RUSSIA HITS BACK.

Japan Hard Up Against the Cossacks of the Don.

Were Driven Back to Their Ships in Two Attempted Landings---Why Japan Is Bitterly Resentful.

LONDON, Feb. 15.—The Daily Mail's Port Arthur correspondent, under date of February 12, says: "Official advices state that the Japanese landed 600 soldiers near Talien-Wen with disastrous results, 410 being sabred by Cossacks. The remainder escaped to their ships.

"It is further stated that the Japanese landed at Dove Bay, where thirty of them were killed and the remainder retreated."

LONDON, Feb. 15.—The Daily Mail's Newchwang correspondent, under date of February 11, cables: "According to official Port Arthur telegrams, the Japanese landed a force yesterday at Pigeon Bay, west of Port Arthur. They were then attacked by troops and by the batteries, and were defeated with heavy losses."

TOKIO, Feb. 12.—Japan is deeply stirred and bitterly resentful over the sinking of the merchant vessel Zensho by four Russian cruisers, which yesterday attacked the Zensho and the Naganoura while they were on their way from Sakata to Otaru, on the island of Hakkaido. The attack of the Russians is declared to be a wanton crime, unjustified under any circumstances, even assuming that the Zensho disregarded signals, which is denied.

It is said the Japanese government is planning reprisals. Several Russian ships which have been detained in order to prevent reports of the movements of the Japanese from reaching the enemy, will now, it is said, be sent to the prize courts, and in all probability will be confiscated.

The presence of Russian squadrons in Northern Japanese waters centres all interest there. The country is isolated and it is difficult to obtain satisfactory reports from there.

A variety of rumors stir Tokio. One says Matsuma has been bombarded; another that the Japanese cruisers have engaged the Russians.

THE RUSSIAN FLEET.

TOKIO, Feb. 12.—The government has not confirmed anything except the Zensho incident. It is regarded probable that the Russian fleet either returned to Vladivostock after completing a movement planned to divert the Japanese, or else passed through the Tsugaru Straits, moving south. The Japanese cruiser squadron is scouting in hope of locating the Russian fleet. If the Russians should attempt to effect a junction with the Porth Arthur fleet the Japanese will endeavor to block the way and force an engagement.

The Japanese government has decided to accept the parole of France for the Russian prisoners captured at Chemulpo at the time of the sinking of the Variag and Korietz, provided they be sent to Shanghai. Russia has engaged not to let them come north of Shanghai until the end of the war. An exception is made in the case of 20 wounded aboard the French str. Pascal. They will be taken to Chefoo and placed in a hospital.

The wife of Captain Roudney of the Variag, has received a telegram from Viceroy Alexieff saying that her husband is alive and unhurt.

An account of the injury to the wall at Port Arthur during the Japanese bombardment is the sum total of the war news issued officially up to midnight.

At the admiralty it was said that no information had been received of the attack Feb. 11 on two Japanese merchant steamers while on their way from Sakata to Otaru during which the vessels were said to have been shelled by four warships and the Naganoura Maru sunk. The admiralty stamps as nonsense the story that the Baltic fleet has been ordered to the Far East, pointing ou that the ships are laid at Cronstadt, ice-bound.

A telegram from Kharkarovsk announced that General Lnevitch has been appointed to the supreme command of the Russian army in Manchuria.

CHE FOO, Friday, Feb. 12.—The German flagship Hansa has arrived here for coal. Her movements are being watched with interest. She left Port Arthur three weeks ago and has since been cruising in the Gulf of Pe Chi Li and along the Korean coast. It is also remarked that the German steamer Che Foo was given preference in leaving Port Arthur over other vessels.

Advices from Dalny dated Wednesday stated that everything was quiet there.

JAPAN'S APPEAL TO THE U. S.

WASHINGTON, Feb. 14.—Japan will appeal to the United States to prevail on the Russian government to release the 100 Japanese subjects reported detained at Port Arthur. Mr. Takahara, the Japanese minister, it is expected, will present the appeal to Secretary Hay tomorrow.

Having agreed to look out for Japanese citizens in Russian territory during the war, this government will instruct Mr. McCormick, the American ambassador at St. Petersburg, to inquire of the Russian government on the subject as to the Japanese inquisition.

The best naval opinion here is to the effect that the detention of these Japanese at Port Arthur is a strategical necessity to prevent the Japanese gaining information as to the fortifications, troops, etc.

ST. PETERSBURG, Feb. 15.—Major General Pflug wires that according to private advices the Japanese after the battle at Chemulpo landed 15,000 troops. Communication by wireless telegraphy has been estblished with Chemulpo and Che Foo by ships stationed between these two places.

