

6

YUKON TRADE.

VICTORIA HAS HANDLED THE LARGEST PART OF THE BUSINESS.

Americans Have Done But a Comparatively Small Amount—Certificates Granted by the Military—Collage—Application for a Railway Charter.

Ottawa, Dec. 15.—Captain J. W. Baker, 47th Batt., Private J. Needham, 62nd, Private B. McDuff, 73rd, and Private J. E. Langley, 71st, have been granted certificates from the Royal Military College.

Mr. Robert Wallace has been appointed wharfinger of the government break water at Gardiner's Creek, in county of St. John, N. B.

The minister of fisheries has granted permission to enter the discharge of a mortgage on the register of the steam tug Harvey Nelson without the production of a deed of mortgage as it has been lost and cannot be found.

Collector of Customs, Mr. W. Baker, reports to Ottawa that Canada is getting the greater part of the trade of the Yukon notwithstanding the efforts made by Seattle and other American cities to capture the same of the imports of the Northland gold fields. During the past 11 months 10 per cent. were Canadian goods. The returns from Skagway wharves, railway men and customs, both this, about 50 per cent. of the trade came from Victoria, B. C. The season virtually closes with December 1, and at that time \$2,079,000 worth of goods were shipped from Victoria alone as compared with \$53,000 in 1896, and \$1,536,000 last year.

Application will be made at the next session of parliament for a charter for building a railway from Fort Simpson, on the Pacific coast, to Dawson City, by way of Teslin Lake.

THE GREAT SUTRO BATHS.

A Unique Gift Made to the City of the Golden Gate by a Well Known Millionaire—Sea Water Available in Unlimited Quantities for Bathing Use.

The Suto Baths, San Francisco, is a large seaside establishment which combines swimming tanks and other bathing appliances with various recreation features. The main structure is a building 300 feet long and 224 feet wide which is seated on a terrace quarried out of the cliff overlooking the Golden Gate.

The western face of the building reaches almost to the shore line and is only a few feet above high tide. The height is equivalent to about four stories. From the main entrance above the view passes down broad marble stairs to a large museum and promenade gallery, from which the swimming pool, and other baths are reached either by an elevator or by a grand staircase. The main building has a roof carried by three spans of combination steel and wood trusses supported by riveted steel columns. Nearly all of the roof surface and the whole of the west or ocean side is glazed. The interior is practically a single immense hall in three divisions, in one of which the large L-shaped swimming bath occupies most of the floor.

The second division contains five small baths and part of the large one. The third or eastern division contains tiers of seats on an inclined platform like an amphitheatre, to accommodate the spectators of aquatic exhibitions. Under these seats are dressing rooms, club rooms, offices, etc. The seats are continued around the ends of the baths at the south side of the building, where they terminate in four stories of galleries or platforms overlooking the corner adjacent to the large swimming pool and, with side and the roof composed wholly of glass, form a series of parlors.

The lower floor, between and around the baths, affords wide spaces for bathers' promenades, above which there are other like terraces, communicating with the seats at three different levels all around the building, except on the west side, which is an unobstructed glass platform from foundation to roof. Above the seats a broad gallery extending around three sides of the building under the glass roof forms a promenade for the sun. The walls are embellished with heavy moldings, cornice and relief work, and there are numerous paintings, pictures and other decorations.

The swimming bath is one of the largest ever constructed indoors, and has extreme dimensions of 300x175 feet. It is equipped with spring boards, diving tower and other athletic apparatus, and affords facilities for contests and exhibitions on an unusually large scale. In the center of the building, adjacent to the long side of the swimming bath, are five other baths nearly 70 feet long, each a rectangular tank. They are fitted with spring boards, toboggan slides, swinging rings, trapezes and other apparatus, and are adjacent to the dressing rooms and club rooms, which afford an opportunity for private parties to secure the exclusive use of a bath and accessories. There are 37 shower baths in the nine club rooms and one in each of the 29 private dressing rooms. The private dressing rooms have a capacity of 317 bathers and the public rooms of 1,111 more. One new bath is filled with fresh water from a spring near by and all the rest, with a combined capacity of 1,800,000 gallons, receive a constant supply of salt water direct from the ocean.

