

bur White

won't hurt them. kable qualities for uick washing of is harmless to the o the most delicate

SOAP MFG. CO

and in that period evened up the count eighteen years. Then arted to arraign Mr. ack of appreciation of he situation. He. Bouaccused of disloyalty, to say that in this matprove that he had the the country at heart. he Canadian roads was for the government or o deal with, but it was importance, and Mr. nitting a crime by not tention it deserved. If alists were allowed to country and secure a e railroads, they would They would buy the ey would even attempt rislature, for it was a on notoriety that legisbought over in days did not object to foreign re the better, so long was used in the interbut when it was dithis country in favor of he thought it was time

Men are being brought upon the railroad quesational standpoint, and that the government take steps to determine hey will pursue in the he vital interests of this ving dominion.

ce and Col. Sam Hughes favoring the adoption of motion and a measure work for the betterment an railway system

ace made a strong ap of Halifax, St. John, the Sydney, Montreal and desertions of these ports, doing big things about other places, in his result was not apparwas found to have been d Portland is being alin and take that trade natural right of Canada. is forming in favor of which will protect Canthe advancement and agoreign capital to be used ountry's interests, and will demand of the govproper consideration of

e beinb taken, Mr. Macon was lost, the nays almost straight party f the liberal members who lauded Mr. Maclean was the senior member for

J. D. McKENNA.

CURES ASTHMA Cure." If you suffer

ice for free sample and layes & Co., Simcoe, Ont. IT OF HISTORY.

ked in the Falls and the aptain Drowned.

tory now going the rounds apers of the seven masted be built above Sullivan's e, recalls the following bit which may have suggested

cob Eaton, one of the early of Farmington, Me., con-dea of building a ship near nd sailing her to sea. Acmington Falls, on Sandy forty miles above navig-Here the little craft was and launched, having been "The Lark." It is said lls were spun and woven by from flax grown upon their and the cordage was twistne grown flax by a neighveteran of Bunker Hill. 4th, 1791, Capt. Eaton, with three men, cast off and set John, N. B. Capt Eaton's he first voyage, which is ved by his family, naively t "they left their wives the bank with strange unwilling yet not willing to their husbands." As may d, they had no easy time in salt water, being nearly various points. They did, ceed in reaching the open itually landed at St. John uly. The Lark commenced d freighting up and down in river, and about the Bay This business was con-

November of the same

in attempting to pass the

ark was wrecked and Capt.

drowned. The story of the uched for in Francis Gould story of Farmington.

John at the wrong time

OCEAN CATASTROPHE.

Terrible Loss of Life by the Sinking of a Steamer Off the Golden Gate.

The Number of People Drowned Unknown -Wild Scenes on the Sinking Steamer -Captain Among the Lost

SAN FRANCISCO, Feb. 22.-The Pacific Mail steamer Rio de Janeiro ran on a hidden rock while entering the Golden Gate early this morning in a dense fog. She sank a few minutes after striking. It is thought that nearly 150 persons were drowned, but it is impossible to ascertain the exact number, owing to the fact that Purser John Rooney, who had the passenger list and Rooney, who had the passenger list and roster of the crew, is among the missing. At 5 o'clock this afternoon ten bodies had been recovered, two white women, one white man and seven Chinese. The most prominent passenger on the steamer was Rounseville Wildman, U. S. consul at Hong Kong, who was accompanied by his wife and two children. It is thought all were drowned. The ship was in command of Pilot Frederick Jordan when she struck. He was rescued. Captain Wm. Ward went down with his vessel. is vessel.

As nearly as can be learned, there were
34 people on board, as follows:
Cabin passengers, 29; second cabin, 7;
teerage (Chinese and Japanese), 58; officers,
and crew, 140.

Cabin passengers, 22; second cabin, 4; steerage (Chinese and Japanese), 58; officers and crew, 140.

The following have been accounted for: Rescued, 78; bodies at the morgue, 10; total, 39; missing, 145.