All is quiet at Port Arthur. There is no news of the enemy's fleet and no confirmation of the reported appearance of Japanese ironclads off Tatung-Kan, but indications are that the enemy's scouts are off Inkau.

The mobilization of troops is being successfully carried out. General Bazilewski, chief engineer, reports that the Port Arthur forts were not damaged during the bombardment.

Although Russia's answer to Secretary Hay's note asking her to respect the neutrality of China and localize hostilities as much as possible, has not yet been received, the state department knows indirectly from London and Paris that Russia will reply favorably. It then will remain for the powers to fix the scope of their note and to draft a more definite proposition for acceptance by the two combatants.

Satisfaction is expressed in administration circles that Great Britain as well as Russia has decided to waive objections to the note.

It is expected that all the formal answers to Secretary Hay's note will reach here early this week.

LATEST FROM LONDON.

LONDON, Feb. 15.—The Tokio correspondent of the Times, cabling under date of Feb. 12, says: "It is said that the Japanese squadron has 'sealed Port Arthur.'"

LONDON, Feb. 15.—There were a number of belated telegrams reaching London from the Far East last night, but they added little or nothing to what is already known regarding the situation there. The mystery surrounding the fate of the Vladivostock squadron is still unsolved.

The Daily Mail, the Daily Telegraph and other papers publish despatches from Tokio, Nagasaki and Shanghai, reporting the destruction of three Russian cruisers by mines or torpedoes in the Taugara Strait, off Aomori, Japan. The Daily Mail, which at first described the news as official, in a later telegram says the report still lacks absolute confirmation. In the absence of confirmation the reports are not generally credited.

A statement that China will maintain neutrality is published in Pekin.

It is reported from Tien Tsin that all foreigners and civilians have been ordered to leave Port Arthur.

It is also reported that the Siberian railroad has been wrecked in six places, covering a distance of seventy miles.

The correspondent of the Standard, cabling from Tien Tsin under date of February 11, says the British, American, French, German and Italian ministers have jointly notified the Russian and Japanese ministers that no hostilities will be allowed on Chinese soil other than that of Manchuria.

LONDON, Feb. 15.—The Times' Wei-Hai-Wei correspondent says that on the morning of February 10 the Japanese occupied Ching Haia Wen, a Russian coaling station close to Masampho.

LONDON, Feb. 15.—Under date of Feb. 12 the Times' Tokio correspondent says that the Russian Vladivostock squadron consisting of the cruisers Gromoboi, Rossia, Rurik and Bogatyr, accompanied by a transport, passed Tusgaru Straits Feb. 11, steering westward, but that the destination of the squadron is unknown.

LONDON, Feb. 15.—The Daily Telegraph's Shanghai correspondent under date of Feb. 12 says it is reported that the Japanese have bombarded Dalny and landed marines.

(Continued on Page Four.)

MARINE MATTERS.

Sch. J. C. Gregory will load lumber at Mobile for Sagua.

Two schooners, one an American and the other a St. John vessel, are frozen in at Boothbay Harbor.

Sch. Elsie which arrived at Portland, Me., on Thursday, from Nova Scotia port, after a passage of eight days, was badly iced up.

Str. Canada Cape, is reported to have sailed from Sunderland on the 9th for St. John. She is to load here for South Africa.

The Battle line str. Himera, Capt. Lockhart, sailed from Port Said on Friday for New York.

Sch. Clara, Ernst, from New York, after being ashore in the channel, sprung a leak and left Macoris Jan. 20 for St. Thomas for repairs, with part of her cargo of coal on board for ballast. The Clara has since been reported arrived at St. Thomas Jan. 27.

The following are held up at Boston on account of ice: Barges Burnside and Canisteo, at Brighton; Balize, at South Boston; schs Sadie C. Sumner at Commercial Point; St. Croix at Dorchester, and Future at Neponset.

At Boston, Feb. 10, str. Mystic, Capt. Abbott, from Louisburg, reports the vinicity of Louisburg blocked by heavy field ice. The steamer passed through this ice a distance of 90 miles. The entire Nova Scotia coast is fringed with drifting cakes. The harbor of Sydney is frozen over and it is believed will not be open to navigation until spring. Str. Priestfield is frozen in there.

NAGASAKI, Feb. 14.—According to advices received the engagement at Port Arthur commenced at 4 o'clock on the morning of the ninth. Altogether twelve vessels were destroyed and eight captured. The captured vessels are expected at Sasebo momentarily. The emperor has congratulated Admiral Togo, commanding the fleet, for his splendid victory. It is considered significant that the rigid censorship regarding the movements of the Japanese fleet has been withdrawn.

