SHIP NEWS.

For Week Ending March 10.

PORT OF ST. JOHN.

Arrived.

March 2.—St. Flushing, 125, Ingersoll, from Grand Manan via Eastport, Merritt Bros and Co, mdse, pass and mdse.

March 4—S S Lake Ontario, 2,741, Campbell, from Liverpool, Troop & Son, pass and mdse.

Coastwise—Sch Aurelia, 21, Scovil, from North Head.

March 6.—SS Halifax City, 1377, Newton, from London via Halifax, Schofield and Co, gen cargo.

Coastwise—Schs Herald, 33, Merriam; Melinda, 86, King, do.

March 7—Coastwise—Barge No 2, 433, Salter, from Parrsboro; sch Westfield, 80, Cameron, from Quaco.

8th—Sch Sch Hattie E King, Collins, from St Andrews, B C Elkin, bal.

March 9—Str Flushing, 125, Ingersoll, from Grand Manan, Merritt Bros and Co, mdse and pass.

Str Pentagoet, Oakes, from New York via Rockland and Eastport, Troop and Son, gen cargo.

Sch Marguerite, 98, Dickson, from Boston, master, flour, etc.

Coastwise—Schs Bay Queen, 31, McKay, from Bellveau Cove; Etta, 28, Cheney, and Fannie May, 19, Cheney, from North Head; Emma T Story, 40, Foster, from do; Levuka, 75, Wasson, from Parrsboro; barge No 1, 439, Warnock, from Parrsboro.

Cleared.

3rd—Sch Marion, Ricker, for Stamford.

Coastwise—Schs Anika, Melene, for Stephen; barge No. 3, Wadman, for Parrsboro.

March 4—Str Flushing, Ingersoll, for Eastport.

Sch Georgia, Longmire, for City Island f o.

Coastwise—Schs Aurelia, Scovil, for Grand Manan; Abana, Floyd, for Quaco.

6th.—Sch Garfield White, Barnes, for Boston.

Coastwise—Schs Melinda, King, for Parrsboro; Gleaner, Bullerwell, for do.

March 7—SS Halifax City, Newton, for London.

SS Warwick, Kemp, for Glasgow.

Sch Gem, Cole, for Salem f o.

Coastwise—Schs Herald, Merriam, for Parrsboro; Thelma, Milner, for Annapolis; Heather Bell, Gale, for Digby.

8th—Sch Evolution, Fitzpatrick, for Hamilton, Ber.

Sch A P Emerson, for City Island f o.

Coastwise—Barge No 2, Salter, for Parrsboro.

Sailed.

24th—Bark Neophyte, for Cork.

March 5—S S Lake Huron, Carey, for Liverpool.

March 8—Strs Halifax City, for London via Halifax; Warwick, for Glasgow.

Liverpool.

CANADIAN PORTS.

Arrived.

At Halifax, March 1, s s Strathcarron, Splatt, from Samarang.

At Quaco, March 4, schs Silver Wave, Welsh; Westfield, Cameron, from St John.

At Yarmouth, March 7, ss Boston, from Boston; sch Yarmouth Packet, from St John; ss Latour, from Barrington.

Halifax, NS, March 8—Ard, schs Parthenia, from Arroyo, PR; Mystery, from New York.

Cleared.

At Yarmouth, March 7, ss Boston, for Boston; ss Latour, for Barrington; schs Circassian, for West India; Yarmouth Packet, for St John.

At Quaco, March 4, schs Silver Wave, Welsh, for Boston; Westfield, Cameron, for St John.

Sailed.

From Halifax, March 1, s s Egremont Castle, Valentine, for Liverpool.

BRITISH PORTS.

Arrived.

At Barry, Feb 28, ship Thomas Hilyard, Nicholson, from Bristol.

At Falmouth, March 4, ship Andromeda, Kierstead, from Portland, O, f o.

At Demerara, March 3, sch Calabria, Grant, from New York.

At London, March 1, ship Everest, Larkin, from Pensacola.

At Savana-La-Mar, Ja, Feb 13, brig Ohio, Petrie, from Barbados, to load for Camden, NJ.

At Cape Town, CGH, March 1, ship Geo T Hay, Spicer, from Penarth; bark Hamburg, Caldwell, from Cardiff.

At Newcastle, NSW, Feb 29, bark Arethusa, Lee, from Rio Janeiro.

At Liverpool, March 2, bark Dominion, Meredith, from San Francisco.

At Kingston, Ja, Feb 19, sch E Merriam, Merriam, from New York.

At Algoa Bay, CGH, Feb 8, bark Gleneida, from Corning, East London.

At Cape Town, CGH, Feb 22, Ballachulish, Goudey, from Penarth.

At Harwich, March 1, bark Valona, Johnson, from Darien.

At Falmouth, March 4, bark Andromeda, Kierstead, from Portland, O.

At London, March 7, ss St John City, Harrison, from St John and Halifax.