Following is the

CABIN PASSNEGER LIST.

CABIN PASSNEGER LIST,

almost complete:
Consul General Wildman, Mrs. Wildman, two children and nurse, from Hong Kong;
Mrs. and Miss Wakefield of Honolulu; James K. Carpenter, mining engineer, Oakland, Calif.; Miss Rowena Jehu, Honolulu; W. Brander, London; Mr. Mattheson, Shanghai; Captain Heycht, German navy; Captain Holtz, Shanghai; Mr. Mattheson, Shanghai; J. F. Seymour, editor of the American, Manila; Mrs. K. West, San Francisco; Miss Leheran; Russel Harper, journalist, Nagasaki; Mr. and Mrs. Hart. Manila; Miss Gabriel Hoerou; Dr. Dodd, Butte, Mont.; Attorney Henshaw, Butte, Mont.; Mr. and Mrs. Woodworth; Dr. Ookawhara of Japan.

The following are missing:
Rourseville Wildman, wife, two children and nurse; Mrs. K. West, J. F. Seymour, H. C. Mattheson, Mrs. and Miss Wakefield, Miss Rowena Jehu, Zong Chong, Dr. Okawhara, Dr. Dodd, O. H. Henshaw, Mr. and Mrs. Woodworth, C. Dowdell.

The following people were rescued:
Wm. Brander, London; James K. Carpenter, Oakland, Calif.; Mrs. Ripley, Miss Leheran, Russel Harper, E. C. Howell, R. H. Long, G. Heintz, Captain Heycht, R. Holtz, Wm. Casper, Toledo, Ohlo. Steerage: Philip Nuzenblatt, Oakland; Frederick Castrini, J. Wade, Japanese, Honolulu; Second Officer G. Coghlan, Third Officer Holland; Chief Engineer G. Herlihey, Ship Carpenter Frank Cramp, Freight Clerk C. J. Englehardt, R. H. Leary, Quartermaster R. Mathieson, Quartermaster Fred Linstrom, Storekeeper E. Boggs, Steerage Steward H. Donohue, Seaman Howard, twenty-nine Chinese at mail dock, nineteen Chinese and four Japanese at Meiggs' wharf.

The following officers and crew are missing:

Wm. Ward, captain; W. C. Johnson, first officer: John Rooney, purser: Russell

wm. Ward, captain; W. C. Johnson, first officer; John Rooney, purser; Russell Brighton, quartermaster; — McCoun, first assistant engineer; — Brady, second assistant engineer; — Monroe, third assistant engineer; Dr. O'Neil, ship's doctor; — Smith, water tender; — Savage, water tender; — Bennis, water tender; H. Scott, steward; — Borgg, storekeeper; Albert Malcolm, saloon watchman; — McArthur, steerage watchman; Ed Burwick, watchman; Mrs. Dorman, stewardess.

The Rio de Janeiro was

The Rio de Janeiro was THREE DAYS OVERDUE from Hong Kong via Honolulu when she arrived off the Heads last night, and the dense fog prevailing at the time induced Pilot Jordan to bring her to anchor until he could see his way clear through the Gateway. She laid to until about 4.30 o'clock this morning, when the atmosphere cleared, and the way started under a slow heal toward morning, when the atmosphere cleared, and she was started under a slow bell toward Point Bonita. All went well until 5.40 o'clock, when she struck. Most of the passengers were below at the time, and it is believed that many of them were drowned in their berths. The first news of the disaster reached here at 7:30 o'clock this morning, and soon afterward a boatload of rescued passengers and petty officers arrived at the Mall dock.

and soon atterward a boatched to repassengers and petty officers arrived at the Mail dock.