PARIS, Feb. 14.—The French government has declared its neutrality in connection with the war between Russia and Japan.

TOKIO, Friday, Feb. 12.—The Japanese government denies that Pavloff, the Russian minister to Korea, withdrew from Seoul today under Japanese pressure, but asserts that his withdrawal was entirely voluntary. It is stated that Pavloff, through the French minister, intimated a desire to leave Seoul and entrust Russian affairs to the care of the French legation, and that a French guard be placed around the legation. The Japanese government acquiesced and arranged that when Pavloff left the legation today in place of police, soldiers guarded the route to the station, where a special train to Chemulpo was furnished. An officer escorted Pavloff to Pascal. The Japanese fleet was given instructions not to interfere with Pavloff's departure. From Pascal Pavloff will go to Che Foo. The above disclaimer by Japan indicates that, despite the fact that Korea is largely dominated by the Japanese military force, the government has no intention at present of assuming territorial possession.

SUEZ, Feb. 14—A steamer which has just arrived here, reports a Russian volunteer fleet cruiser, a battleship and four torpedo boats anchored at the island of Jebel Zukup, in the Red Sea, about 90 miles from the strait of Bab-El-Mandeb, Feb. 10. The steamer also reports that previously she passed the Russian transport Smolensk and one torpedo boat steaming slowly south.

SEOUL, Feb. 9.—The Japanese fleet which entered Chemulpo last night escorting transports, captured one Russian volunteer warship and two steamers in the open sea..

TOKIO, Feb. 11.—Baron De Rosen, the Russian minister, withdrew from the captial tonight. Lines of mounted and unmounted police guarded and kept clear the streets from the legation to the Shinbashi station, where the minister entrained. The crowds were not difficult to handle, but were good-naturedly intent on celebrating the successes of their navy. The diplomatic staffs and many friends, both Japanese and foreign, assembled at the station and bade Baron De Rosen farewell with a ceremony somewhat mournful.

The police guarded the train and accompanied the Russian minister and party to Yokohama, where they embarked on the French str. Yarra, which is to sail at 9 a. m. tomorrow.

SEOUL, Tuesday, Feb. 9.—One thousand Japanese troops entered Seoul at noon today.

CHE FOO, Feb. 14.—The Russians have explained their reasons for firing on the British steamer Fu Ping, in which three of the Chinese crew were wounded. They assert that the vessel was leaving port without clearing.

The British steamer Wenchow is being held by the Russians for refusing to deliver Japanese passengers.

PARTICULARS OF THE RUSSIAN DISASTER.

NAGASAKI, Friday, Feb. 12.—A despatch from Chemulpo gives the following account of the destruction of the Russian cruiser Variag and gunboat Korietz:

The Japanese fleet commanded by Admiral Uriau arrived at noon and sent a wireless telegram to the Japanese cruiser Chigoda, which was lying at anchor between the Variag and Korietz, to join the fleet outside. The Russians found themselves trapped. Admiral Uriau then signalled, giving the Russians five minutes in which to surrender. The Russians ignored the demand to surrender and the Japanese opened fire. After a brisk engagement lasting two hours, in which the Russian vessels goth the worst of an encounter in which the odds were overwhelmingly against them, the Russians steamed back into the harbor. The Variag was badly injured and listed heavily. Two hours later the Russians attempted to break through the Japanese fleet, which was encountered four miles from the inner harbor. A fierce fight followed. The Korietz was blown up, presumably by its own crew, in order to escape capture. A portion of the crew was rescued by the French and Italian vessels in the harbor. The Variag endeavored to escape, but suddenly an explosion was heard and she sank. Whether she was sunk by a Japanese shell or by her own crew is not known.

The U. S. gunboat Vicksburg and the British cruiser Talbot witnessed the battle.

CHE FOO, Feb. 14.—Passengers who have arrived at Port Arthur say the Russian cruiser Askold was damaged in Tuesday's battle in the roads outside of Port Arthur, but was kept afloat until Saturday, when it sank in thirty fathoms.

CHE FOO, Feb. 11, 8.30 a. m.—The str. Che Foo arrived here today from Port Arthur with a large number of refugees, mostly Chinese, with a few Europeans. After the attack on Port Arthur Tuesday the Japanese fleet did not return. About thirty shells struck in town. One on the main street broke every window. Others struck on the hills among small houses and one killed a woman and a child. The people are panic-stricken and are leaving town on every train.

HAND TO HAND FIGHT.

CHE FOO, Feb. 12.—It is reported that 12,000 Japanese troops were landed at Dove Bay last Wednesday morning and that they were met by the Russians, who engaged them in a hand to hand fight. The reports say the Japanese were driven back. It is also reported that Japanese troops have been landed forty miles further west.