At Black River, Ja, Feb 20, sch Clotilde, Leblanc, from St Kitts.

At Alpha, Feb 26, str Alpha, Hill, from Halifax, via Bermuda and Turks Island.

Halifax, NS, March 8—Ard, strs Laurentian, from Portland, Me, and sailed for Liverpool; Adria, from New York; Halifax, from Boston.

SM, March 8, sch Bessie Willis, for Jamaica.

London, March 7—Ard, str St John City, from St John via Halifax.

Sailed.

From London, Feb 29, bark Fiume E, for Halifax.

From Kingston, Ja, Feb 16, sch Gov Blake, Bodden, for Ragged Island.

FOREIGN PORTS.

Arrived.

At Iloilo, March 1, bark Mary A Troop, Baker, from Guayaquil.

At New York, March 1, bark Nova Scotia, Potter, from Colombo.

At Rosario, Jan 17, bark, Westmorland, from Virgie.

At Para, Feb 2, bark Alexander Black, Buck, from Pemarith—28 days.

At Boston—Feb 29, ship Marabout, McMurray, from Manila.

At Delaware Breakwater, March 1, bark Strathrisla, Urquhart, from Manila.

At Darien, March 4, sch Bessie Parker, Carter, from Clenegos.

At New York, March 1, sch Earl of Aberbeen, Howard, from Demerara.

At Rio Janeiro, Feb 8, bark Assyria, Dernier, from Antwerp; 11th, brig Sarah Alice, Menard, from Paspebiac.

At Havana, Feb 22, sch Dove, Esdale, from Pascagoula.

At Rio Grande do Sul, Jan 23, sch Deer Hill, Burns, from New York.

At New Orleans, March 1, ship Lizzie Burrill, Sanders, from Buenos Ayres.

Boston, March 5—Ard, strs Lord Warwick, from Mediterranean ports; schs Maurice G Geldert, from Lunenburg, NS; Fernwood, and Maggie May, from Placentia Bay, NF.

Cld, strs Sarmatian, for Glasgow; Colia, for Fajardo, PR, via Portland.

Sld, strs Borderer, for London; Armenian, for Liverpool; British Empire, for London.

Boothbay Harbor, March 5—Ard, sch Nellie King, from Jonesport.

At Santa Fe, Jan 24, bark P J Palmer, from Buenos Ayres.

At Vineyard Haven, March 2, schs Abby K Bentley, Price, from Cariberet, N J, for Portland.

Tybee, March 3, for orders, bark Conductor, Lombard, from Rotterdam.

At Santos, Jan 21, brig C R C, Romeril, from Paspebiac.

At Iloilo, Feb 29, bark Mary A Troop, Baker, from Guayaquil, to load for Delaware Breakwater.

At Maceio, Jan 25, bark Thomas J Stewart, Blank, from Rio Janeiro; Feb 2, brig R L T, Harnell, from Santos (and sailed 4th for Barbados).

Boston, March 6.—Ard, strs British Crown, from London; Acania, from Hamburg; Willowden, from Hamburg.

Cleared, strs Chicago, for Hull, Eng; Roman, for Liverpool; sch Carita, for Lunenburg, NS.

At St John's, PR, March 2, ss Spero, Lunn, from St John via Halifax.

At Buenos Ayres, Feb 5, bark D H Morris, from Pensacola; 4th, bktn Primrose, Beattie, from St John.

At Baltimore, March 5, str Storm King, Crosby, from Antwerp via Boston.

At Fernandina, March 5, sch Elma, Baker, from Jacksonville.

At New York, March 5, ship Favonius, Dunham, from Manila.

New York, March 8—Sld, bark Highlands, for St John.

Boston, March 8—Ard, str Norseman, from Liverpool.

Sailed from the Roads, Bktn Elmakunda, from Portland for New York; schs William Cobb, from North Boothbay for Philadelphia; I V Dexter, for Liverpool, NS.

At Rio Janeiro, March 4, ship Mary L Burrill, Rice, from Pensacola—54 days.

At New York, March 6, ship Semantha, Crowe, from Hiogo; 7th, bark Strathisla, Urquhart, from Manila.

At Rio Janeiro, March 3, ships Mary L Burrill, Rice, from Pensacola; 5th, New City, Robinson, from do.

At Manila, Jan 30, ship Seldirk, Crowe, from Hong Kong.

At Para, Feb 3, bark Alexander Black, Buck, from Pemarch.

At Boston, March 7, sch Carrie Easler, Hutt, from Port Medway via Barnstable, Mass, where she went ashore.

At Brunswick, Ga, March 7, bark Conductor, Lombard, from Rotterdam via Tybee.

Cleared.

At Boston, March 3, sch I V Dexter, for Liverpool, N S.

At Boston, March 3, sch Chas L Jeffrey, Thwall, for Boothbay.

At Buenos Ayres, Jan (not Feb) 21, sch Aroma, Parker, for Boston.