At a considerable distance from the baths there is a large catchbasin in the rocks on the shore, so arranged that twice a day, at every high tide, it is filled by the waves and the inflow over the outer edge. This basin holds about 2,000,000 gallons, and can be filled in about one hour, except during a few days in midsummer, when the sea tides do not rise high enough, and it is filled in about five hours by a centrifugal pump. The water is taken from the catchbasin in settling tanks, and thence through canals to the baths. The main overflow receives the discharge from all the baths and is piped several hundred feet into the ocean at a point on the other side of the headland, where the prevailing tidal current carries it away from the intake. The water in the swimming bath is at natural temperature, but that in the smaller ones can be steam heated.

The baths are provided with a steam laundry, with a capacity of 20,000 suits and 40,000 towels daily. The establishment is fully equipped as a winter garden, and has a restaurant with three 30x75 foot floors, and a seating capacity of 1,000 people, with a kitchen designed to cook for 6,000. There is a detached power house, with boilers, engines, electric light plant, etc., and there is an extensive heating and ventilating plant to maintain a comfortable winter temperature in the great hall with so large an exposed radiating surface of glass. The seating capacity of 3,700 in the amphitheatre and the same in the promenade. The total capacity is estimated at 25,000 persons in all parts of the building.

There was used in construction, 10,000 cubic yards of concrete, 2,500,000 feet of lumber, 600 tons of iron and 100,000 square feet of glass. The buildings are protected on the ocean side by a breakwater 20 feet high, 15 feet wide at the bottom and 2 feet at the top, and 400 feet long, and by another, perpendicular to the shore, which has the same cross section and a length of 200 feet. The baths were built without specifications, under the personal supervision of the owner, the late Mr. Adolph Sutro.—[Engineering Record.]

ATTACHE WITHDRAWN.

GERMANY TO HAVE NO MILITARY REPRESENTATIVE IN PARIS.

Emperor William Indignant Over the Attacks the French Have Made on His Accredited Representative Since the Dreyfus Trial—Other German News.

Berlin, Dec. 15.—Emperor William's intention to withdraw Major Baron Von Suessing, German military attaché at Paris, as cabled to the Associated Press some time ago, has just been carried out. His majesty had become so thoroughly disgusted with the attacks and insinuations of the German military attaches and with the numerous private official reports which had reached him on the subject, bearing out, partially at least, the newspaper charges. His keen sense of honor was aroused especially as he considers that German officers, who are popularly regarded by their countrymen as above reproach in military matters, ought not to be expected to furnish to the home government information inconsistent with a sense of honor.

This view the emperor wants practically borne out. He met with a determined opposition on the part of some of his principal military advisers, General von Hahnke, Count von Schlieffen and Count von Waldersee, but succeeded in having his own way. It goes without saying that the Dreyfus affair was the immediate cause of the order of withdrawal. A high government official, when questioned on the subject today, did not deny this.

The correspondent of the Associated Press also understands that the duties of all German military attaches are likely to be modified and brought into conformity with modern ideas of gentlemanly honor, the emperor hoping, moreover, that the example given by Germany will be imitated by other military powers.

The foreign office asserts that nothing is known there regarding the alleged intention of England to occupy Delagoa Bay forcibly.

In government circles today, when the question of the London market and German interests in Venezuela and Colombia with such means as are available during the present troubles are being discussed, the German training ship Nixe recently prevented the bombardment of Puerto Cabello by the revolutionaries, because a bomb was found which would have chiefly destroyed German property. The further admission was made that the training ship Sleswig proceeded for Puerto Cabello on a similar errand.

Proof that the income tax in Germany operates with some difficulty is furnished by an official report from Hamburg showing that the tax collection department has been defrauded out of 2,500,000 marks within five years.

FREDERICKTON NEWS.

