PORT OF ST. JOHN. Arrived.

ST JOHN, March 5—Ard, str Manchester Trader, Parry, from Manchester via Hali-fax, Wm Thomson and Co. gen cargo. March 7.— Stmr Westport, Powell, from Westport, general cargo. Coastwise—Schs Bessie A, 96, Conlob, from Patraham with barge.
Sch Effort, 63, Milner, from Coastwise—Sch Effort, 63, Milner, from Annapolis,
March 9—(In quarantine) str Lake Michigan, 4,460, Stewart, from the Tyne, Troop and Son, bal.
March 10—Str Parthenia, 3,310, Rollo, from Glasgow, Schofield and Co, bal.
Sch Sam Slick, 90, Ogilvie, from Portland, J W Smith, meal and oak.
Coastwise—Schs Helen M, 62, Mills, from Advocate Harbor, Daisy Linden, 97, Longmire, from fishing; Corinto, 97, Salter, from Parrsboro; Wanita, 42, Apt, from Annapolis; Annie Blanche, 68, Randall, from Farrsboro.

March 7.—Str Corinthiau, Nunan, for Liv-erpool via Halifax, Wm Thomson and Co. Coastwise—Schs M J Soley, Taylor, for Parrsboro; Maldrake, Thompson, for Westmarch 3-Str Kastalia, Webb, for Glasgow via Halifax.

Sch Onward, Wasson, for Boston.

Coastwise-Str Westport, Powell, for Westport; schs Hattle C, Buck, for Bear River; Agnes May, Kerrigan, for Musquash; Grace and Ethel, Ingersoll, for Grand Harbor; Exania, Barry, for Campobello; Harry Morris, McLean, for Quaco; Clifford C, Peterson, for Windsor. rch 8-Str Kastalia, Webb, for Glasgov March 10—Sch Rewa, McLean, for Provid ence:
Sch Walter Miller, Barton, for Providence.
Coastwise Schs Nellie, Comeau, for Meteghan; Dalsy Linden, Longmire, for Digby;
Lena Maud, Giggey, for Point; Bess, Phinney, for Back Bay; barge No 2, Salter, for
Parrsboro.

DOMESTIC PORTS. Halifax, March 5—Ard, sch Blanche M Thorburn, from Lisbon via Turks Island. QUEENSTOWN, March 5—Ard, str Teu-tonic, from New York for Liverpool, and southampton, March 6-Ard, str S Louis, from New York.

HALIFAX, March 7.—Cld, str Karlsrube, or Baltimore via New York, At Quaeo, March 8, schs Abana, Golding, rom St John; Rex, Sweet, from do.

Cleared. At Quaco, March 8, schs Earnest Fisher, Gough, for St John; R Carson, Sweet, for Boston.

Salled. From St Margarets Bay, March 5, bktr Peerless, Davis, for New York.

BRITISH PORTS

Arrived. CAPE TOWN, March 6—Ard, str Tanagra, Abbott, from St John, and ordered to Port Elizabeth.

MOVILLE, March 6—Ard, str Pretorian, from St John and Halifax, for Liverpool.

SHIELDS, March 4—Sid, str Aquila, for LIVERPOOL, March 6-Ard, str Manxman From Portland.

BARRY, March 4—Sid, str Mattewan, for St John.

BROW HEAD, March 5—Passed, str Manchester City, from St John for Manchester.

KINSALE, March 5—Passed, str. Manxman, from Portland for Liverpool.

BROW HEAD, March 5—Passed, str Teutonic, from New York for Liverpool.

ALGOA BAY, March 5—Ard previously, str. Miguel De Larringa, from St John via Cape Town. York).

At Liverpool, Mar. 5, ship Blythwood, Dixon, from Fraser River.

EAST LONDON, March 7.—Ard, str Minneela, from St John via Cape Town.

LONDON, March 7.— Ard, str Florence, from St John and Halifax.

MOVILLE, March 7.—Std, str Johns (from Liverpool), for Halifax and St John.

PORT TALBOT, March 6.—Ard, str Briardene, from Halifax via Louisburg, C B.

MANCHESTER, March 7.—Ard, str Manchester City, from St John.