DR. J. A. MORISON'S CALL.

Clerk of the Presbytery Yesterday Made an Official Announcement to the Congregation.

The pulpit of St. David's church was occupied yesterday morning by Rev. A. H. Foster, clerk of the Presbytery, who had exchanged with the pastor, Rev. Dr. J. A. Morison, in order to officially announce to the congregation of St. David's the call which Dr. Morison had received from the Chicago Presbytery, and giving notice that a meeting of the Presbytery would be held, probably on February 25th, to consider the matter. As yet Dr. Morison has not said whether or not he will accept.

ICE BOUND HALIFAX.

HALIFAX, N. S., Feb. 14.—The str. Ionian, Canadian mails, arrived yesterday from Liverpool. She has 260 passengers, mostly British, and bound for the West. The Ionian struck heavy slab ice which extended sixty miles off the Nova Scotia coast.

SHIP NEWS.

PORT OF ST. JOHN.

Arrived.

Feb 12—Str Dahome, 1,552, Leukten, from Demerara, West Indies, etc, Schofield and Co, mdse, mails and pass.

Str Lakonia, 3,046, McNeill, from Glasgow, Schofield and Co, gen.

Str Manchester Commerce, 3,444, Baxter, from Manchester via Halifax, Wm Thomson and Co, gen.

Feb 12—Str Concordia, 1,616, Webb, from Glasgow, Schofield and Co, general.

Str Florence, 1,699, Williams, from London, Wm Thomson and Co, general.

Str Lake Champlain, 4,686, Stewart, from Liverpool, C P R, mdse and passengers.

Feb 13—Str Montrose, Evans, from London via Antwerp, C P R, gen cargo.

Str Monmouth, 2,569, Buchanan, from Bristol, C P R, gen cargo.

Str Britannic, —, from Louisburg, R P and W F Starr, coal.

Feb 15—Str Aurora, Ingersoll, from Grand Manan, mails, mdse and pass.

Cleared.

Feb 12—Coastwise — Sch Augusta Evelyn, Scovil, for fishing cruise; barge No 7, Wadman, for Farrsboro.

Feb 13—Str Laurentian, Stewart, for Liverpool via Halifax.

Str Dahome, Leukten, for West Indies via Halifax.

Coastwise—Sch Annie Harper, Wilson, for St Martins.

Feb 15—Str Britannic, Nelson, for Louisburg.

DOMESTIC PORTS.

Arrived.

ST MARTINS, Feb 11—Ard, schs Silver Wave, McLean, from Boston; str Lord Kitchener, Stevens, from St John.

Sld, schs Abana, McDonough, for St John; A Carson, Pritchard, for do; Agnes May, Kerrigan, for do; Harry Morris, McLean, for do.; str Lord Kitchener, Stevens, for do.

HALIFAX, Feb 14—Ard 13th, str St John City, from London.

HALIFAX, Feb 14—Ard, strs Pro Patria, from St Pierre, Miq (not previously).

BRITISH PORTS.

Arrived.

MOVILLE, Feb 10, 10 p m—Ard, str Parisian, from Halifax for Liverpool, and proceeded.

LIVERPOOL, Feb 11—Ard, str Manchester Trader, from Philadelphia via St John, for Manchester.

LONDON, Feb 11—Ard, str Anglian, from Boston.

BROW HEAD, Feb 11—Passed, str Montfort, from St John for Avonmouth.

LIVERPOOL, Feb 11—Ard, str Majestic, from New York.

QUEENSTOWN, Feb 11—Sld, str Cedric (from Liverpool), for New York.

GLASGOW, Feb 11—Ard, str Ethiopia, from New York.

GLASGOW, Feb 11—Sld, str Siberian, for Halifax.

LGASGOW, Feb 11—Ard in the Clyde, str Livonian, from Philadelphia via St Johns, NF..

LIVERPOOL, Feb 11—Sld, strs Dominion, for Halifax, NS, and Portland; Sicilian, for Halifax and St John.

At Jamaica, Feb 12, str Mantinea, Pye, from Cardiff.

At Barbados, Jan 28, str Piemonte, Pascetto, from New York via ports, and sld 28th for Trinidad, etc; schs Moama, Calhoun, from Buenos Ayres; Agatha, Saunders, from Shelburne, NS.

LIVERPOOL, Feb 11—Ard, str Parasian, from Halifax.

MOVILLE, Feb 12—Sld, str Sicilian, from Liverpool, for Halifax and St John.

LIVERPOOL, Feb 12—Sld, str Ulunda, for St John's, Nfld and Halifax.

