bloomfield, Lindsay, Jacksontown, Waterville, Avondale, Richmond, McKerzie Corner and Glassville. The factories at Hartland and Bellville will be idle. In Victoria county the Salmon Hurst factory will operate; in Majawaska Francis; in York the factories at Francis; in York the factories at Southampton, Keswick Ridge, Cardigan and Stanley; in Queens the factories at Hampstead and Queenstown; in Sunbury the factory at Sheffield; and in Charlotte the creamery and cheese factory at Oak Bay. J. Frank Tilly of Woodstock is dairy inspector for all these counties.

HIGH COURT, I. O. F.

The high court of New Brunswick, I. O. F., will meet in annual session this year at Campbellton, at 10 a. m. on Wednesday, July 14th. Special rates for Foresters and their families attending have been secured from the railway and steamship lines. A public meeting will be held on the evening of the first day. The members of Court Restigouche, at Campbellton, are arranging to give the visitors a cordial welcome. It is expected that Dr. Oronhyatekha or John A. McGillvary will be in attendance from Onvary will be in attendance from On-

a farmer residing near Hamburg, six niles from this city, is dead as the result of poison from potato hugs. Price was at work in his potato patch killing the beetles that were devouring his plants. Swarms of bugs lighted on his face and hands, which were soon impregnated with the poison. He died is great agony.

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W. H. THORNE & CO., ---- LIMITED.

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get any more at such a price.

These are first class machines. If you

ENGLAND'S NAVAL GOLIATH.

Proposed Attempt to Make a New

the Atlantic.

(N. Y. Journal.)

The British warship Powerful, the largest cruiser in the world, is being fitted out in England to make an ocean run against time. The indications all point to an attempt being made by the Powerful to wrest from the United States cruiser Columbia the record for speed for warships for

when force draft was to be employed. She failed to obey the latter injun tion, her commanding officer reporting that owing to the cramped arrange-ments of the bunkers coal could not bollers. He also stated that the boilers were weakening so under the long run that the conditions would not warrant a further strain, even had the

coal been available.
On the whole, the showing made by the Columbia was not deemed satisfactory. For a ship which had made over twenty-one knots on her trial trip mean speed across the ocean of 18.41 knots per hour was far short of expectations. On that run the Columbia covered 3,109 miles. It was the tempted by a modern warship. It is this run which stands today as the

naval prestige would permit the Colimbia's showing to go unchallen The Powerful, however, is the first ship England has possessed capable of a run against the Columbia. It has never been much of a secret that both the Powerful and her sister ship, the Terrible, were built by Great Britain to offset the two United States cruisers Columbia and Minneapolis. The latter two are known as commerce-destroyers. The Powerful and Terrible are sometimes referred to as "commerce destroyer destroyers." It is to prove her ability to overhaul a vessel like the Columbia that the Powerful and the columbia is the control of the columbia that the columbia is the columbia is the columbia is the columbia that the columbia is the

umbia—Southampton to New York.

To understand the Powerful it must be known that she has been built primarily for speed. Coupled with this she carries an enormous battery. She is over 520 feet long and draws 27 feet of water. Her crew numbers nearly 850. There are only two ships nearly 850. There are only two ships afloat which are provided with larger engines than the Powerful, namely, the transatlantic greyhounds Campania and Lucania. These latter vessels have engines of 30,000 horse power. The engines of the Powerful are capable of developing nearly 26,-000 horse power.

of the Columbia developed 18,500 horse power. The American liner Paris has engines of 18,500 horse power, and with this horse power she held for many months the ocean record. The Powerful, it will be noted, has engines of about 7,500 horse power in excess of the Paris. In size the Powerful displaces 14,500 tons. Should she enter the port of New York she will be the largest warship ever seen in these waters.