Portland, Me, March 5—Cld, str Louisburg, for Louisburg, CB.

Sld, schs Susan P. Thurlow, for New York; Winnie Lawrey, from St John for New York.

At New Orleans, March 2, ship Stalwart, Lovett, for Narva; 4th, bark Argenta, Smith, for Cadiz.

At Pascagoula, March 3, sch Syanara, Hogan, for Cardenas.

At Pensacola, March 2, bark E T G, Johns, for Tyre.

At Darien, March 2, bark Sagona, Thompson, for Leith.

At New York, March 5, bark L W Norton, Norton, for Bahia.

At Pensacola, Fla, March 5, bark John Johnsen, Bull, for Galway.

At San Francisco, March 7, ship Senator, Lewis, for Seattle.

New York, March 9—Cld, sch Southern Cross, for Halifax, Middleton, etc.

Sailed.

Savannah, March 4—Sld, sch Ulrica, for Halifax and St John.

From Pernambuco, Feb 14, brig Edward C Hutchings, Werner, for Barbados.

From Brunswick, Ga, Feb 29, sch Harry W Lewis, Hutcher, for Halifax.

From New York, March 1, str Pentagoet, for Eastport and St John; bright Ora, for Ponce; schs Abby K Bentley, Price, for Portland, Me; San Blas, Cahoon, for Colon and Halifax, NS, and anchored off Whitestone, LI.

From Rio Janeiro, Feb 11, ship Anglo-America, Griffiths, for Pensacola.

From Rosario, Feb 4, bark F B Lovitt, Morrell, for Plymouth.

From Hamburg, Feb 7, bark Abyssinia, Hilton, for Boulogne.

From Norfolk, March 3, bark Tamar E Marshall, Utley, for Santos.

From New York, March 3, bark Athlon, for Dublin; sch Bianca, for Macoris; bark Iodine, for Trinidad.

From Pensacola, March 3, bark Guiana, Foote, for Queenstown.

From Lisbon, Feb 23, bark Ossuna, Andrews, for Darien.

From Sourabaya, Jan 26, bark Serrano, for Gerontallo.

From Rosario, Jan 31, bark Athena, Roberts, for Boston.

From Savannah, March 4, sch Ulrica, Patterson, for Halifax and St Johns via Wilmington.

From Portland, Me, March 7, str Laurentian, for Halifax and Liverpool.

From Ocos (San Domingo), March 2, brig Caspian, Gordon, for New York.

From Pensacola, March 5, barks Guiana, Ocole, for Queenstown; E T G, Johns, for the Tyne.

From Antofagasta, March 4, ship Eskasoni, Townsend, for Tocopilla, to load for Europe.

From Delaware Breakwater, March 5, bark Strathisla, from Manila for New York.

From Tybee, March 5, bark Conductor, Lombard, for Brunswick.

From New York, March 5, bark Africa, for Buenos Ayres.

From Whitestone, March 5, and anchored at Hart Island Roads, brig W H Hutchings, Armstrong, from New York for Resterro; brig Venturehr, Frelich, from New York for Ponce, PR; sch San Blas, Cohoon, from New York for Colon via Halifax.

Portland, Me, March 9—Sld, Susan P Thurlow, for New York.

From Hart Island Roads, March 7, brigs W H Hutchings, Armstrong, from New York for Resterro, Brazil; Venturer, Frolich, from do for Ponce, PR, and sch San Blas, Cohoon, from do for Colon and Halifax.

From Inagua, Feb 29, sch Bertha H, Lecain, for Fortune Island.

From Antofagasta, March 4, bark Eskasoni, Townsend, for Tocopella—to load for Europe.

From Rio Janeiro, March 3, bark White Wings, Davison, for Barbados.

From Buenos Ayres, Jan 30, bark Thomas Perry, Carver, for Rosario and Brazil; Swansea, Sanford, for ——.

From Manila, Jan 27, bark Strathern, Fleming, for Iloilo.

From Tacoma, Feb 26 (not previously), ship Ancados, Fulton, for Cape Town.

From New York, March 6, bark L W Norton, for Bahia; sch E V Glover, Day, for Boston.

From Port Eads, March 7, bark Argenta, Smith, for Cadiz.

MEMORANDA.

Passed down at Reedy Island, Del, March 1, bark J H Dexter, Innes, from Philadelphia for Cork.

In port at Miragoane, Feb 21, brig Alice Bredahaw, Dahm, for ——, 10g; sch Cavalier, Doan, for New York, to sail 23rd.

In port at Port de Paix, Feb 25, sch Delight, McDonald, from Brunswick, disg.

The following vessels were anchored off Tompkinsville, wind bound, March 1: Bark Africa, for Buenos Ayres; sch Bianco, for Macoris, San Dom.

In port at Gonaives, Feb 21, sch Alert, Godett, for Stamford, disg.

In port at Rosario, Jan 31, bark Luarca, Starratt, for New York.