MANCHESTER, Feb 11—Ard, str Manchester Trader, from Philadelphia via St John, NB.

LIVERPOOL, Feb 12—Ard, str Montfort, from St John, NB.

At Turks Island, Jan 21, brig W B Stowe, Love, from Porto Rico (and sailed 24th for Lunenburg); Feb 1, sch Harold, Smeltzer, from Porto Rico (and sailed 2nd for Lunenburg); 5th, sch Moama, Calhoun, from Barbados (to sail about 9th for New York).

INISTRAHULL, Feb 14—Passed, str Carthagenian, from Philadelphia via St John, for Glasgow.

LIVERPOOL, Feb 14—Ard, strs Cretic, from Boston; Etruria, from New York; Georgic, from do.

QUEENSTOWN, Feb 14—Sld, str Campania, from Liverpool for New York.

GLASGOW, Feb 13—Sld, str Almora, for St John.

At Barbados, Jan 26, bark Conductor, Lombard, from Para for Santa Cruz, Cuba and New York; 26th, bark Genesta, Davies, from Ascension.

At St Helena, Feb 12, ship Atlas, McKay, from Manila for orders.

At Bermuda, Feb 11, str Oruro, Seeley, from Halifax.

Sailed.

From Grenada, Jan 30, bark Peerless, Byrns, for St Thomas (seeking).

From Turks Island, Feb 4, brig Sceptre, Burke, for Lunenburg.

From Sunderland, Feb 9, str Canada, Cape, for St John.

From Freemantle, Feb 12, str Pharsalia, Foote, for Adelaide.

From Fowey, Feb 18, str London City, Doherty, for Boston.

FOREIGN PORTS.

Arrived.

CHATHAM, Mass, Feb 11—Passed west, str Sylvia, from Halifax for New York.

VINEYARD HAVEN, Mass, Feb 11—In port, schs Annie Bliss, from Elizabethport for Halifax; Eugene Borda, from Hoboken for do; A P Emerson, from Providence for St John; Clara Lane, from New York for Calais; Wm Marshall, from St John for Washington.

NEW YORK, Feb 11—Sld, str Bovic, for Montreal; bark Levuka, for Rouen.

BOSTON, Feb 11—Ard, str Devonian, from Liverpool.

Sld, str Cestrian, for Liverpool.

PORTLAND, Me, Feb 11—Ard, str Catalone, from Louisburg, CB; sch Elsie, from Port Medway, NS.

Sld, str Cape Breton, for Sydney, CB.

PORTLAND, Me, Feb 11—Cld, str Tanagra, for New York.

At Jacksonville, Feb 10, sch Lillian Blauvelt, Goodwin, from Fernandina.

At New York, Feb 10, bark Almora, Nichol, from Caleta Buena.

NEWCASTLE, Del, Feb 12—In port, sch Fortuna, from Windsor, NS, for Philadelphia.

NEW YORK, Feb 12—Ard, str Celtic, from Liverpool.

PORTLAND, Me, Feb 12—Ard, str Baines, Hawkins, from Port Medway, NS; sch Lucia Porter, from St John, NB, for Bridgeport.

BOSTON, Feb 12—Ard, str Harlaw, from Halifax NS; Boston, from Yarmouth, NS.

Sld, strs Mystic, for Louisburg, CB; Boston, for Yarmouth, NS

CITY ISLAND, Feb 12—Sld, str Silvia, for St John's, Nfld, and Halifax; sch Seguin, for Stonington.

At Delaware Breakwater, Feb 10, sch Norman, from City Point for New York.

At New Orleans, Feb 10, str Leuctra, Grant, from Santos via Rio Janeiro.

At Havana, Feb 8, schs Margaret May Riley, Berry, from Mobile; E M Roberts, Roberts, from Pensacola; 4th, sch Bluenose, Benjamin, from Pensacola.

At Haiphong, China, Feb 12, ship Troop, Fritz, from Tourine.

At Lisbon, Feb 7, str Tugela, Schossman, from Mobile.

At Pascagoula, Feb 9, sch Adonis, Brown, from Kingston, Ja.

PORTLAND, Me, Feb 14—Ard, schs Margaret G, from Yarmouth, NS; Henry Whitney, from Wiscasset for New York (full of water, having been cut through by ice at Boothbay Harbor); Flora Doune, from Georges Banks.

NEW YORK, Feb 14—Ard, strs St Paul, from Southampton; Tanagra, from Portland, Me.

NEWCASTLE, Del, Feb 14—Passed up, str Buenos Ayrean, from Liverpool via St Johns, NF, and Halifax, for Philadelphia.