Frederickton, Dec. 15.—Private Chapelle, of the Canadian contingent, who died at Belmont, was a cousin of J. M. Chapelle, caretaker of the railway here. Much interest was taken in the death of the latter's father, who has lost three of his four sons in distant countries during the last few years. One died of fever in the regular course of business and have nothing whatever to do with shipping goods abroad. The higher rates prevailing in New York, they derived a better return from Canadian banks than do British.

ANOTHER LAND SLIDE.
Vancouver, Dec. 15.—Advices from Kaslo, B. C., say a strip of water front over a hundred feet wide and two hundred and fifty long at the Canadian Pacific railway landing, sank out of sight Tuesday morning. Water is now a hundred and twenty feet deep where teams backed up to receive freight from the boats. The Canadian Pacific has been driving for the past season on dykes to build up the beach and freight sheds, and which would have been completed in a few weeks, dropped out of sight without a moments notice.

ARRESTED FOR CARRYING DYNAMITE.
Mount Vernon, N. Y., Dec. 15.—Sam Pasquale, Italian laborer, was today fined \$100 for carrying through the streets of Mount Vernon, without a license, enough dynamite to blow up the city.

The policeman walked up to Pasquale, tapping the bag roughly with his stick, asked him what was in it. The Italian replied "dynamite," and when the officer got over his fright he hurried the man to the station house.

WOOD RELIEVES BOOKE IN CUBA.
Washington, Dec. 15.—By direction of the president, Major General Leonard Wood, United States volunteers was today assigned to the command of the division of Cuba, relieving Major General J. R. Brooke. General Wood will, in addition to his duties of division commander, exercise the authority of military governor of the island.

LIBERALS DEMAND RECOUNT.
Winnipeg, Dec. 15.—Applications have been made on behalf of the Liberals for judicial recounts of the ballots cast in the four constituencies, viz., Rosenfeldt, Saskatchewan, Souris and Brandon city, where the majorities in Thursday's election were 16, 11, 8 and 8 respectively.

VENEZUELA REVOLUTION FINISHED.
Caracas, Venezuela, Dec. 12 (via Havana cable).—It is announced that the Cuban government has occupied Cumana, on the Gulf of Cariaco, and the revolution is said to be crushed.

FREE!
The beautiful little book "The Dreyfus Case" is now being sold for nothing. It is a full and complete history of the case, and is a most interesting and instructive work. It is now being sold for nothing, and is a most interesting and instructive work. It is now being sold for nothing, and is a most interesting and instructive work.

LYDDITE SHELLS.
The Composition and Deadly Nature of the Explosive Which Has Been Used in the Natal Campaign.

"The Boers don't like lyddite!"—and no wonder. Some say it is of French parentage (M. Turpin); others, that the name of Dr. Sprengel give it birth. Let us not, however, imagine that we stand alone in our adoption of this terrible weapon, says the London Morning Leader.

STEAMSHIP SERVICE.

The Provincial Government Calls for a Conference on the Subject.

The following is the minute of the executive council on the steamship service for the month of December, 1904, passed and approved of by the honor the lieutenant governor on Dec. 12:—

The provincial secretary reports, for the information of the committee of the executive, that he has had under consideration communications from the Hon. C. A. Duff Miller, agent general of the province of New Brunswick at London, setting forth that the firm of Messrs. Elder, Dempster & Co., have arranged with the Dominion government to run a line of steamers, carrying the Canadian mails during the winter months, making St. John the terminus, and that the company intends to continue the line both winter and summer between St. John, Halifax and Liverpool if they receive sufficient support and encouragement to do so, and that if the freight traffic warranted it the result would probably be the establishment eventually of the much talked of fast line to Canada, and in that event the company would be prepared to place faster steamers on the route, and also drawing the attention of the government and the people of the province to the desirability of taking such steps as may be necessary to promote the establishment of a fortnightly line of steamers between the West Indies and St. John, and pointing out the benefits that would accrue to the province therefrom.