Delaware Breakwater, March 3.— Bark Strathisla, from Manila, has been ordered to New York.

In port at Buenos Ayres, Jan 24, barks Thomas Perry, Carver, for Rosario, to load for Brazil; Lovisa, Nickerson, to load at Rosario or Bahia Blanca for Europe.

Passed Tarifa, Feb 28, bark Hyldeon, Anderson, from Trepani for Halifax.

In port at Savana-la-Mar, Ja, Feb 20, brig Ohio, Petrie, for Camden, NJ.

Bark Semantha, Crowe, from Hiogo, has been anchored 15 miles outside the bar (New York) since March 2, on account of NW winds.

In port at Montego Bay, Ja, Feb 20, sch Minnie J Smith, Simmons, for Halifax.

In port at Guantanamo, Feb 22, bark Glenadhon, Mundy, for New York, to sail 25th; brig Plover, Fanning, for do, to sail March 8.

In port at Inagua, Feb 29, sch Bertha H, Lecain, disg.

In port at Port de Paix, Feb 27, sch Delight, McDonald, disg.

In port at Buenos Ayres, Jan 3, bark Cuba, Earl, for Rosario, to load for Delaware Breakwater.

In port at St Kitts, Feb 25, sch Wandrian, Wood, for New York, loading (to sail about March 5).

In port at Aquin, Feb 20, sch Therese, Matheson, for New York, loaded and ready to sail.

Passed Vineyard Haven, March 6, sch Winnie Lawry, from St John for New York (lost foresail).

Lizard, March 9—Passed, str Sarnia, from St John for London.

SPOKEN.

Bark Howard D Troop, Corning, from Philadelphia for Hiogo, Feb 14, lat 6 N, lon 27 W.

Bark Avoca, Smith, from Sydney, NSW, for Rotterdam, Dec 3, lat 49 S, lon 170 W.

Bark Andromeda, Kierstead, from Portland, O, for Queenstown, Dec 27, lat 57 S, lon 73 W.

Bright Mersey Belle, from St Marc for New York, Feb 24, in Crooked Island Passage.

Sch Mola, Parker, supposed from Ponce for New York, no date, lat 30, lon 72.

Ship Troon, from New York for Hong Kong, Jan 6, 17.41 S, 34.23 W, by bark Ontario, Capt Hunter, at Boston from Buenos Ayres.

Sch Athlote, from Macoris for New York, March 3, 10 miles N of Five Fathom Bank Lightship.

On or about March 18 a fog bell will be established at Castle Hill Light Station, Rhode Island, east side of the eastern passage of Narragansett Bay. During thick or foggy weather the bell will be struck by machinery a single blow every 30 seconds.

Ship Prince Amadeo, Steen, from Vancouver, BC, for Halifax, Dec 25, lat 56 S, lon 73 W.

Bark Swanhilda, Frazer, from San Francisco for Queenstown, Dec 19, lat 23 S, lon —.

NOTICE TO MARINERS.

New York, March 2—The Lighthouse Board gives notice that, on March 2, the black gas buoy, without number, which was established Feb 27, to mark a sunken wreck near Ellis Island, New York Upper Bay (name of wreck unknown), was discontinued. The wreck has been removed.

On March 1, a lantern, showing a fixed red light, was placed about 20 feet above mean water, in the port main rigging of the sunken steamer Alhea, and will be continued in place until the obstruction is removed. The steamer lies about 300 yards SSE from Fort Lafayette Fog Signal, heading north, with 60 feet of water near her stern.

Portland, March 4—Fox Island Thoroughfare, Maine—Notice is hereby given that the light on Brown's Head, at the western entrance to the Thoroughfare, which was discontinued on Feb 22, was relighted on March 1st.

New York, March 4.—Commander A S Snow, inspector of the third lighthouse district, gives notice that he has marked the wreck of coal barge sunk at the lower end of the Buttermilk channel with a wreck buoy, having red and black horizontal stripes, placed about 75 feet north of the wreck in 4¼ fathoms of water, with the following bearings: Castle William light, N¾W; entrance to Atlantic Basin, E¾N.

Washington, March 4.—The lighthouse board give notice that on or about March 18 a bell will be established at Castle light station, Rhode Island, on the west side of Castle Hill, east side of the eastern passage of Narragansett Bay. During thick or foggy weather the bell will be struck by machinery a single blow every 30 seconds.

New York, March 6—The Lighthouse Inspector, third district, gives notice that on the 4th inst the structures from which the Colt Pier (front), Post Light, and the Colt Pier (rear) Post Light were shown, in the water west side of Connecticut River, at Hartford, Conn, were carried away by ice and the lights extinguished. Repairs will be made as soon as practicable and the lights re-established as heretofore.

Also, on March 4, a spar buoy, red and black horizontal stripes, was established in Buttermilk Channel, New York upper bay, to mark the sunken wreck of a coal laden canalboat. The buoy is in 25 feet mean low water and about 75 feet north of the wreck, over which there are 8 feet of water. Governor's Island Post Lights, N¾W; entrance to Atlantic docks (buoy), E¾N.