SALEM, Mass, Feb 13—Ard, schs Annie M Allen, from St John for Philadelphia; Coral Leaf, from do for New York.

BOSTON, Feb 13—Sld, str Harlaw, for Halifax, NS.

ANTWERP, Feb 13—Sld, str Mount Temple, for St John.

PHILADELPHIA, Feb 14—Ard, strs Buenos Ayrean, from Glasgow via Liverpool, St Johns, NF, and Halifax; Lecoq, from London via Halifax, NS.

At Buenos Ayres, Feb 8, bark Avonia, Porter, from Escoumains.

At Mobile, Ala, Feb 12, sch Arona, Spurr, from Cienfuegos.

At New York, Feb 13, sch E A Sabean, Sabean, from San Blas.

At Carteret, NJ, Feb 11, sch Gypsum Emperor, McKenzie, from New York.

Cleared.

At Buenos Ayres, Dec 26, bark Saranac, Porter, from Rosario, for New York.

At New York, Feb 10, sch Ravola, Forsyth, for Elizabethport.

At Philadelphia, Feb 11, bark Carrie L Smith, Irving, for Buenos Ayres f o.

At New York, Feb 11, schs Maple Leaf, Arenberg, for Cayenne; Gypsum Empress, Dexter, for Carteret.

At Laguayra, Feb 11, sch Damaraland, Watters, for Puerto Plate, San Domingo.

At Philadelphia, Feb 12, sch W S Fielding, Diggdon, for San Andreas via Grand Cayman.

At Mobile, Feb 12, schs Bartholdi, Soo for Sagua la Grande; St Maurice, Course, for Havana.

At Port Tampa, Feb 6, sch Basutoland, Roper, for Havana.

Sailed.

From City Island, Feb 10, sch John Proctor, Haskell, for Gloucester.

From New York, Feb 10, bark Hamburg, for Montevideo; schs Sirdar, for Bahia; Albani, for Port au Prince.

From Mobile, Feb 8, sch Zeta, for Port Cabello (not 6th).

From New York, Feb 1, bark Levuka, for Rouen.

From Port Inglis, Fla, Feb 10, str Manchester Shipper, Morton, for Hamburg via New Orleans.

From Java, Jan 4, bark Radiant, Doty, for Delaware Breakwater.

From Portland, Me, Feb 12, str Tanagra, Kehoe, for New York.

From Gulfport, Feb 10, bark Osberga, Hatfield, for Rio Janeiro.

From Havana, Feb 4, brig Gabrielle, Mundy, for Fernandina; sch Omega, Delap, for do.

From Santa Fe, Jan 10, bark Skoda, Lee, for New York.

From Port Said, Feb 12, str Himera, Lockhart, for New York.

From New York, Feb 12, sch Maple Leaf, for Cayenne; 13th, str Pandosia, Crossley, for Bordeaux.

From New Orleans, Feb 14, str Pydna, Crossley, for Norfolk, Aarhus and Aalborg.

From Port Tampa, Feb 3, sch Laura C, Creaser, for Cienfuegos, before reported for Havana.

MEMORANDA.

In port at Melbourne, Jan 11, ship Imperator Alexander II, Henriksen, from St John NB, (arrived Dec 31) for United Kingdom or continent.

In port at Newcastle, NSW, Jan 11, ship Norwood, Howe, from Manila; bark Ancona, Robbins, from Sydney, arrived 1st from Honolulu.

In port at Port Pirie, Jan 11, bark Bermuda, Korff, from Port Ludlow, arirved 3rd.

Norfolk, Va, Feb 13—The reported arrival 12th of str Brookline, from Philadelphia, was an error (probably sch Brookline, Anderson, from New York).

NOTICE TO MARINERS.

BOSTON, Feb 12—Capt Lennan of tug S O Co, No 2, from Bayonne, reports the whistling buoy off Chatham out of order. It did not whistle when he passed there.

CHARLES ISLAND, Ct, Feb 12—The bell buoy off this point is reported broken from its moorings and drifting around the Sound.

IN ICE 10 DAYS.

On the Maine and Nova Scotia Coasts —Rescued by a Steamer.