LIVERPOOL, March 7.—Ard, str Pretorian, from St John and Halifax. LIVERPOOL, March 7.—Ard, str Pretorian, from St John and Halifax.

MANOHESTER, March 6.—Sld, str Manchester Commerce, for St John,

SHIELDS, March 6.—Sld, str St Hugo, for SHIELDS, March C.—Sid, Str Dunmere Liverprool, March 7.—Sid, Str Dunmere Head, for St John; Ottoman, for Portland. LIZARD, March 7.—Passed, Str Kildona, from Portland for London.

CAPE TOWN, Feb. 27.—Ard, Str, Platea, from St John via Norfolk.

At Bermuda, Feb 25, sch Edna, Donovan, from Ferbandina; 28th, str Dahome, Leutkin, from Halifax for West Indies (and sail-

kin, from Halifax for West Indies and sallad March 1).

At Turks Island, Feb 17, schs Mildred,
Mosher, from Jamaica (and salled 21st for
Lunenburg); 20th, Blanche M Thorburn, MeLeod, from Lisbon (and salled 21st for
Halifax); 27th, str Leon, Knudsen, from
Halifax via Bermuda (and salled); som
Halifax via Bermuda (and salled); som
Hoanoke, Dentzel, from Trinidad (to sall
about March 4 for —); March 1, St Helena,
Black, from Porto Rico (to sall 3rd far Luhenburg. enburg.
At Glasgow, March 3, strs Mongolian,
Brass, from New York, 8th, Tritonia, Stitt,
from Newport News.
Sciled.

From Ardrossan, Mar 7, str Dunmore Head, for St John.
From Barbados, Feb 20 (not arrived), str Oruro, Seeley, for Trinidad, etc.; bark Ashlow, Larkin, (from Buenos Ayres), for New York; 22nd, barks Plymouth, Davison, for Shefiburae, NS: 23rd, Annie Griffiths, for Mobile; 15th, sch Marion Louise, Barnard, for San Domingo, to load sugar for N of Hatteras. ras. From East London, March 3, bark Still ater, Thurber, for St John.

FOREIGN PORTS. Arrived.

Town.

VINEYARD HAVEN, Mass, March 6—Ardiand sid, schs Resa Mueller, and Morancy, from St John for New York; G M Porter, from Calais for do.

Ard, sch Demozelle, from New York for Port Greville. Port Greville. Sid, schs Harry W Lewis, Ravola and

Claydia.

Returned, schs Geo N Mills and Wm Jones.
BOSTON, Mass, March 6-Ard, strs Bonavista, from Halifax; Boston, from Yarmouth,
NS; sch R P S, from Port Greville, NS.
Sid, str Lancastrian, for Liverpool.
SALEM, Mass, March 6-Sid, schs Etta A
'Stimpson and Avis, for New York.
MACHIAS, Me, March 6-Sid, schs Elwood
Burton, from St John for New York; Hortensia, for New York.
MACHIAS, Me, March 5-Ard, schs Ellen,
from Millbridge; Hortensia; from New
York.

sid, tug Springfill with two barges, bound west.

SALEM, Mass, March 5—Ard, scha Ruth Robinson, from Rockport for Shelter Island; Etta A Simpson, from St John for New York; Avis, from St John for New York; Abner Taylor, from Calais for New York. NEW YORK, March 5—Sid, str Oceans, for Liverpool.

BOSTON, March 5—Ard, strs Devenian, from Laverpoel; Catalone, from Louisbirg, CB; schs Tay, Howard A Holder, Thistle, Fraulein, all from St John.
Sid, str Colorado, for Hull, Eng, via New York.

York.

VINEYARD HAVEN, Mass March 5—Ard and sld, sch Donzella, from Nova Scotia, bound west.

Ard, schs Harry W Lewis and Ciayola, from Ingram River, NS, for New York; Ravola, from St John for do.

Passed, sch C R Flint, from St John for Stamford, Conn.

Sch Clayola, from Ingram River, NS, for New York, at this port, encountered heavy weather and lost a portion of her deckloan of laths.

weather and lost a portion of her deckinds of laths.

PORTLAND, Me, March 5—Ard, str Cacouna, from Louisburg, CB.