Also, on March 4 the light at Corner Stake Light Station, Newark Bay, NJ, was extinguished, and on account of the ice cannot now be relighted. It will be relighted as soon as practicable, of which due notice will be given.

Captain Thomas Keyes of the harbor supervisor's tug reports buoy No 1 in Coney Island Channel has disappeared.

Philadelphia, March 6—The buoy of the Middle, Delaware Bay, as reported missing since Tuesday last.

Portland, March 6—Duck Rocks Whistling Buoy, off Monhegan Island Light Station, Maine—Notice is hereby given that the Duck Rocks Whistling Buoy, off Monhegan Island Light Station, has gone adrift. It was last seen, bearing from this station SSW, four miles distant, Kennebec river from the eastward.

Notice is also given that White's Ledge buoy, black spar, No 1, has gone adrift.

These buoys will be replaced as soon as possible.

New Bedford, March 6—Capt Marshall of the stmr Monohansette reports the bell buoy off Nobska, Vineyard sound, as missing.

New York, March 7—The Lighthouse Inspector, third district, gives notice that the light at Corner Stake Light Station, Newark Bay, N. J., which was extinguished on the 4th inst, was relighted on the 6th.

REPORTS.

Halifax, March 8—Barkentine Winnifred of this port, reported lost in the North sea while on a voyage from Buenos Ayres to Hamburg, was 433 tons and five years old. There is $15,000 insurance on the hull in the China Mutual of Boston and Kenny's agency of this city and $3,000 on the freight in the China.

Philadelphia, March 8—The German ss Sophie arrived last night from Genoa, Italy, having on board Captain Enos McLeod and the crew of the British brigantine Hyaline, rescued Feb. 26 in lat. 26.25, long. 52. The men had a desperate struggle for their lives. The Hyaline sailed from Liverpool, NS, for Barbados with 160,000 feet of white pine lumber and 200 casks of fish.

NOTICE TO SUBSCRIBERS.

Births, marriages and deaths occurring in the families of subscribers will be published FREE in THE SUN. In all cases, however, the name of the sender must accompany the notice.

BIRTHS.

ALLEN—At Yarmouth, N. S., March 2nd, to Mr. and Mrs. G. Bradford Allen, a son.

DUNLAP—At Lower Truro, N. S., March 4th, to Mr. and Mrs. Lewis R. Dunlap, a son.

DONALDS—At Amherst, N. S., March 1st, to the wife of James Donalds, a son.

MACKAY—At 22 Stinson street, Hamilton, Ontario, on March 2nd, to Mr. and Mrs. A. M. Mackay (formerly of Moncton, N. B.), a son.

MARNIE—At Moncton, N. B., Feb. 29th, to Jas. S. and Hattie P. Marnie, a son.

MOREHOUSE—At Centreville, N. S., March 2nd, to the wife of E. B. Morehouse, a son.

PAYSON—At Meadowvale, N. S., March 2nd, to Mr. and Mrs. Stephen Payson, a son.

VENOIT—At Bathurst, N. B., March 3rd, to the wife of P. J. Venoit, M. P. P., a daughter.

SLOCOMB—On March 4th, to Mr. and Mrs. J. P. Slocomb of Wilmot, N. S., a daughter. Weight 11 lbs.

TOWNSEND—At Digby, N. S., March 1st, to the wife of S. B. Townsend, a daughter.

MARRIAGES.

BROOKS-AUSTIN—At Smith's Cove, N. S., March 4th, by Rev. J. W. Prestwood, A. H. Brooks to Minerva Austin, daughter of Capt. Robt. Austin.

DENTON—BALMAIN—At the residence of the bride's father, Scotchtown, Queens Co., N. B., on March 5th, by the Rev. C. W. Townsend, Captain George Spence Denton to Annie Balmain, both of Scotchtown.

MATHESON-WARES—At Vancouver, B. C., February 14th, Malcolm Matheson of Vancouver to Miss Annie Wares of Wheatley River, Prince Edward Island.

McCALLUM-CAMPBELL—At Pictou, N. S., Feb. 17th, 1896, by the Rev. R. McArthur, Wm. E. C. McCallum of Scotch Hill to Christina Campbell of Pictou.

NELSON-SINCLAIR—At the residence of the bride, Southampton, N. S., Feb. 10th, by Rev. W. H. McLeod, Wm. B. Nelson of Oxford to Alice Sinclair of Southampton.

PETERS-ROBINSON—At Hopewell Hill, March 4th, at the residence of C. A. Peck, Q. C., uncle to the bride, by the Rev. W. E. Johnson, Capt. John C. Peters of Sydney, C. B., to Laura C. Robinson, youngest daughter of the late Winthrop Robinson, Esq., of Harvey, N. B.