Tugs were immediately despatched to render any service that might be needed, but no living persons were affoat when they reached the wreck. A number of drowning people were rescued by Italian fishermen, and the bodies of two white women, three Chinese and a Japanese were brought in by the tugs. The search for victims continued all day. From all accounts it appears that the

officers were cool.

and gave the necessary orders with the least possible excitement. Captain Ward, who was on deck when the vessel struck, at once gave orders to the crew on watch to hurry the passengers to the forward deck. At the same time the quartermaster on duty sounded the signal for fire drill, and within five minutes all the men were at their stations.

There was no way of telling the extent of the damage to the vessel, as she remained on an even keel for fifteen minutes after striking. But Captain Ward, with the instinct of long experience, knew the gravest danger threatened the two hundred souls in his charge, and he gave orders to lower the life boats and life rafts. There was not much confusion until, fifteen minutes after striking, the bow of the vessel suddenly plunged under water. Then there was a wild rush for the boats. Two boats had already been lowered and others were getting away as rapidly as the trained discipline of the crew could prepare. The thick fog enveloped everything, and as yet no sign had come from the life saving stations.

DARKNESS WAS ALL ABOUT, OFFICERS WERE COOL

DARKNESS WAS ALL ABOUT, and with this added horror the people on the and with this added norror the people of the Rio had to cope.

One boat got clear of the vessel. This con-tained the following persons:

Mrs. West, Mrs. Ripley, Chief Engineer Herlihey, Second Officer Coghlan, Frank Cramp, J. R. Russell, Storekeeper Borgg, Water Tender D. Lane, Quartermaster R. Mathieson and Captain Heycht of the Ger-man navy.

Water Tender D. Lane, Quartermaster R. Mathieson and Captain Heycht of the German navy.

This boat got clear of the sinking vessel and then stood by to help in picking up those who had no time to get into the boats and were in the water.

Another boat, containing Third Officer Holland and J. K. Carpenter, got away, but were drifted around close up under the bow of the steamer. As the forward end of the vessel plunged forward, the prow caught the small boat and cut it in two. The two men in the boat were uninjured and swam away from the sinking steamer just in time to avoid being caught in the swirl of water caused by the settling of the big ship. Carpenter was picked up by the other boat. The fate of Holland is not known, but he is supposed to have perished.

A number of Italian fishermen who were just starting out this morning saw the sinking of the Rio, and at once hastened to render every assistance in their power.

The Chinese crew, to the number of more than a hundred, were terrorized. Some of them huddled in little groups, chattering in fear. Others crouched close to the deck, moaning pitifully. Many jumped into the sea. Captain Ward remained on deck until the vessel had settled to such an extent that the water was engulfing him. Then he went up on the bridge and from there continued to issue his directions, although by this time the confusion was so great that few paid any attention to his commands. That she sank almost immediately after striking is the report of a majority of those rescued. Some of the passengers say that she instantly listed forward, and that in five minutes she went down, while others declare that the stayed affoat for half an hour after she struck.

The wreck lies about three-fourths of a

stayed alloat for half an hour after she struck.

The wreck lies about three-fourths of a mile south of Fort Point and about a thousand yards off the rocky shore.

There are several conflicting stories concerning the fate of Captain Ward. The steward of the Rio says that he stood beside the captain when the vessel went down. Two other survivors say that they also saw the captain to the last, but Frederick Lind-

strom, the quartermaster of the Rio, emphatically declared that Capt. Ward emulated Admiral Tryon of Her British Majesty's ship Victoria in going down to his cabin, where he met his doom behind a locked door. Quartermaster Officer Lindstrom was one of the first to land at Meiggs' wharf this morning, and one of the first statements he made was that Captain Ward had gone down with the wrecked steamer. According to his story, Captain Ward, after consulting with Pilot Jordan, came down from the bridge. He was standing on the deck when the vessel crashed upon the rock. There was a cry of "Man the boats," but it was apparent that in the midst of the awful confusion a systematic effort to save the passengers would be of no avail. Everybody was scrambling for his own safety.