But the unique feature connected with the Powerful is her boilers. She is fitted with no less than forty-eight boilers of the Belleville type. These are water tube boilers, and are a distinct departure in warship practice. On her boilers the Powerful's ability to break the Columbia's record depends. There is no question as to the machinery working properly. Marine engines are too thoroughly understood at the present day to cause any apprehension to arise from the engine room. The whole question of success or failure lies in the boiler depart-

ment and in the firing.

It was once said by Chief Engineer Sewall of the Majestic that he spent rearly all his time during a voyage in the firerooms. When queried as to whether the engines did not exact considerable of his time, he answered with a broad Scotch accent, "The engines look out to the service of the service

ship. The best naval opinion that if the Powerful's boilers and the strain of a long run she can stand the strain of a long run she will be found doing a mean of twenty knots per hour across the ocean. This speed will place the Powerful second only to the Campania and Lucania. The Belleville boilers are French in design. The adoption of this type in the English navy met considerable opposition. For years the British admiralty has been depending on what is known as the Scotch marine or cylindrical boiler. It is this latter style of boiler which is found on board the Columbia, and on the majority of the United States cruisers. So far as space is concerned, the Belleville boilers necessary to do a certain amount of work take up about as much room as would Scotch boilers, but owing to the single Bellevilles being smaller it is asserted that they can be worked into spaces and made to accommodate themselves to the shape of the ship more easily than the large cylindrical beliers.

In the case of fast cruisers with

portance. In the saving of weight it is declared the Belleville boilers in the Powerful are 700 tons less in weight than Scotch boilers necessary to do the same work. Other calculations are saving to the same work. Other calculations are saving to the same work. Other calculations are saving to the same work. to do the same work. Other calculations, however, bring this saving in weight down to 400 tons. The total boiler weight aboard of the Powerful is 1,164 tons. The vessel is not fitted with forced draught and gets her power of 26,000 horses entirely by natural draught. The indicated horse power per ton in helicaters of the

power per ton in boiler room of the Powerful is 22.24. Her indicated horse power per square foot of grate surface is 11.3, and her heating surface per indicated horse power, square foot, is 2.68. These are all natural draught

In the matter of raising steam the British torpedo gunboat Sharpshooter, the United State of Speed for Warshaps the record for speed for Warshaps a transatlantic voyage.

It was on August 2, 1895, that the Columbia reached the port of New York after a passage of six days, twenty-three hours and forty-nine minutes from Southampton. That time has never been beaten by any warship affoat. The Columbia's orders warship affoat. Belleville boilers, has raised steam in gradually up to her full speed, but with water tube boilers it is aimed to permit a large ship to start off alnost like a torpedo boat.

It is reported of the Terrible, the sister ship of the Powerful, that on January 9 of this year she was lying Plymouth Sound with her head to ne eastward. At 8.25 a. m. she got under way, and had to turn round to get cut by the western channel. At 9.05 that is to say, in forty-three minutes, she was going twenty knots per hour. This performance could not have been approached had she not have been approached had she been fitted with cylindrical boilers.

It is said of the Sharpshooter that resently, while lying at anchor, fires out, water in boilers cold, the fires out, water in boilers cold, the fires were lighted and in fourteen minutes and forty seconds the steam gauges showed a pressure of sixty pounds. With this steam pressure the capstan engine was started, the cable hove short, and, finally, in thirty-five and one-half minutes from lighting fires the ship proceeded at full speed. The case of the British cruiser Barham fitted with cylindrical boilers is a point at hand of the consequence of

a point at hand of the consequence of forcing fires. The Barham went on her full speed trial and made 19 3-4 knots. But the boilers had been forced, and before she could complete her four hours' trial they all leaked so badly that the ship was disabled, and drifted like a helpless log on the water until picked up by a friendly tug. The Barham is now being fitted with water tube boilers. tube boilers.