RICE-MEAGHER—At North Sydney, C. B., Feb. 18th, by Rev. D. J. McIntosh, P. P., J. T. Rice, chief officer of S.S. Cape Breton, to Annie C. Meagher of Pictou.

WATTS-HARKINESS—At Summerside, P. E. I., March 2nd, by Rev. W. H. Robinson, Horatio Watts of Traveller's Rest to Miss Mary Harkiness of Lot 19.

DEATHS.

ALLEN—On Wednesday morning, March 4, Martha, wife of J. E. Allen, in the 72nd year of her age, leaving a husband, three daughters and one son to mourn the loss of an affectionate wife and mother.

AKER—At Ardoise Hill, Hants, N. S., Feb 19th, Mrs. Eleanor, relict of the late Wm. Aker, aged 80 years and 11 months.

CAPLES—On March 5th, at his residence, Gilbert's Lane, Thomas Caples, aged 66 years.

CROSCUP—At 4,294 Washington street, Boston, Mass., March 2nd, Lalla E. Croscup, wife of J. Curtis Croscup, aged 33 years and 9 months. (Annapolis, N. S. papers please copy).

CORBY—At Penobsquis, on March 8th, Annie, only daughter of the Rev. E. C. and Lavina A. Corey, aged 19 years.

CHURCH—At East Amherst, N. S., on Feb. 26th, Wm. C. Church, aged 77 years.

DAVIDSON-SPILLER—At the residence of the bride, 104 Britain street, this city, on March 3rd, by the Rev. F. A. Wightman, Maxwell Davidson of Wolfville, N. S., to Miss Maggie E. Spiller.

DANAHER—In this city, out March 9th, Mary Gertrude Danaher, aged 17 years, daughter of Margaret and the late Patrick Danaher. (Boston papers please copy).

ESTABROOKS—At Grand Falls, N. B., on Feb. 21st, Geo. E. Estabrooks, only son of the late Clarence B. Estabrooks.

GORMAN—At Upper Kennetcook, N. S., on Feb. 11th, of heart disease, John Gorman, aged 71 years.

HANNINGTON—At Shediac Cape, N. B., suddenly, Feb. 10th, of apoplexy, Annie A. Hannington, aged 49 years and 2 months.

HARRIS—At Pictou, Feb. 28th, 1896, John F. Harris, in the 82nd year of his age.

HILL—Suddenly, in this city, March 8th, Robert Hill, in the 65th year of his age.

JOHNSON—At Boston, Mass., March 2nd, Jennie, wife of George H. Johnson, aged 31 years and 9 months. (Halifax papers please copy.

KILLAM—At Coverdale, Albert Co., N. B., Feb. 26th, of consumption, Minnie May, aged 27 years, wife of W. C. Killam, and daughter of John T. Prince of Moncton.

MURPHY-WARD—At the Methodist parsonage, St. Stephen, N. B., March 3rd, by Rev. Howard Sprague, Byron Murphy to Ina Ward, both of Milltown, N. B.

MILLER—Suddenly, at Randolph, on March 8th, of convulsions, Bertie, eldest son of James A. and Agnes Miller in the 5th year of his age.

MARNIE—At Moncton, N. B., on March 2nd, Richard Thorne, infant son of James and Hettie P. Marnie.

MASSON—At his residence, Newcastle, N.B., March 2nd, after a long illness, William Masson, aged 70 years.

McGIRR—At 12 North Bennett street, Boston, Mass., March 3rd, James T., beloved husband of Elizabeth and son of the late Robert and Martha McGirr of St. John, N. B., aged 40 years.

McGINNIS—At Windsor, N. S., Feb. 21st, James E. McGinnis, aged 30 years.

McKAY—At Newport, N. S., Jan. 9th, James McKay, aged 82 years.

McPHERSON—At Colchester, Connecticut, U. S. A., Feb. 26th, Euphemia M. McPherson, aged 24 years. (P. E. I. papers please copy.)

MILLIGAN—At Traveller's Rest, P. E. I., March 1st, Harry, aged 17 years, son of Robert D. and Ellen Milligan.

PROUDFOOT—At West River, N. S., on Feb. 23rd, 1896, Orville Forbes, youngest son of Mr. and Mrs. David Proudfoot, aged 4 years and 1 month.

PENDER—At 47 North Starr street, Halifax, March 3rd, Eliza, beloved wife of Michael Pender, in the 35th year of her age, leaving a husband and six children to mourn the loss of an affectionate wife and mother.

ROBERTSON—On March 3rd, in the 81st year of his age, David Robertson, son of the late Honorable John Robertson, leaving a wife and five daughters.

ROY—At Westfield, N. S., Feb. 20th, 1896, Henrietta Elizabeth, wife of the late John Roy, and daughter of the late Isaac Oliver of New Annan, leaving three daughters.

SHIVES—Suddenly, at his residence, Rockland road, on March 3rd, Alexander Shives, aged 73 years.