In said communications are referred to that in the summer months the firm of Elder, Dempster & Co., have arranged with the Dominion government to run a line of steamers, carrying the Canadian mails during the winter months, making St. John the terminus, and that the company intends to continue the line both winter and summer between St. John, Halifax and Liverpool if they receive sufficient support and encouragement to do so, and that if the freight traffic warranted it the result would probably be the establishment eventually of the much talked of fast line to Canada, and in that event the company would be prepared to place faster steamers on the route, and also drawing the attention of the government and the people of the province to the desirability of taking such steps as may be necessary to promote the establishment of a fortnightly line of steamers between the West Indies and St. John, and pointing out the benefits that would accrue to the province therefrom.

In said communications are referred to that in the summer months the firm of Elder, Dempster & Co., have arranged with the Dominion government to run a line of steamers, carrying the Canadian mails during the winter months, making St. John the terminus, and that the company intends to continue the line both winter and summer between St. John, Halifax and Liverpool if they receive sufficient support and encouragement to do so, and that if the freight traffic warranted it the result would probably be the establishment eventually of the much talked of fast line to Canada, and in that event the company would be prepared to place faster steamers on the route, and also drawing the attention of the government and the people of the province to the desirability of taking such steps as may be necessary to promote the establishment of a fortnightly line of steamers between the West Indies and St. John, and pointing out the benefits that would accrue to the province therefrom.

In said communications are referred to that in the summer months the firm of Elder, Dempster & Co., have arranged with the Dominion government to run a line of steamers, carrying the Canadian mails during the winter months, making St. John the terminus, and that the company intends to continue the line both winter and summer between St. John, Halifax and Liverpool if they receive sufficient support and encouragement to do so, and that if the freight traffic warranted it the result would probably be the establishment eventually of the much talked of fast line to Canada, and in that event the company would be prepared to place faster steamers on the route, and also drawing the attention of the government and the people of the province to the desirability of taking such steps as may be necessary to promote the establishment of a fortnightly line of steamers between the West Indies and St. John, and pointing out the benefits that would accrue to the province therefrom.

In said communications are referred to that in the summer months the firm of Elder, Dempster & Co., have arranged with the Dominion government to run a line of steamers, carrying the Canadian mails during the winter months, making St. John the terminus, and that the company intends to continue the line both winter and summer between St. John, Halifax and Liverpool if they receive sufficient support and encouragement to do so, and that if the freight traffic warranted it the result would probably be the establishment eventually of the much talked of fast line to Canada, and in that event the company would be prepared to place faster steamers on the route, and also drawing the attention of the government and the people of the province to the desirability of taking such steps as may be necessary to promote the establishment of a fortnightly line of steamers between the West Indies and St. John, and pointing out the benefits that would accrue to the province therefrom.

In said communications are referred to that in the summer months the firm of Elder, Dempster & Co., have arranged with the Dominion government to run a line of steamers, carrying the Canadian mails during the winter months, making St. John the terminus, and that the company intends to continue the line both winter and summer between St. John, Halifax and Liverpool if they receive sufficient support and encouragement to do so, and that if the freight traffic warranted it the result would probably be the establishment eventually of the much talked of fast line to Canada, and in that event the company would be prepared to place faster steamers on the route, and also drawing the attention of the government and the people of the province to the desirability of taking such steps as may be necessary to promote the establishment of a fortnightly line of steamers between the West Indies and St. John, and pointing out the benefits that would accrue to the province therefrom.

In said communications are referred to that in the summer months the firm of Elder, Dempster & Co., have arranged with the Dominion government to run a line of steamers, carrying the Canadian mails during the winter months, making St. John the terminus, and that the company intends to continue the line both winter and summer between St. John, Halifax and Liverpool if they receive sufficient support and encouragement to do so, and that if the freight traffic warranted it the result would probably be the establishment eventually of the much talked of fast line to Canada, and in that event the company would be prepared to place faster steamers on the route, and also drawing the attention of the government and the people of the province to the desirability of taking such steps as may be necessary to promote the establishment of a fortnightly line of steamers between the West Indies and St. John, and pointing out the benefits that would accrue to the province therefrom.