Cld, str Hurona, for London; sea Sallie E Ludiam, for New York.

At Pascagoula, Miss, Mar s, brigt Bertha Grsy, Richards, from Mobile; sech Blomidon, Chubb, from Porto Plata.

At Mobile, Mar 5, sch Bontform, Clarke, from Rustan

At New Orleans, Mar 5, str Ely, Gorning, from Celba.

BOSTON, March 7.—Ard, strs Pomeranian, from Glasgow; Anglian, from London; St. Oroix, from St John.

Sailed, strs Kingstonian, for London; Aladdin, for Louisburg, CB: Boston, for Yarmouth, NS: schs Abby K Bentley, for Weymouth, NS: Emma F Chuse, for Machias.

CALAIS, Me., March 7.—Ard, schs Bable, from Millbridge; Kennebec, from Portsmouth.

LAS PALMAS, Feb. 13.—Sid, sch Fred H Gibson, Publicover, for Surinam.

PORTLAND, Me., March 7.— Ard, tug Springhill, from Parrsboro, towing barges 1 and 3; str Louisburg, from Louisburg, C B. Cleared, atr Cacouna, McPhail, for Louisburg, C B.

burg, C B.
NEW YORK, March 7.—Ard, brig Acacia, rom Colon. Cleared, str Benedick, for Halifax and St. Johns, N. F. HYANNIS, Mass., March 7.—Sid, sch Win-

H Mills, Ada Ames, Sarah Eaton and Annie B Mitchell.

Passed, sch Ophir, from Perth Amboy for St John.

NORFOLK, March 7.—Sid, str Cherones, from St. John for Cape Town.

At Boston, March 6, sch Annie Bliss, from South Amboy.

At Macoris, Feb 15, bark St Paul, Jackson, from Gibraltar (and sailed 10th for Azua to load sugar for New York).

At St Pierre, Mart, March 3, sch Elma, Beardsley, from Pensacola.

At Algoa Bay, Feb 18, previously, str Miguel de Larringa, Thomson, from St John, NB, via Table Bay.

At New York, March 7, brig Aeseis, Hart, from Colon; sch Carib II; Montgomery, from Puerto Cortez; Sth, sch Manuel R Cuza, Sprague, from Philadelphis for Stonington.

At Jacksonville, March 7, sch H B Homan, Winchester, from Point a Pitre.

At San Francisco, Cal, Mar 4, bark Po-mona, Crosby, for Queenstown. At Pascagoula, Mar 4, sch St Bernard, Morrison, for Sagua, At Port Eads, March 6, str Ely, Corning, for Ceiba.

At Pensacola, March 5, schs Omega, Lecaln, for Havana; M D S, Gould, for do (latter sailed).

At Jacksonville, March 7, schs J W Hutt, Hutt, for Sanchez, San Domingo; Charlevoix, Taylor, for Paramaribo.

Sailed. From Macoris, Feb 19, brig G B Lockhart, Sheridan, for New York.
From City Island, March 6, sch Ophir, for St John.
From Rio Janeiro, Jan 30 (? arrived), sch Success, Smith, for Paspebiac.
From Maceio, Jan 30, bark Emma R Smith, Burns, for Manzanilla, to load for New York.

MEMORANDA.

In port at Hyannis, Mar 5, sch Winnie Lawry, from Perth Amboy for Portland. Passed Delaware Breakwater, Mar 5, str Aureole, from Pauillac for Marcus Hook. In port at Manila, Jan 15, ships Charles S Whitney, Atkins, discharging; J D Everett, Crossley, from Newcastle, NSW; Celeste Burrill, Orts, for Provinces; bark E A O'Brien, Pratt, from Newcastle via Hoilo, arrived 1st, discharging.

Pratt, from Newcaste via Indo.

Passed St. Helena before Mar 4, bark Arizona, Foote, from Albany for London.

In port at Turks Island, March 1, bark Africa, Fielding, from Berbados, arrived Feb 24, to sail about March 4 for Philadelphia.

In port at Macoris, Feb 26, sch Louvima, Warner, from Pernambuco, arrived 24th, to sail about March 12 for New York.