SULLIVAN—In this city, March 3rd, John, infant son of Richard and Eliza Sullivan, aged 1 months and 3 days.

THOMAS—At New York, Feb. 21st, George E. Thomas, aged 55 years. Mr. Thomas was formerly a resident of Smith's Cove, Digby Co., where his father, James Thomas, still lives.

TRIDER—At Sweet's Corner, N. S., Feb. 22rd, Embert S., infant son of Mr. and Mrs. Trider, aged 4 months. A bud on earth to bloom in heaven.

YANDELL—At Rothaway, Kings Co., March 7th, W. H. Yandell, aged 72years.

NEWS FROM OTTAWA.

Chignecto Ship Railway Bill Defeated on Second Reading.

Mr. Davies Voted for the Measure and G. F. Baird Against it.

Conference With Greenway, but First Remedial Bill Will Receive Second Reading.

Ottawa, March 9.—This has been a day of surprises. The announcement that Premier Greenway is to be invited to Ottawa lets in a ray of hope that the school question may be settled, indeed in the lobbies tonight the general impression is that at last solid ground has been reached and that this troublesome question may soon be a thing of the past. Sir Charles Tupper's announcement is calculated to shorten the present debate.

With reference to the Chignecto marine railway it is said an effort will be made to restore the bill defeated today to the order paper.

It is not at all improbable that the Toronto News will have to do the crawfish act for its statement regarding Dr. Weldon. Playing fast and loose with the reputations of public men is not a game that newspapers can pursue with impunity.

It is feared that as a result of the late period at which the estimates will be voted this year there will be no summer camps for rural corps unless they are held in the autumn. This has been customary in the eastern provinces, but June camps have been more favored in Ontario.

R. B. Bell, ex-inspector of the Society for the Prevention of Cruelty, was today sentenced to two years and two months imprisonment in Kingston penitentiary for having aided and abetted his wife in acts of cruelty perpetrated on their grandson, Percy Short.

At the opening of this afternoon's session Dr. Weldon, member for Albert, called attention to a statement which appeared in the Toronto News of Saturday, stating that he (Dr. Weldon) was willing to go into the Bowell adminstration a few weeks ago and to accept the remedial policy and an office together. He said he had sent a copy of this extract to the prime minister, requesting him for an answer, which he might communicate to the house, and today he has received Sir Mackenzie's reply, as follows:

Ottawa, March 9, 1896.

Dear Dr. Weldon—I have to acknowledge your letter of the 7th instant, calling my attention to a paragraph which appeared in Toronto News. The statement is entirely without foundation.

Dr. Weldon added: "I wish to say, Mr. Speaker, that it may be a question of practical politics within our party as to whether at an early date the Toronto Mail and the Toronto News should not be read out of the liberal conservative party." (Cheers and laughter.)

Mr. Powell moved the second reading of the bill respecting the Chignecto marine transport railway, the object of which, he explained, was to extend the time for the completion of the road and empowering the company to issue bonds.

Commodore Welsh said he did not like the look of the bill. (Laughter.) As early as 1882, when the measure first came before parliament, the only man in the house connected with shipping who gave his opinion regarding it said the project was not practicable. If the bill passed and the enterprise were completed, it meant a cost to the country of five million dollars. In his judgment the project was nothing but a wildcat scheme. In his characteristic manner the commodore proceeded to read and comment upon the speeches delivered in the past debates regarding this project. Directing his observations at Mr. Dickey, he remarked, amid great laughter: "I owned steamers long before you were born, my hon. friend." He thought this bill should not be passed until it was known what the government intended to do regarding the subsidy. If the enterprise was completed it would be a monument of parliamentary folly as long as there was a rail on the road. (Laughter.)

Sir Charles Tupper pointed out that in 1870 a royal commission was appointed to enquire into the project necessary for improving Canadian waterways. Across the neck of land where this railway was to run a canal was projected, the estimated cost of which was five million dollars, and a later estimate gave it as nine million dollars. Parliament approved of the project, and when at a later period it was proposed to substitute a railway instead of a canal the subsidy voted by parliament, capitalized, amounted to $2,343,000, or over six million dollars less than the canal would have cost. Referring to the obligation on the part of parliament to pass legislation, Sir Charles pointed out that by an amendment to the railway act in 1888, just at the time when the company were prepared to float their bonds, they were prevented from going on the market, as the amended statute provided that no bouds for a public work could be issued until a certain amount of the expenditure had been made. But for that amendment the company would have got all the capital in London long ago. They had expended over three million dollars already and their bonds were held by leading capitalists in England. He felt that it would be a fatal blow to Canadian enterprises, however sound and valuable they might be, if the parliament of Canada did not keep good faith in this matter and allow the company to issue additional bonds and to extend the time for constructing the road. If this permission were given he had every reason to know the work could be energetically pushed.