It was at this time that Lindstrom says he saw Captain Ward standing on the forward deck. Suddenly the captain turned, and, walking hurriedly to his cabin, disappeared behind the door, which he closed. A second later the vessel was

PLUNGING TO THE BOTTOM

PLUNGING TO THE BOTTOM of the sea.

Captain Frederick Jordan, the pilot of the Rio, was rescued by an Italian fishing boat, owned by Frederick Castrini, and was brought to Meiggs' Station about 10 a. m. Along with him was a Japanese and Philip Nussenblack. He was taken up to the room occupied by the customs officials, and told the following story:

"We anchored inside about 5 o'clock last night. The weather was thick, and I left orders that when the weather cleared we should go further in.

"At 5 a. m. the fog lifted. We could see the Cliff House and the North End light, and I told the mate to heave short. After we started heaving short the wind came in from the northeast and the fog settled in thick, and I told the mate to stop heaving. The captain came up and said: "Let her go.

"You see my watch stopped at twenty minutes to six. When the vessel struck I ordered all the boats out. The first boat out was that of the doctor. It was half filled with water no sooner than she struck. I got a ladder and placed a woman on it and we began to descend. She had a boy with her, achild of 8 years. She gave him to me. I held him in my arms, and the little fellow had his arms around my neck. The woman and I were about half way down the ladder when the Rio gave a tremendous pitch. I was WE CAN GO AHEAD." FLUNG OFF THE LADDER.

I saw nothing then of the woman or the boy. I went down with the ship about fifty feet. I worked my way up to the surface and got hold of some wreckage. I was then rescued by the fishing boat."

A number of others among the rescued told stories of the scenes before and after the boat went down. At the instant the Rio went on the rocks, Andrew Ademi, an Italian fisherman, was not a great distance away in a small smack. Near him was G. Albert, another Italian fisherman. Both men headed for the ship. They came near enough before the ship went down to hear the voice of some person through a megaphone. The man who yelled at them told them

man who yelled at them told them

THAT THE SHIP WAS SINKING
and lost, and to stand by with help, sending word to San Francisco as soon thereafter as they could. Ademi says that whoever the officer was who shouted to them through a megaphone, he was a man of surpassing coolness. He stood with the megaphone to his mouth still shouting instructions when the ship sank, and the Italians saw him go beneath the surface, even as he spoke.

Rounseville Wildman, who is presumed to be lost, was well known in this city, where he resided for a number of years. He first came into prominence locally when he purchased the Overland, which he owned and edited for some years, prior to entering the consular service at Hong Kong. He resigned recently the post of consul-general at Hong Kong, and was on his way home with his wite and family.

Mr. Wildman married Miss Lettie Aldrich, daughter of Mrs. Louis Aldrich, a sister of U. S. Senator Stewart's wife. Mrs. Aldrich is now in this city, where she has been awatting the home-coming of her daughter.

The City of Rio de Janeiro was on iron steamer of 3,508 gross tonnage and 2.275 net. She was built by J. Roach & Son at Chester, Pa., in 1878. The vessel was owned by the Pacific Mail Steamship Co., and had been in the Oriental service since. She sailed from Hong Kong for this port on Jan. 22.

There are several conflicting stories concerning the fate of Captain Ward. The steward says he stood beside the captain when the vessel went down. Two other survivors say that they also saw the captain but Quartermaster Frederick Lindstrom emphatically declares that Captain Ward

EMULATED ADMIRAL TRION THAT THE SHIP WAS SINKING

EMULATED ADMIRAL TRION

"EVERY MAN FOR HIMSELF."

Captain Ward's voice was heard above the shrieks of the women and the howling of the Chinese, ordering his men to save the women. In the launching of the boats, it is said, confusion prevailed, and one load of passengers and sailors was dumped into the sea. The first boat that got away carried several of the ship's officers. Another boat was impaled upon a spar as those aboard it were trying to row it away from the suction caused by the sinking vessel. Four boats were cleared from the davits, but so far as can be learned only one got away safely and landed its passengers. Italian fishermen rescued the others.