PARRSBORO, N. S., Feb. 14.—The sch. Bessie A., Capt. Arthur Ogilvie, from Red Beach, Me., for this port, in ballast, was towed in here last night by the str. Killkeel. This vessel has been in the ice for the last ten days and during that time she got into Scotts Bay and the ice packed so solid that the crew were able to get ashore to land the mate, who was sick, and to get provisions, theirs having run out two or three days before. The owner's agent at Canning supplied them with a dory and provisions, but the captain and the cook refused to return to the vessel and two men from Canning were hired who together with the remaining sailor, boarded the schooner again. In the meantime the owner and his son left here by train, hoping to be able to get to the vessel before the ice parted, but they arrived at Scotts Bay a few hours too late. The wind having shifted, the schooner freed herself again and was reported on this shore in the ice the night before last. The str. Killkeel, which had just discharged a cargo of freight from St. John, went out in search of her and returned to port last night with her prize, which she picked up below Cape Dor. The Bessie A. lost both anchors and some chain and had her mainboom broken, but the hull is uninjured. She is owned by W. F. Conlon of this place and is 96 tons registered and was built in 1898.

BIRTHS.

SLIPP—At Fredericton, Feb. 12th, to the wife of Arthur R. Slipp, barrister, a son.

MARRIAGES.

MILLS-BURNHAM—At the Free Baptist parsonage, Salisbury, Feb. 10th, by the Rev. W. H. Perry, Willard A. Mills of Petitcodiac, and Mary G. Burnham, of Salisbury.

DEATHS.

ARMSTRONG—At Bathurst, N. B., on Feb. 9th, Elizabeth A. Armstrong, relict of the late William Armstrong, aged 72 years.

GRIFFITH—In this city on 14th inst., Jemima R., widow of the late Charles S. Griffith, after a short illness, passed away in her 77th year.

HARRIS—At the Manawagonish Road, Lancaster, St. John Co., of pneumonia, on the 11th inst., Amy Alberta Harris, second daughter of George A. and Maggie Harris, aged 10 months and five days.

McDERMOTT—In this city, on the 14th inst., Willie, aged 6 years and 9 months, eldest son of John and Alice McDermott.

MUNDEE—Lulu Frederica Mundee died after a lingering illness, at her late home, 222 King street Carleton, only and beloved daughter of Bartlett and Mary Mundee.

MARTINE—At Chicago, on Jan. 27, 1904, Margaret, wife of Albert Martine, aged 42 years, daughter of Nicholas Stephenson, of Golden Grove.

STILLWELL—Suddenly, in this city, on Feb. 13th, Eliza J., widow of the late Capt. Nicholas Stillwell.

STEEVES—At Steeves Settlement, Westmorland Co., Feb. 5th, of blood poisoning, Weyman Steeves, aged 60 years. A widow, three sons and four daughters survive him.

SPRINGER—At White's Point, Feb. 1st, Frank Leslie, beloved son of Berfield and Permasa Springer, aged 7 months and 11 days. Of such is the kingdom of heaven.

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THE CENTAUR COMPANY, 77 MURRAY STREET, NEW YORK CITY.

PUGS WHO NEVER SHOW WHITE FEATHER IN THE RING.

"If I were a trainer or manager of pugilists," said a ring follower the other night, "the first thing I would try to teach any man is to overcome stage fright. This has caused the downfall of many a brilliant career in the roped arena, and relegated to obscurity a lot of scrappers who otherwise would some day have been champions. Many fighters on top today owe most of their success to the fact that they were not afraid of anything or anybody when they started out. Of course these attributes are no good unless a person possesses the other requisite qualities that go to make the successful pugilist.

"As an instance, take Jim Jeffries. Long before the boiler maker thought of putting on the gloves he was a daredevil. He was not afraid of anything in the world. Being endowed by nature with a sturdy and strong constitution, Jeffries was ready for anything. He is an excellent shot, and will take chances that some men wouldn't dream of. Jeffries has had many adventures, but one that is worth telling about happened while he was preparing for his last fight with Jim Corbett. One day he strayed from his quarters in company with an old Indian whom he had known for years. This Indian is a fine guide, and when Jeffries suggested to him, unknown to his trainers, that they take a journey through the mountains the Indian consented to accompany him.

"They had a couple of rifles and food enough to last about forty-eight hours. Jeffries knew every nook and pass in the mountains, and the first thing he did was to go after big game. They had not been out more than three hours when Jeffries saw a mountain lion. The beast frightened the Indian and he started to run, and he warned Jeffries and urged him to cover. But the big champion only laughed and said in pigeon English: 'He no hurt me.'

"John L. Sullivan was just such a fearless sort of man. Sullivan never quaked before anything that walked, and to this day he takes enough chances to jar the nerves of the bravest. Sullivan defeated most of his opponents by instilling fear before they entered the ring. His very name at one time made prospective rivals cower, and when they went into the ring he already had them half licked. A former backer of the ex-champion said recently that all that Sullivan had to do in a fight was to look at his antagonist to make him shiver. Perhaps it wasn't as bad as that. But just the same Sullivan kept on winning. Of course in his day he was a great fighter, but his way of making his opponents fear him added considerably to his success.