Passed Inistrahull, March 8, str Concordia, Horsburgh, from St John, NB, and Halifax for Glasgow.

SPOKEN.

Ship Creedmore, from St John for Monte-rideo, Feb 28, lat 36, lon 33. Bark Calburga, from Singapore for Bosrk Calburga, from Singapor March 7, lat 40.36, lon 69.07.

NOTICE TO MARINERS.

WASHINGTON, D. C., Mar. 5.—Notice is given by the Lighthouse Board that on or about March 15, 1902, the fog signal, a blower siren, at the station on the outer end of Great Salt Pond Breakwater, northwesterly side of Block Island, southerly side of the cut entrance to Great Salt Pond, will be permanently discontinued. cut entrance to Great manertly discontinued. Notice is also given that on or about March Notice is also given that on or about March Notice is also given that on or about March 20, 1902, a blower siren will be established at the station on the shore end of Great Salt Pond Breakwater, northwesterly side of Block Island and the entrance to Great Salt Pond, and about 1,200 feet (one-fifth mile) SSEM to from the light on the outer end of the headwater.

the breakwater.

The siren will sound during thick or foggy wasther, blasts of 3 seconds' duration, separated by silent intervals of 3 seconds.

BALTIMORE, Md, March 6—The following notice has been sent out by the Lighthouse Board:

How Island Swash Channel, Virginia—

Board:
Hog Island Swash Channel, Virginia—
Turning Point buby No 2, a red second class aun, found out of position, was replaced tarch 3. PHILADELPHIA, Pa, March given by the Lighthouse Board that Elbow of Ledge gas buoy, red, No 14, on the west side of Cross Ledge Shoal, Delaware Bay, and marking the elbow of the ledge, which was removed during the ice season, has been replaced on its station and the light relighted.

BOSTON, March 8—Notice is given by the

lighted.

BOSTON, March 8-Notice is given by the Lighthouse Board that as soon as practicable after March 17 the nun, can and bell buoys in the Second Lighthouse district, taken up at the beginning of winter, will be replaced in their respective locations.

Capt Learson of U S Quartermaster's Department tug Gen Ayres, reports the buoy on Davis Ledge, off Minots light, has been either run down and sunk or cast adrift by dollision with a passing vessel. A new one will be placed as soon as practicable.

CHARTERS.

The following charters are reported in the last New York circular: Str. Dora, Campbellton to Cardiff, deals at or about 41s. 3d.; bark St. Croix, New York to Port Elizabeth, general cargo, at or about 25s; bark Vermont, St. John to a Spanish Mediterranean port, deals, 50s.; bark Luarca, New York to Parahiba, general cargo, 70 cents per bbl.; schs J. N. Wylde, West Indies trade, three months p. t.; Belle Woosfer. Gulf to Havana, lumber p. t.; bark St. Paul, Macoris to New York, sugar p. t.; sch. Louvina, the same; bark. Afirca, Turks Island to Philadelphia, salt p. t.; sch Harry Knowlton, Say-brooke to St. John, oak, \$3.50; bark Ethel Clark, Carrabelle to St. John lumber, \$7; schs. Syanara and Helen E. Kenney, the same; sch Annie Bliss, Stonington, Me., to New York, stone, \$1 net; sch Omega, Jacksonville Antigua, lumber, p. t.

MARRIAGES

TEEVES-McKENZIE.—Sydney, March 5, by Rev. J. F. Forbes, assisted by Rev. F. C. Simpson, George Hurbley Steeves of Sus-sex, N. B., to Lizzie, eldest daughter of Roderick McKenzie of Sydney.

DEATHS.

DUFFEY—In this city, March 6th, Mary Ann Duffey, aged 87 years, a native of Innis-killen, Ireland, leaving one son, John Cul-

Mary, widow of late Charles Eagles, and daughter of the late Gilbert Jordan, in her Sist year. MACFARLAIN—In this city, March 9th, after a lingeting illness, James MacFarlain, aged 74 years and 2 months, a native of Studholm, Kings Co. N. B., leaving a widow and one daughter to magnr their sad loss. (Boston papers please copy).