The wreck lies about three-quarters of a mile south of Fort Point and about a thousand yards off the rocky shore.

Quartermaster Lindstrom says the lead was carefully used while the ship was coming in, and that the sounding taken a moment before she struck showed a depth of water more than sufficient to float a vessel of double her draught. Fog signals were constantly sounded and every possible precaution was taken against accident. Lindstrom is at a loss to account for the ship getting so far from the regular channel.

Quartermaster Lindstrom had the wheel when the tteamer struck, and his narrative is interesting.

"I. WAS ON THE LOOKOUT," "EVERY MAN FOR HIMSELF."

"I. WAS ON THE LOOKOUT,"
he said, "when I heard the pilot yell, and the next instant the ship struck. Instantly all wes confusion. Many of the passengers had assembled on the deck to see the harbor as the ship passed in, and the women seemed to lose all control of themselves. They screamed piteously, and the men, crew and passengers, npparently were dazed by the suddenness of the calamity.

"My attention was claimed by the ship, however, and I saw at once that she was badly punctured. When she struck she began settling by the head, and in a short time went down. When I saw all hope of saving the vessel was lost, I turned in and added the officers and crew in saving the passengers. The Chinese were even more panicistricken than the white women. They rushed about the deck howling frantically, and some of them

JUMPED OVERBOARD IN THEIR FRENZY.

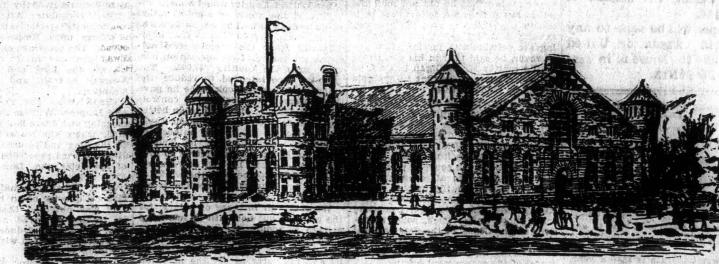
"We did our best to get out the boats, but our time was limited, and I don't know just how many boats were launched. I saw three boats filled with people leave the ship, but what became of them I had no means of ascertaining."

Captain Ward had been in the employ of the Pacific Mail Steamship Co. for many years. He first entered the service as a cadet on the steamship Tokio, and in 1888 was assigned to the command of the Rio de Janeiro. Later he was transferred to the Peru, then to the China, then to the City of Pekin. He was then placed in charge of the City of Rio de Janeiro again, and had been three years and a half on the ship.

Captain Ward was thirty-eight years old and a native of North Carolina. A sister and two brothers are residents of Raleigh. "I. WAS ON THE LOOKOUT,"

HALIFAX DRILL HALL

The Style of Building that St. John Needs-It Cost Well Up to Four Hundred Thousand Dollars-Some Details of the Structure



The drill hall in Halifax is at the corner of Cunard and North Park streets. The building is 304 feet by 190 feet over all, the five towers being each 16 feet 8 inches wide and about 50 feet high. The interior of the drill hall is 250 by 110 feet, and the extreme height of the roof (a slanting one is about 70 feet, with side walls 35 feet. The floor is of wood paving

A gallery, eight feet wide and about ten feet from the floor, runs around three sides of the main building, and from it doors open into the quarters of the different regiments. There is also a gallery of about 70 feet along the north side of the building, over the brigade offices, intended for ladies only. A door leads from the reception room in the officers' quarters to this gallery.

The brigade office has an entrance

from Cunard street. There are two suites of offices of three each on the ground floor and one on the first floor. On the second floor, immediately above, is the officers' mess-room. These are all situated in and between the two towers on Cunard street, where also are situated the caretaker's apartments.