In said communications are referred to that in the summer months the firm of Elder, Dempster & Co., have arranged with the Dominion government to run a line of steamers, carrying the Canadian mails during the winter months, making St. John the terminus, and that the company intends to continue the line both winter and summer between St. John, Halifax and Liverpool if they receive sufficient support and encouragement to do so, and that if the freight traffic warranted it the result would probably be the establishment eventually of the much talked of fast line to Canada, and in that event the company would be prepared to place faster steamers on the route, and also drawing the attention of the government and the people of the province to the desirability of taking such steps as may be necessary to promote the establishment of a fortnightly line of steamers between the West Indies and St. John, and pointing out the benefits that would accrue to the province therefrom.

In said communications are referred to that in the summer months the firm of Elder, Dempster & Co., have arranged with the Dominion government to run a line of steamers, carrying the Canadian mails during the winter months, making St. John the terminus, and that the company intends to continue the line both winter and summer between St. John, Halifax and Liverpool if they receive sufficient support and encouragement to do so, and that if the freight traffic warranted it the result would probably be the establishment eventually of the much talked of fast line to Canada, and in that event the company would be prepared to place faster steamers on the route, and also drawing the attention of the government and the people of the province to the desirability of taking such steps as may be necessary to promote the establishment of a fortnightly line of steamers between the West Indies and St. John, and pointing out the benefits that would accrue to the province therefrom.

In said communications are referred to that in the summer months the firm of Elder, Dempster & Co., have arranged with the Dominion government to run a line of steamers, carrying the Canadian mails during the winter months, making St. John the terminus, and that the company intends to continue the line both winter and summer between St. John, Halifax and Liverpool if they receive sufficient support and encouragement to do so, and that if the freight traffic warranted it the result would probably be the establishment eventually of the much talked of fast line to Canada, and in that event the company would be prepared to place faster steamers on the route, and also drawing the attention of the government and the people of the province to the desirability of taking such steps as may be necessary to promote the establishment of a fortnightly line of steamers between the West Indies and St. John, and pointing out the benefits that would accrue to the province therefrom.

In said communications are referred to that in the summer months the firm of Elder, Dempster & Co., have arranged with the Dominion government to run a line of steamers, carrying the Canadian mails during the winter months, making St. John the terminus, and that the company intends to continue the line both winter and summer between St. John, Halifax and Liverpool if they receive sufficient support and encouragement to do so, and that if the freight traffic warranted it the result would probably be the establishment eventually of the much talked of fast line to Canada, and in that event the company would be prepared to place faster steamers on the route, and also drawing the attention of the government and the people of the province to the desirability of taking such steps as may be necessary to promote the establishment of a fortnightly line of steamers between the West Indies and St. John, and pointing out the benefits that would accrue to the province therefrom.

In said communications are referred to that in the summer months the firm of Elder, Dempster & Co., have arranged with the Dominion government to run a line of steamers, carrying the Canadian mails during the winter months, making St. John the terminus, and that the company intends to continue the line both winter and summer between St. John, Halifax and Liverpool if they receive sufficient support and encouragement to do so, and that if the freight traffic warranted it the result would probably be the establishment eventually of the much talked of fast line to Canada, and in that event the company would be prepared to place faster steamers on the route, and also drawing the attention of the government and the people of the province to the desirability of taking such steps as may be necessary to promote the establishment of a fortnightly line of steamers between the West Indies and St. John, and pointing out the benefits that would accrue to the province therefrom.

In said communications are referred to that in the summer months the firm of Elder, Dempster & Co., have arranged with the Dominion government to run a line of steamers, carrying the Canadian mails during the winter months, making St. John the terminus, and that the company intends to continue the line both winter and summer between St. John, Halifax and Liverpool if they receive sufficient support and encouragement to do so, and that if the freight traffic warranted it the result would probably be the establishment eventually of the much talked of fast line to Canada, and in that event the company would be prepared to place faster steamers on the route, and also drawing the attention of the government and the people of the province to the desirability of taking such steps as may be necessary to promote the establishment of a fortnightly line of steamers between the West Indies and St. John, and pointing out the benefits that would accrue to the province therefrom.