PARTELOW—Died suddenly, in Boston, March 10th, Annie G., daughter of the late George C. Partelow, and sister of Mrs. Charles Campbell of St. John
THORNE—At Chicago, March 9th, Stephen Thorne, aged St years, formerly a resident of this city and a native of Bridgetown, N. S.

New Orleans, Mar 5, str Ely, Corning, THE 71ST NEW YORK VOLUNTEERS AT Cetba. SAN JUAN.

(The Canadian Military Gasette.) The following caustic remarks are in th irst part of an article under the above leading, in The Army and Navy Critic, from the pen of Col. Alexander S. Bacon. They out confirm the truth, already well t army mismanagement and military ndering are found elsewhere than in

much-abused Britain:

"At the outbreak of the war the secretary of the navy looked about for a competent commander, and selected a captain, making him acting tear admiral. This commander was comparatively young, with the very best record, and of highest scientific attainments. The secretary of war selected for the commander of the army of invasion a personal and business friend, an old man, of little military reputation, without scientific atainments, weighing over 300 pounds, and afflicted with a permanent physical disability. All of the major-generals were old men, some of them from civil life, who had not practiced their profession for one-third of a century. The accomplished officers of from 35 to 45 years of age—the Grants, Shermans and Sheridans of 1838—who had ripesied with 20 years of active service as lieutenants and captains, were ignored, and political fossils preferred in advancement. A premium was placed on indolence and ignorance, to the discouragement of hard-working and enthuriastic officers. West Potnters were ignored, unless they happened to be in civil life and in politics.

"The idiotic bureau system of the army, "The idiotic bureau system of the army,"

in politics.

"The idiotic bureau system of the army, with its staff officers independent of the commander-in-chief, does not prevail in the navy. Who can imagine Julius Caesar postponing his invasion of England until a commissary-general should be appointed for life by the Roman senate, who might on the commission of the life by the Roman senate, who might on the commission of the life by the Roman senate, who might out the commission of the life by the Roman senate, who might out the commission of the life by the support of th might not favor him with supplies, or fix-ing his winter encampment to as to favor. Senator Opulus with a fat rental for a lean farm?" In short, the navy was run on scien-tific lines and the army on political lines, the results were just as should have been expected. Congress never thinks of making an ignoramus captain of a warship, but shuffles out commissions to stump speakers who do not know the shoulder straps of their ranks.

an ignoramus captain of a warsing, but shuffles out commissions to stump speakers who do not know the shoulder straps of their ranks.

"No sadder result of the late war is found than in the demoralization of the National Guard of the state of New York, which was traceable directly to the Ignorance of military matters on the part of the political intrigue seems to have permeated the whole fabric of army administration, state and national, and to it alone is due the disastrous results that attended our army. This mismanagement and intrigue affected the army as a whole, and many organizations in particular. No regiment has suffered more than the Tist Regt. of the state of New York, and none so unjustly, and it is high time that the mists were rolled away and the facts of history revealed.

"The first landing party in Cuba contained 16,887 men. Of these the only volunteer regiments were the 1st Volunteer Cavalry (Rough Riders), the Tist New York and the 2nd Massachusetts. The last two were the only regiments aimed with the old .5 calibre, black powder Springfields. Gen, Breckenridge says: "The old Springfield seemed a begrimed and suicidal blunderbusiupon the battlefield. Of course, it can still administer death to enemies, like the obsolete cannon in the enemy's trenchee did to us, as a phitful makeshift." The cavalry were on foot, because it was found that the horses could not be taken on board the transport provided without cutting off their legs. The last troops were discombarked on the morning of June 24 at Siboney and Daiquiri, to the east of Santiago. The Cuban contingent of 5,000 men was sent to the west of Santiago Bay to harass the Spaniards and make them believe that to be the point of attack. The 33rd and 34th Michigan and 9th Massachusetts arrived within the next week—a part on June 27 and a part on July 1.

"Chern Shetter although he does not say."

"Gen. Shafter, although he does not say so in his report, remained on board his transport for five days after his entire force transport for five days after his entire force was disembarked. Why, we do not know. There were certainly enough small boats to land thousands of men, and the derricks and tackles were heavy enough to disembark horses and mules. Why Gen. Shafter waited until a dock was built is not disclosed. "The orders for the army ashore directed Gen. Lawton to take the advance, supported by Gen. Bates; Gen. Kent's division was to hold Siboney, while Gen. Wheeler was to bring up the rear between Siboney and Daie quiri."