"After Terry McGovern became known as a pugilist he did not have much trouble in vanquishing his adversaries. Long before he rose to the top of his division his powers as a puncher became known. Some of those who faced him realized what their fate would be if Terry got home just one blow. So this fact almost scared them out of their wits, and when they left their chairs to start the fight they were scared almost to death. Most of them, although skilled and heavy punchers, forgot all they had ever known about fighting and were easy.

"But just such fighters as Sullivan and McGovern become victims themselves when they stack against rivals who are just as fearless as themselves and who know just as much about the manly art, if not more. Take the first battle between Young Corbett and McGovern. Before that mill Corbett was practically unknown, and Sam Harris, McGovern's manager, thought it a master stroke when he matched Terry to meet the unknown man from the west. The wisest sports, those who have the pugilistic game down to a science, thought that Corbett would be the gamest kind of a cinch. A couple of weeks before the match came off a trainer of a well known heavy weight went to Corbett's quarters in Hartford and told the Denver youth that he was up against it and that it would be a wise thing for him to draw out of the battle and go home.

"You know Corbett is a sensible chap and one thing that he dislikes is to be advised by an outsider. So he took the trainer to task at once and went after him in this fashion:

"'Go home, did you say? Why you must be kidding. Now if I wanted to be impolite and a loafer I would take you in tow and give you a good thrashing. But I won't. I'll simply tell you to go ——, and also inform you that you can tell Mr. McGovern to do the same. I am no quitter and not afraid of McGovern or any of his reputed death-dealing blows. I'm going to fight him and I'll give him his or I'll get mine. So good-day.'

"Well, you know, the result of that fight. Young Corbett was there and gave it to Terry good and plenty. He only laughed when McGovern rushed and punched him, and when McGovern went down and out the first time that Corbett did was to look for the trainer. But that individual was kept out of sight.

"George Dixon is another fearless fighter, and was never seized with an attack of stage fright, even when he knew that he was going to meet an opponent worthy of his steel.

"The first thing Billy Madden does when he takes hold of a fighter is to try to imbue him with fearlessness. While training he subjects his men to all sorts of hardships, matches them against men of reputation, and does not let them do much boxing in the gymnasium. If there is anything of the coward in them this will bring it out.

"Peter Maher would probably have been the heavyweight champion today if he had possessed the same stuff as Sharkey, Sullivan or Jeffries. Maher at his time was a powerful hitter, fairly skillful, but he lacked the fearless qualities and the grit of the other big men. It would be unfair to say that Maher is a quitter, for I have seen him in fights where he took a lot of beating, but he always seemed afraid of me, and never fought with me, leaving the impression that he was afraid of the ultimate outcome."

MARINE MATTERS.

Sch. Marion Louise, before reported is ashore near Jaredon lighthouse, 3 miles to the eastward of Calbarien.

Ship Emily F. Whitney, Capt. Goodman, from Newcastle, N. S. W., for San Francisco, has been towed to Sydney partially dismasted.

Cable advices received at Philadelphia by the owners state that the Lillian, from Philadelphia for Charleston, before reported at Bermuda, has sunk at St. Georges. She will be surveyed, condemned and sold.

Sch. E. A. Sabean, Capt. Sabean, which reached New York on the 1st from San Blas, reports: Feb. 7, off Cape Hatteras, Boatswain Seboyer was washed overboard and lost. Also carried away part of fore rigging.

The ice in the Sound at City Island is again troublesome to sailing vessels, which cannot get through without the aid of tugs. The outlook from this station shows the Sound packed with ice. Steamers pass there about on schedule time.

DEBATES.

The main end of oratory is to convince by any and every art known. rhetoric. A skilful debater shows his true power much more in rebutting the arguments of the moment than in speaking what he has been deliberately put together beforehand. In any debate, even in one of the most impromtu characters, one of the speakers has, in nautical language, to set his course, and naturally he who speaks first. Successor and opponent have to follow his example in some measure. But the highest debating power, which becomes more visible as a debater proceeds, is that of quickly discerning the weakness of an opponent, and meeting him on the spur of the moment with a deftly constructed edifice of facts and opinions that make the audience believe his arguments worthless. Mr. Puff's boast touches a certain quality in debate, which methods in vogue in this country tend to check rather than accentuate: "Egad, the pro and con goes as smart as hits in a fencing match.—Dr. C. F. Moyse in McGill University Magazine.

NEW BANK BRANCHES.

HALIFAX, N. S., Feb. 15.— The Bank of Nova Scotia is about opening new branches in Antigonish and Windsor.