Aside from the interest which attach to the ability of the Power to beat the Columbia, engineers speed run. It means much to England's naval designers. In the United States naval tubular boilers have been placed on board the Monterey and on the new gunboat Nashville. The latter vessel is fitted with straight tube boilers of a pattern designed by Horace See. The trial results of the latter were excellent.

ter were excellent. The run of the Powerful will be made at the close of the jubilee cere-monies. The big ship will carry about 2,500 tons of coal. The Columbia on her run carried about 1,800 tons. The latter's consumption 1.800 tons. The latter's consumption for two days was 200 tons per day, two days 250 tons per day, one day 220 tons and one day 230 tons. The total amount of fuel consumed was 1,470 1-2 tons. The engine room force of the Columbia numbered 196. This fire was augmented by about 40 volunteers from the deck. The engine room complement of the Powerful is close to 306.

The Little Town of Hartland A most Swept

A MAINE FIRE.

Pittsfield, Me., June 9.—There came over the wire about 8 o'clock tonight a call for help from the Mttle town of a call for help from the little town of Hartland, situated about eight miles up the branch line of the Sebasticook and Moose Head Lake railroad, and stating that the town was threatened with destruction by fire. Two hose companies were despatched from here by train. In the meanthre the northern heavens had become filuminated by the confiagration, and in the course of an hour or two the glare increased. It was learned that the fire started in the own hall and was well under way before it was discovered. The town has he fire apparatus except what is attached to the woollen mills, which are situated at some distance from the centre. The fire spread rapidly and in the course of an hour nearly all the ouillings on the main street, many of which were quite new and

all the outlings on the main street, many of which were quite new and of handsome appearance, were in flames. The citizens worked hard, but the heavy northerly wind helped on the flames until over half the town was in ruins. The two hose companies that were sent up from here arrived about 10 o'clook and helped in a great measure to save some of the buildings, but as the town is composed almost entirely of wooden structures only a few could be saved.

The town is thickly populated and depends largely upon the woollen business of the two or three big mills. Fortunately these are situated at some

distance from the centre and were not threatened. At a late hour tonight the fire was

still burning.

CANADIANS WIN AGAIN.

Leadon, June S.—At the Royal military tournament at the Agricultural hall, Islington, in the bayonet team fighting today between the regulars and the colonials, the prize was carried of by the 48th Canadian Highlanders.

Without Cause.

And Domville Appointed a Grit Partisan Wit-

A fine illustration of the manner in which the grit government wastes money in useless investigations, and dismisses officials against whom no charges are sustained, is the case of B. R. Palmer, keeper of the light at Palmer's Point, Kars, Kings county. About three o'clock in the afternoon of March 3rd, Mr. Palmer received a letter from grit commissioner E. H. McAlpine, stating that the latter expected to meet him soon to investigate charges of partisanship preferred against him. About eight o'clock the very same evening Mr. Palmer re-ceived a note from Mr. McAlpine, asking him to meet the commission Miles G. Jenkins's place at nine o'clock rext morning. This was very short in tice, and Mr. Palmer asked for an adjournment until he could secure witnesses. This was refused, as was also his request to be allowed counsel.

prove the charges made. The commissioner had to explain that the witany time taken any further part in only to find that in his absence Mr. McAlpine had continued his investigation and taken the evidence of four witnesses, three of whom were those the commissioner had gone out to see and returned saying they had no evidence to submit. The four persons were Edward M. Toole, James W. Toole, Robert Pickett and Miles G. Jenkins. Mr. McAlpine read over their

An Unheard-of Flees of Engineering II there is a chilly sensation about the

ruary of this year he heard Mr. Palmer and Isaac Price talking in Ira Keirstead's store, and Mr. Palmer said that Domville's committeemen were acting more like lunatics than sane men

Miles G. Jenkins swore that at so time, down on the wharf, he heard Mr. Palmer talking slightingly of the

take any past in elections.