"On June 24, Gen. Wheeler, saxious for notoriety, left the rear, advanced about three miles beyond Siboney and found an invisible enemy at 50 yards' range at Las Guasimas. Had his cavalry been anything but typical Americans they would have been trylocal Americans their enemy would have been typical Americans their enemy would have been annihilated. This attack was reported as an ambush—at least, the Americans practically saw nothing of the Spaniards who chastised them so severely, and this affair taught them caution. American loss, 68; Spanish loss, 36, In this skirmish the adjutant of the Rough Riders fied to the rear at the first volley from the enemy, spreading false news of death and disaster. We have never found an account of this disgraceful act in any official report, and being, presumably, some politician's pet, the adjutant was permitted to resign, receive an honorable discharge, and as one of the heroes of Las Guasimas, wrote a book."

MARINE MATTERS.

Brigt. Dixon Rice, which is coming to St. John from New London, Conn., has been chartered to load at Bear River for the West Indies. The Windsor schooner Mola, which arrived in New York last week from the West In-dies, has been sold to S. B. Robbins & Co., Mobile.

Mobile.
Capt. Howard Anderson of Digby has sold his portion of the schonoer Charles Haskell to Capt. John Snow of Granville.
Schooner Electric Light, which was sold at auction at Digby Wednesday, was purchased by Capt. Jas. Dillon for \$450.
The work of demolishing the City of St. John is proceeding at a rapid rate at Yarmouth. The deck houses have been dismantled, the paddle boxes torn away and her funnel, etc., taken down. She was set afire.
Schr. Prohibition, which has seen ashore.

afre. Schr. Prohibition, which has been ashore in the viewity of Rockiand for several weeks, has been stripped and abandoned.

Schr. H. De Haynes of Bath, 187 tons register, which was built at Wiscasset in 1830, and now at Portland, Me., has been sold to A. Winsor & Son of Boston for about \$3,000.

A. F. B. Jueman & Co. of Yarmouth have sold their schooner Wapiti to J. T. Matatail of Tatamagouthe. They have also sold the schooner kinglisher to Wm. Fraser of Darkmouth, who took defivery of the vessel in Halifax.

of Tatamagouene. They have also sold the schooner Kingfisher to Wm. Fraser of Dartmouth, who took delivery of the vessel in Halifax.

Schooner Mira remains in about the same position as she took when first cast ashore at Chebogue Point. A temporary breakwaier has been erected on the seaward side of the ship, and the hull shored up. It is quite possible that efforts will be made to float her in May.

The eleven ton schooner George A. Curran, Capt. John Hunt, of Eastport, went ashore Wednesday evening on the eastest coast of Campobello Island, N. B., during the snow storm. She had been to Grand Mannan Island for a cargo of frozen herring for Andrew Holmes of Eastport, who was on board, also Grover ingersoll, the owner, as mate. The three men escaped in the small boat and were rowing about in the bay for several hours before landing. They arrived in Eastport Thursday afternoon, but the schooner was left on the rocks. Sixty-five thousand herring were on board.

Sehr. Edward W. Perry, Capt. Smith, from St. John, N. B., for New York, was towed into Vineyard Haven on the 7th by tag Susie D., from Nantucket Shoals, with loss of Bass River, in easterly gale, vessed tragged. To keep from going ashore on Senator Shoals, slipped starboard anchor and so fathoms. The Perry procured anchor and chains and will proceed.

EQUAL TO THE EMERGENCY. Teacher (severely)-Tommy,

are three words wrongly spelled in this excuse! Tommy (unblushingly)-Well, ma'an you mus' remember my folks didn't have the educational advantages I have.-Puck.

Sheet Report of

Top Station

MONCTON.

Inducted Pastor of St. John's Presbyterian Church.

Sketch of Rev. Donald McOdrum the New Incumbent and Brief History of Presbyterianism in the Railway Town.