The regimental quarters are on the opposite side of the building. The 66th and 63rd reception rooms adjoin, the 66th slightly the larger, being about 90x40 feet. The artillery, being similarly situated in the eastern end of the main building, have large gun rooms, connected by an archway. The larger is 110x43, the smaller 45x38, their reception room being 40 feet square. An iron spiral stairway leads from the armory of each regiment to its recreation room above. The doors are all of solid oak and are studded with bolts. Adjoining the recreation room of each regiment is a commodious of fice for the quartermaster. A large room off the main floor and two large apartments in the basement are for the Halifax Bearer Corps.

The apartments above the basement have all metal ceilings, hardwood wainscoating and birch floors.

There is also, on a level with the recreation rooms off the gallery, a magnificent lecture room, said to be the largest room without supports between the walls in Halifax. It is 100 feet in length by 43 in width, and being on the east end of the building is lighted well with windows all along one side and end. The ceiling, like the recreation rooms, is high and metal covered, while the floor is of hardwood. At the south end there is a raised platform. This room is intended for lectures and entertainments for and by the militiamen.

In the basement, on the north side. is the artillery big gun room, 110 feet in length, with the ceiling very high. Adjoining it is the small gun room, which is at the eastern end of the building. In the basement also are five bowling alleys or shooting galleries, each 10 feet long and 25 feet high. There is also in the basement the artillery band room, facing on the lower

street. The 66th and 63rd band room are on the north side, all large and commodious. Then there are store

The main entrance is on North Park street. On the tablet at the top of the building is the coat of arms of Canada. Below is the word "Armories" in large letters. In the niche over the door are cut the rose, shamrock and thistle, en-twining V. R. in very large letters. On Cunard street "Brigade Office" is announced in large letters, and on Maynard street the gun room is announced in the same way.

Entering by the main door, one finds himself in the spacious drill hall, large enough to accommodate the whole militia of Halifax. The floors are of polished hardwood blocks. Doors leading from this hall afford access to the armories. From the armories are iron stairs leading to the floor above, where each regiment has a space for recreation purposes equal to that covered by its armory below. The lecture room, 100 feet by 43 feet, is on the east

A GREAT CRIME.

The Stuffing of the Rothesay Voters' List.

Judgements Delivered in the Supreme Court at Fredericton Yesterday.

Chief Justice and Judges Landry and Mc-Leod Severe on the Guilty Parties Whoever They Are-

FREDERICTON, N. B., Feb. 22.-In delivering judgment this afternoon in the Rothesay bogus election list of H. M. S. Victoria, going down in his cabin, where he met his doom behind a locked door. It is certain that Captain Ward was drowned, however.

From stories told by the survivors of the calamity, it is safe to presume that Pilot Jordan is the only living person qualified to tell how the catastrophe happened and who is responsible for it.

Captain Ward is dead, and between him and the pilot the ship was steered to her doom. Jordan's story is to the effect that the ship had makered the Heads and the fog enveloped her. He notified the captain that it was unsafe to proceed, but the latter ordered him to go ahead, and the order was obeyed.

Therein the pilot confesses himself at fault, for the moment he took the ship in his hand his authority in all matters pertaining to her navigation was supreme, and he was responsible for her safety and the lives of the people aboard her.

There are conflicting statements as to the conduct of the officers and crew. Some say the officers and sallors were cool and conscientiously endeavored to get out the boats and save as many passengers as possible, while others declare that as soon as the seriousness of the situation became apparent there was an end to discipline among the seamen and that it was

"EVERY MAN FOR HIMSELF."

case, Chief Justice Tuck stated that a crime had been attempted within the history of this country. He did think that the law officers of the crown should take steps to bring the guilty parties to justice, for a grave crime had been attempted, and to a certain extent and in some respects had been attempted, and some person is guilty of forgery and of perjury. He would appeal to every person who had read in the newspapers or elsewhere about this case and was conversant with the facts to say that no greater crime had ever been attempted in this country than has been attempted in this bogus election list matter. There are guilty parties somewhere and they ought to be punished.