Mr. Baird said he had deep sympathy for the unfortunate stockholders of the company, and knew of no more tangible way of expressing it than by discouraging them in the scheme and thus preventing their suffering further loss. There was no future for the company and the enterprise had no possible chance of success. This was largely due to the transformation in the methods of ocean carriage that has taken place since the scheme was first mooted. The prices have been very much reduced. There is practically no trade between the Gulf of St. Lawrence and the Bay of Fundy. The trade of the Gulf goes to the United States, and it would be an unwise mariner who would cradle his ship and thread a course through the Bay of Fundy when he could get a course on the open ocean. Moreover, the Gulf was prohibited water in the insurance policies between 1st of November and 10th May, and the upper end of the Bay of Fundy was closed in winter by floating ice. If the scheme was encouraged and further loss suffered there would likely be a reaction against the dominion's credit. The shareholders had met their fate by the force of circumstances, and if parliament wished to be kind to them in any way it would discourage the enterprise.

Dr. Weldon of Albert had no objection to the bill in its present form, but held it would make a difference if the bill was to be supplemented later on by a grant of public money. He asked for a statement on this point.

Sir Charles Tupper said he was not in a position to give an assurance that the government would not submit such a measure.

Dr. Weldon then said if the grant was to be made, he shared the views of Mr. Baird on the question. If a refusal to aid the scheme would injure Canada's credit in London, would not worse injury be done if the shareholders were encouraged to go on and lose more money? By declining to act the government would really be strengthening the credit for good public works. If the grant was made, parliament should see there was no ambiguity in the terms of contract, in order that the subsidy should not be payable unless the normal amount of work was done.

Mr. Davies said he never found a man who considered the scheme practicable. However, if the credit of the country was to be affected if aid was not granted, the question deserved the greatest consideration. There was no objection to the private bill before the house, but on the matter of a grant he would keep open his mind. While knowing the scheme would not pay, still if the credit and honor of the country was pledged to it, parliament would vote the grant.

Mr. Edgar proposed putting a clause in the present bill to the effect that it was not to have the effect of reviving the lapsed grants.

Sir Charles Tupper had no objection to the clause.

The debate was continued by Messrs. Mulock and McMullen.

Speaking after recess Mr. McMullen held it would pay the company to complete the scheme at an additional outlay, run it for twenty years and thereby earn the subsidy, then to let their present expenditure be lost, for at the end of the twenty years they could tear up the rails and sell them for old iron.

After Mr. Lister had described the scheme as involving a useless expenditure of public money, the house, a thin one, divided on the motion for the second reading, which was lost by 54 yeas to 55 nays. It was not a party division. Among those who voted for the second reading was Mr. Davies (P. E. I.), the liberal leader from the maritime provinces. The negative votes included those of Messrs. Putnam, Nova Scotia, and Baird, New Brunswick, both ship owners; Messrs. Weldon, Ingram, Roome, Wilson, Boyle, Guillett, Craig and Stevenson.

Sir Charles Tupper said: Mr. Speaker—I desire to make the following statement to the house: Since answering the question asked a few days ago by the member for North Simcoe (Mr. McCarthy) the following telegram has been received by Sir Donald Smith:

Winnipeg, March 2nd, 1896—Your telegram has received the most careful consideration of myself and colleagues. While fully appreciating all you say it is quite clear to us that we can only proceed to Ottawa for the purpose of holding a conference upon the official invitation of the dominion government. I fully appreciate your very kind offices in this matter.

(Signed) GREENWAY.

In view of the assurance that the government of Manitoba are willing to have a conference the government propose, so soon as the second reading of the remedial bill is carried, to have a conference with Mr. Greenway's government with a view to arrive at a settlement of this question on terms that will be satisfactory to his government and the minority of Manitoba, but in the meantime to proceed with the question before the house de die in diem, as previously arranged.

A large number of questions by members were put and answered. Mr. Lister was informed that the voters' lists would not be revised this year.

In reply to a question by Mr. McCarthy, Hon. Mr. Dickey said the writs of the general election were made returnable on April 25th, 1891, and no special mention was made of a date for Algoma.

Hon. Mr. Costigan in reply to a question by Mr. Corbould said that the government intended to introduce lobsters and oysters from eastern waters into the waters of the Pacific in British Columbia, instructions having been sent to the maritime provinces to prepare a shipment of both.

A number of motions for returns were passed and the house adjourned at 10.30 o'clock.

NOTES.

The government has been officially advised that the colonial office conference on the Pacific cable scheme will meet in London, shortly after Easter or about the 14th April. In official circles here it is expected that Sir Mackenzie Bowell and Sandford Fleming will be the Canadian delegates. One thing which may prevent the premier from going to England so soon is the state of the public business. Until the question of the remedial legislation is settled either by the passage of the bill or by the friendly compromise Sir Mackenzie will hardly leave Ottawa. It is generally conceded that no better man than the premier could represent Canada on such an important mission. To him largery is due the credit of bringing the question within the domain of diplomacy. Mr. Fleming prepared the shots and the premier skillfully fired them.

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