In said communications are referred to that in the summer months the firm of Elder, Dempster & Co., have arranged with the Dominion government to run a line of steamers, carrying the Canadian mails during the winter months, making St. John the terminus, and that the company intends to continue the line both winter and summer between St. John, Halifax and Liverpool if they receive sufficient support and encouragement to do so, and that if the freight traffic warranted it the result would probably be the establishment eventually of the much talked of fast line to Canada, and in that event the company would be prepared to place faster steamers on the route, and also drawing the attention of the government and the people of the province to the desirability of taking such steps as may be necessary to promote the establishment of a fortnightly line of steamers between the West Indies and St. John, and pointing out the benefits that would accrue to the province therefrom.

In said communications are referred to that in the summer months the firm of Elder, Dempster & Co., have arranged with the Dominion government to run a line of steamers, carrying the Canadian mails during the winter months, making St. John the terminus, and that the company intends to continue the line both winter and summer between St. John, Halifax and Liverpool if they receive sufficient support and encouragement to do so, and that if the freight traffic warranted it the result would probably be the establishment eventually of the much talked of fast line to Canada, and in that event the company would be prepared to place faster steamers on the route, and also drawing the attention of the government and the people of the province to the desirability of taking such steps as may be necessary to promote the establishment of a fortnightly line of steamers between the West Indies and St. John, and pointing out the benefits that would accrue to the province therefrom.

In said communications are referred to that in the summer months the firm of Elder, Dempster & Co., have arranged with the Dominion government to run a line of steamers, carrying the Canadian mails during the winter months, making St. John the terminus, and that the company intends to continue the line both winter and summer between St. John, Halifax and Liverpool if they receive sufficient support and encouragement to do so, and that if the freight traffic warranted it the result would probably be the establishment eventually of the much talked of fast line to Canada, and in that event the company would be prepared to place faster steamers on the route, and also drawing the attention of the government and the people of the province to the desirability of taking such steps as may be necessary to promote the establishment of a fortnightly line of steamers between the West Indies and St. John, and pointing out the benefits that would accrue to the province therefrom.

In said communications are referred to that in the summer months the firm of Elder, Dempster & Co., have arranged with the Dominion government to run a line of steamers, carrying the Canadian mails during the winter months, making St. John the terminus, and that the company intends to continue the line both winter and summer between St. John, Halifax and Liverpool if they receive sufficient support and encouragement to do so, and that if the freight traffic warranted it the result would probably be the establishment eventually of the much talked of fast line to Canada, and in that event the company would be prepared to place faster steamers on the route, and also drawing the attention of the government and the people of the province to the desirability of taking such steps as may be necessary to promote the establishment of a fortnightly line of steamers between the West Indies and St. John, and pointing out the benefits that would accrue to the province therefrom.

In said communications are referred to that in the summer months the firm of Elder, Dempster & Co., have arranged with the Dominion government to run a line of steamers, carrying the Canadian mails during the winter months, making St. John the terminus, and that the company intends to continue the line both winter and summer between St. John, Halifax and Liverpool if they receive sufficient support and encouragement to do so, and that if the freight traffic warranted it the result would probably be the establishment eventually of the much talked of fast line to Canada, and in that event the company would be prepared to place faster steamers on the route, and also drawing the attention of the government and the people of the province to the desirability of taking such steps as may be necessary to promote the establishment of a fortnightly line of steamers between the West Indies and St. John, and pointing out the benefits that would accrue to the province therefrom.