Here we have an attempted which the calmin, the story of the case. They are not every case, Chief Justice Tuck stated that a crime had been attempted which for

right to vote in the county. Some of those men have caused statements to be published in the newspapers that they have no property in Rothesay and no right to vote there; that they did not know that their name was to be put upon the list until they saw it in the newspapers; and that they do not want a vote in Rothesay under the circumstances. Other men who stated that they were liberals told Mr. Hazen the same thing-that they had no right to vote in Kings county and would not vote even if their name was

allowed to remain upon the list. A bold, an outrageous, a criminal attempt has been made to swamp the electors of Kings county. Within his recollection there had been but one atempt at a crime like this in the history of this province. In 1853 an attempt was made to swamp the vote of the city and county of St. John, but that attempt failed.

Who are these bogus electors? He did not know, and he would not say anything against them. It seems that they are not the parties to blame. Two of the revisors say that the lists were properly made up and certified to by them. The third revisor, Mr. Gilliland, says that he got the lists by registered letter from St. John, and when it came to him the bogus names had been added. The letter to Mr. Gilliland was registered in the name of C. J. Milligan, but it is said that that gentleman denies having had anything

to do with it. It is the plain duty of the crown of ficers to probe this matter to the bottom. The guilty parties should not go unpunished. If a man steals from his fellow man and is detected he is sent to penitentiary. What, then, ought to be done to the man who by fraud and perjury and forgery tries to steal, to destroy, the vote and the will of a

whole county? There was but one point made by Mr. Skinner in support of this bogus list. None of the facts were denied, but Mr.Skinner argued that this cour has no right to review the case. The court is unanimously of the opinion that the court has the right to re-

SCOTCH WHISKY DISTILLERS & BLENDES Suppliers to the British Sole Proprietors of GLASGOW, LEITH, LONDON, E HOUSE OF COM GLENTAUCHERS DISTILLERY, MULBEN, SPEYSIDE, N.B.

The Black Swan Distillery, 26, Holborn, N.B.—The Sole Scotch Whisky supplied to the International Sleeping Car Co. LONDON, ENGLAND

this is one. Remarks along the same line, strongly condemnatory of the action of the guilty parties were made by Judge McLeod, who described the rime as perjury and absolute forgery, and by Judge Landry, who character ized it as perjury, forgery and theft. Judgment for a rule absolute to quash the paper purporting to be the revisors' list of the parish of Rothesay and the non-resident list of the

parish of Rothesay.
Other judgments delivered were Bennett v. Cody—Appeal; dismissed with costs. Dibblee v. Fry-Rule for new trial

Ex parte Boudreau-Rule discharge ed with costs. Cruise v. City of Moncton - Judgment for defendant.

Grimmer v. Municipality of Glouces ter-Rule absolute for non-suit. Provincial Chemical Fertilizer Co defendants appellants, v. Ayer, plainnt—Appeal dismiss tiff respondent—Appeal dismissed with costs, Chief Justice and Judge Mc-

Leod dissenting. McCatherine v. Brewer-Rule abso lute for a new trial. Chief Justice and Judge Hanington dissenting. Miller v. Municipality of Kings et

al-Judgment to set aside the order of Mr. Justice Landry, the costs of this motion to be allowed the defendant in this case. Anderson v. Shaw-Appeal dismissed with costs. There is now but one case which

has been argued before the court and upon which judgment has not yet been delivered, viz., McCleave v. The City of Moncton.