It is stated that Mr. McAlpine himself did not consider the charge of partisanship sustained and that he so reported to the minister. But Colonel Domville, M. P., wanted scalps. If B. R. Palmer was not a partisan, he has a brother who is an active conservative partisan. Col. Domville could not hit that gentleman, but he could hit his brother, and so B. R. Palmer was dismissed. Domvillian ethics and

ness to the Position.

service purged of partisanship.

Mr. Palmer accepted the inevitable and asked Mr. McAlpine to go on and nesses were in the woods and would not be out till noon. But Mr. Palmer could go on with his defence. This Mr. Palmer declined to do unless he knew what the charges were. Mr. McAlpine promised that no advantage would be taken of Mr. Palmer in the matter. The latter then produced evi-dence to the effect that he had not at any time taken any further part in elections than merely to go and record his vote. Three witnesses testified on this point. Presently three members of the grit party arrived, and Mr. Palmer wanted them in, to hear their evidence. But the commissioner went outside to consult them, and on his return said they had no evidence to submit. He said he would adjourn the enquiry till two o'clock, when Mr. Palmer would be given a chance to cross-question these witnesses. Mr. Palmer went home, and returned at Palmer went home, and returned at twenty minutes before two o'clock, only to find that in his absence Mr.

1831 he saw Mr. Palmer hauling voters to the polls, and they were all con-

This was all the evidence. Mr. Palmer in reply produced five witnesses to swear that they never knew him to haul voters to the polls, or

Soudan tactics endorse this kind of

It only remains to be added that Robt. E. Pickett, one of the witnesses. ointed light keeper. Mr. Pickett is a rabid grit partisan. Thus does Mr. Laurier's government keep his pledges that no injustice should be done to any office holder, and thus is the civil

BEES VALIANT SOLDIERS.

Two Instances in Which They Proved Valuable Allies in War.

History records two instances, says the London Atheneum, in which bees have been used in warfare as weapons against besieging forces. The first is related by Appian of the siege of Themiscyra, in Pontus, by Lucuilus in his war against Mithridates. Turnots were because two mountains. rets were brought up, mounds built and huge mines were made the Romans. The people of Themiscyra dug open these mines from above and through the holes cast down upon the workmen bears and other wild animals and hives or swarms of bees.

animals and hives or swarms of bees. The second instance is recorded in an Irish manuscript in the Bibliotheque Royale, at Brussels, and tells how the Danes and Norwegians attacked Chester, which was defended by the Saxons and some Gaello auxiliaries. The Danes were worsted by stratagem, but the Norwegians, sheltered by hurdles, tried to pierce the walls of the town, when, "what the Saxons and the Gaiedhil who were among them did was to throw down large rocks, by which they broke down large rocks, by which they broke dow the hurdles over their heads." Who the others did to check this was

NOT FRIDAY ONLY, BUT EVERY DAY A BARGAIN DAY

Oxford Shirtings,

7c. per yard, 29 inches wide, good strong wearing, fast washing shirting, 7c. per yard.

Prints.

15c. quality for 11c. A splendid line, 32 inches wide, regular 12c. quality, 53/4c. per yard

Shaker Flannel,

5½c., 32 inches wide, in light stripes; about 10 patterns to choose from, 5 c.

White Muslins,

5¾c.; in small, neat checks, for children's wear, regular 8c. quality; sale price, 53/4c

Dress Goods

We could not begin to describe the extraordinary bargains in this department. We will only give you the price: Fancy Dress Goods, 15, 19, 22, 25, 29, 33, 49, 59, 79c. per yard.

Ladies' Merino Vests

White Merino Vests, high neck, long sleeves, worth 50c. each; in two sizes,

Strong Tweed for men's wear, 330 Sunshades, 49c., 75c., \$1, \$1.50. Cotton Hosiery, two pairs for 25c. 78 inch Towelling, 4½c; very heavy. Grey Cotton from 3½c upwards. Plaid Ginghams, 51/2c Lace Curtains, 31/2 yards long, 75c

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