In said communications are referred to that in the summer months the firm of Elder, Dempster & Co., have arranged with the Dominion government to run a line of steamers, carrying the Canadian mails during the winter months, making St. John the terminus, and that the company intends to continue the line both winter and summer between St. John, Halifax and Liverpool if they receive sufficient support and encouragement to do so, and that if the freight traffic warranted it the result would probably be the establishment eventually of the much talked of fast line to Canada, and in that event the company would be prepared to place faster steamers on the route, and also drawing the attention of the government and the people of the province to the desirability of taking such steps as may be necessary to promote the establishment of a fortnightly line of steamers between the West Indies and St. John, and pointing out the benefits that would accrue to the province therefrom.

AN INTERESTING LETTER.

THE PRINCE OF WALES DECLARES HE HAS A HORROR OF GAMBLING.

Considers It One of the Greatest Curses of the Country—Horse Racing May Produce Gambling, But Alas Those Who Will Gamble Will Gamble at Anything.

London, Dec. 15.—The biography of Dr. Benson, the late Archbishop of Canterbury, just published, reveals an interesting letter which the Prince of Wales wrote to him after the Tranby Croft scandal. It is as follows:

"My Dear Archbishop: Your kind letter has touched me very much, as I know the kind feelings which prompted you to write to me on the subject which we have discussed together and which, as you are aware, has caused me deep pain and annoyance. A recent trial, which no one deplores more than I do, and which I was powerless to prevent, gave occasion for the press to make most bitter and unjust attacks upon me, knowing I was defenceless, and I am not sure politics were not mixed up in it.

The whole matter has now died out, and I think, therefore, that it would be inappropriate for me, in any public manner for me to allude again to the painful subject which has brought such a torrent of abuse upon me not only by the press, but by the low church and especially the non-conformists. They have a perfect right, I am well aware, in a free country like our own, to express their opinions, and I do not consider that they have a just right to jump at conclusions regarding myself without knowing the facts. I have a horror of gambling and should consider it a disgrace for a country gentleman to be afflicted with. Horse racing may produce gambling, or it may not, but I have always looked upon it as a manly sport which is popular with Englishmen of all classes, and there is no reason why it should be looked upon as a gambling transaction. Alas! those who gamble will gamble at anything.

I have written quite openly to you, my dear Archbishop, whom I have had the advantage of knowing so many years. Believe me,

Sincerely yours,
ALBERT EDWARD,
Royal Yacht Osborne, Cowes."

FIRE NEAR TORREYBURN.

Two Hot Houses Belonging to Mrs. W. H. Jones Burned.

A most disastrous fire and one which is attended with heavy loss, occurred near Torreyburn station Saturday night, when two of Mrs. W. H. Jones' large conservatories were burned to the ground. Mrs. Jones retired Saturday evening her conservatories were standing as usual, but when she awoke Sunday morning two of the principal green houses, the palm house and a large rose house, the former building was 60 feet and the latter 100 feet in length. A chrysanthemum house, carnation house, violet house and a rose house are still left standing. The heating apparatus was also destroyed. One of the large boilers bursting with the inrush of steam, workers were engaged yesterday making repairs and arranging heat for the house now standing.

The houses destroyed were fully stocked with valuable plants. Mrs. Jones was communicated yesterday, but could not give an idea of the loss. The houses were partly insured. Coming just at this season of the year the loss is much greater than it would be at another time, as it is a big demand for cut flowers and plants during the Christmas season.

Mrs. Jones, although she keenly feels her loss, wishes to announce that the fire was not in any way interfere with her business, as all orders will be promptly attended to as usual.

AUTER LIGHT VICTORY.

The case of the Auer Light Company against H. S. Torrie, a seller, and Amundson, users of, infringing gas lights, was finished in the Exchequer Court yesterday, before Judge Burridge, and a judgment granted in favor of the Auer Company granted.

An injunction has been issued the defendant to pay costs, etc., and hand over the infringing lights.

Torrie left the country some time ago and all others who were invited to stand suit backed out and handed over the lights.