REV. J. F. GORMAN Of Ottawa Vigorously Defends th Coronation Oath. OTTAWA, Feb. 19.-Rev. J. F. Gor-

man, of Grace Church (Anglican), in his sermon Sunday evening referred to the agitation for the elision of words offensive to Catholics from the coronation oath. He justified the language of the declaration which, he said, was not that of impetuous haste, but that of careful judicial deliberation, and continued:

"Has the pope ever erased a single line of his canon law in which he claims the power of deposing princes

that should be dealt with by the court | and absolving subjects from their allegiance? Never. Has he ever revok ed one of his unchristian anathemas against us and our princes? Never. Has he ever ceased to impose his own oaths of allegiance and supremacy or Roman ecclesiasts who are subjects of the Queen of England, and to teach them that all the civil oaths to their sovereign to the prejudice are perjuries? Never. It is simply nonsensica for a Roman Catholic to work himsel up over this coronation declaration and to agitate for its abolition, unles Rome is satisfied to meet us half way, by erasing from her laws, her statutes and her bullarium all those offensive declarations regarding the Protestant world. The Protestant succession to the throne of England is the dearest fact to the heart of an Englishman, but without this declaration the nation would have no assurance of the monarch's religious belief. If Roman Catholics would meet us as we meet them we would be willing to meet them half way. Protestants are broad minded and tolerant towards them here in Canada and also in England as is seen by Catholics being now admitted to any position in all departments of the political world, the army and the navy."

STARTLING STATEMENTS.

PARIS. Feb. 24.-Yesterday was the anniversary of the attempt at a coup d'etat by Paul Deroulede and Marcel-Habert a the Neuilly barracks, on the occasion of the funeral of M. Faure, and also the anniversary osed a year later by the French senate, sitting as the high court, upon M. Marcel-Ha-

bert. Many of their sympathizers went to San Sebastian, where the exiles are residing, to pay their respects.

M. Deroulede delivered a long address, in the course of which he made several starting statements. He asserted that he and M. Marcel-Habert were approached on the night before the attempted coup d'etat by an agent of the Duke of Orleans, who proposed that the duke should appear in the midst of the ranks in time to participate in the projected action.

M. Derolede declared that he had resented this offer and replied that if any doyalist, especially the Duke of Orleans, should attempt to take part, he (Deroulede) would be the first to turn the troops against him.

On the following mornling, M. Deroulede continued, it was found that the arrangement of the troops had been so changed that the coup would fail, and he declares that the royalists effected this change when they learned that he would not aid their cause. If this interference had not occurred, M. Deroulede said, the coup would certainly have succeeded.

THOSE MENTIONED.

Canadians Mentioned For Service in the Field in South Africa.

Lord Roberts's despatches mentionng those officers who deserved recognition for their services in South Africa are published in the London press. Among those specially men-tioned are Major S. Denison, Royal Canadian Regiment of Infantry, A. D. C. to the commander-in-chief. Captain Brevet Major and local Lt.

Colonel-E. P. R. Girouard, D. S. O., R. E., director of railways, has carried out his duties in a highly creditable manner. The concentration of troops prior to my advance was carried out by him without a hitch, and he has recently performed valuable service in restoring through railway ommunication between the Orange Free State and Cape Colony. THE ROYAL CANADIAN REGI-

MENT OF INFANTRY. Lt. Col. W. D. Otter, Canadian staff, ide-de-camp to his excellency the Governor General of Canada. Maj. L. Buchan, Lt. Col. Royal Can-

adian Regiment of Infantry. Maj. O. C. Pelletier, Lt. Gol. Royal Canadian Regiment of Infantry. Capt. H. B. Stairs, Captain 66th Princess Louise's Fusiliers.
Lieut. and Adjutant A. H. Macdonnell, Captain Royal Canadian Regi-

ment of Infantry. Sergt. Utton, Pte. J. Kennedy, Pte H, Andrews, Pte. J. H. Dickson, Pte. C. W. Duncafe, Pte. F. C. Page. Lord Roberts confidently recom-mends those named to the favorable

consideration of the government. FOR THE REBELLION.

Gen. Warren in his report upon the attack on Faber's Port commends Surgeon Major Worthington, Canadian Artillery, for excellent work in the field, and especially mentions Lt. Col. Hughes, M. P.; Major Ogilvie, of "E" Battery, Royal Canadian Artillery; and Captain Mackie, Royal Canadian Artillery, attached to Warren's

Children Cry for CASTORIA.