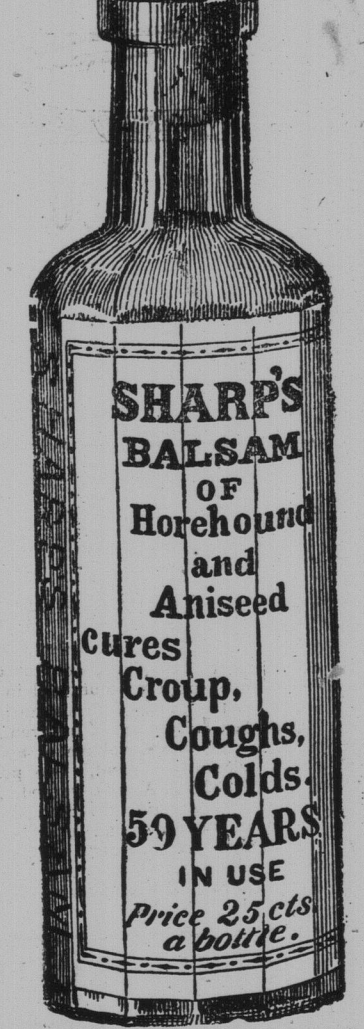
Another batch of infringing lights has lately appeared in the field here and, as a result, the users of the same will have to stand suit or come in as Auer light customers.

When the defendants in the suit just finished procured the lights under captioned names of these dealers, even after all the terms of the Auer Company are such that they could not do so without being detected.

The Auer people have made their light business a success here, and do not understand why some should care to do business with mythical agents of other lights.

MANY VICTIMS.

Statistics prove that 97 per cent. of our population is affected with some form of Catarrh, but since Catarrh is a new failing cure for Catarrh, Bronchitis and Asthma, and is guaranteed to cure the most chronic cases of these diseases, even after all else has failed. It cures by inhalation. No danger or risk. For sale at all drug stores or direct by mail on receipt of price of \$1.00. Send 10 cents in stamps to N. C. POLSON & CO., manufacturing chemists, Kingston, Ont., for sample bottle and inhaler.



A most successful remedy has been found for neuralgia, rheumatism, sciatica, nervous debility, indigestion, etc. It is a powerful and reliable remedy, and is guaranteed to cure the most chronic cases of these diseases, even after all else has failed. It cures by inhalation. No danger or risk. For sale at all drug stores or direct by mail on receipt of price of \$1.00. Send 10 cents in stamps to N. C. POLSON & CO., manufacturing chemists, Kingston, Ont., for sample bottle and inhaler.

FLOUR

Received this week:
Five Roses, Oat Meal, Four Seasons, Star and Family Flour.

Feed, Bran, Oats, Maize, Corn and Oats Meal, etc.
Pork, Fish, Molasses, etc.

JAMES COLLINS,
206 and 210 Union Street, St. John.

MAKE YOUR HENS!

By the free use of our BONE GRILL.
J. THOMPSON'S Machine Co.
40-42 North Street, ST. JOHN.
Telephone 100.

FAMILY KNIT

Simplest, Cheapest, AGENTS WANTED. Write for particulars to Knitting Machine Co., 100 North Street, ST. JOHN. PRICE \$8 C.

BOSTON UNIVERSITY Law School.

Full forms open Wednesday, Oct. 4. Circulars address: SAMUEL C. BENNETT, D.

35 CENTS

The best fountain pen ever sold. Write 1000 words without "fading" or "bleeding" through. Highly recommended for office satisfaction. Your name, if you wish, will be engraved on the pen. Agents can make money selling this. 35 cents each. Write for particulars to J. Thompson & Co., 77 Yonge St., Toronto.

CASH

Paid for consignments.
Oats and Potatoes
N. S. SPRINGER, - - St. John.

ANOTHER COINAGE DIFFICULTY.

Caracas, Venezuela, Dec. 15 (via 1000 cable).—The Chamber of Commerce and traders have energetically protested against the contract awarded to the United States for the coinage of two million bolivars, the reason being that Venezuela has a standard. The bolivar is a gold equal to about 100 cents.