(Special to the Sun.) MONCTON, March 6.-Rev. McOdrum, lately of Marion Bridge, Cape Breton, reached Moncton last evening, and this evening was inducted a pastor of St. John's Presbyterian church, in the presence of a large congregation. The induction service was participated in by Rev. Messrs. Hill of Fairville, Fotheringham and

The sermon was preached by Rev. Mr. Hill of Fairville, after which Rev. James Ross, moderator of the St. John presbytery, took charge of the behalf of the presbytery. The address to the minister was delivered by Rev. Dr. Macrae of St. John, and Rev. A. H. Foster, presbytery clerk, deliv It is just a year since Rev. J. Millen Robinson resigned the pastoral care of the Moncton church to accept a call from Rossland, British Columbia, and from the favorable impression already created, it is safe to say Mr. McOd rum will be a worthy successor. new pastor, though a native of Cape Breton, is a young man of Scotch parentage and descent, his father being a native of Inverness, Scotland, and his mother a Scotch woman. Mr. Mc-Ordum was educated in the common schools of Cane Breton and Sydney Academy, Pictou Academy and Dalhousie College, graduating from the latter institution with the degree of B. A., His theological training was received in the Presbyterian College, Halifax. During his student years h Breton, including Grand River, Louisburg and Marion Bridge, and at the close of his college course each of

those places extended him a call. He accepted that from Marion Bridge and on his ordination by the Presbytery of Sydney, June 11th, 1899, was immediately inducted as pastor. church was within one hundred yards of the school house where he was pered greatly, a new church manse having been built and left free from debt. Mr. McOdrum was married in St. John's Presbyterian church, Halifax, March 7th, 1900, to Miss Maxwell, daughter of the late E.

Maxwell of that city.

The Moncton church has no great historic record, but it is one of the largest in the province, as may be inferred from the fact that the call to the new pastor was signed by about 700 communicants and adherents. As near as can be ascertained, the first Presbyterian churches in were conducted by Rev. Mr. Hender son, of Scotland, who came here in 1838, as a missionary. He remained here till 1844, when he accepted a call to a Miramichi church. There was then a break till 1852, when shipbuild ing had become a flourishing industry. Rev. Alexander Ross was settled here the following year Rev. William Murray was sent here by the church in Scotland. Up to this time the congregation had been without a regular building for worship, but 'its needs had become such that a church was erected, and this continued to be occupied until 1884, when the present brick church was erected in a more central part of the new town. 1858 Rev. William Murray resigned to accept, a call to Campbellton, and was followed in 1859 by Rev. James Mackie, who was sent here from Scotland, remaining until 1865, when he returned to his native land. Evil days had fallen upon Moncton in the failure of shipbuilding firms and the church remained without a settled pastor until March, 1868, when Rev. J. D. Murray, now of Redbank, Northumberland county, was inducted as pastor, remaining until 1875. He was succeeded by the Rev. Joseph Hogg, at present of Winnipeg, who remained until 1888, and erected the present brick church. A call was then extended to Rev. J. Millen Robinson then of Springhill, and he was inducted into the pastorate October, 1888, remaining until March last, when, as stated, he resigned to accept a call to

CHATHAM NEWS.

CHATHAM, March 10.—The town was gain startled on Sunday evening just as the hurch services had concluded by an alarm of fire. The "fire laddies" were quickly on of fire. The "five laddies" were quickly on hand, but their services were not required. The alarm was occasioned by an incipient fire in the millinery shop of Mrs. Lloyd on Duke street. It was in the same block where two alarms had materialized within a week or ten days. This alarm is the sixth that has agitated the citizens within ten days; two of these were for fires at the Miramichi foundry, one at Miss Noonan's, one at the ald "five and ten" corner, and one at Alderman Murdock's residence, which was the most disastrous of all. The town is now in first class condition for fighting fires, and a reduction in insurance rates is expected as a result. Major Mackenzie has returned home fro

a trip to Nova Scotia, where he and Mrs. Mackenzie spent a week visiting friends.—Mr. Whittaker of the post office department was in town yesterday, but left this morning

Mackenzie spent a week visting friends.—
Mr. Whittaker of the post office department
was in town yesterday, but left this morning
for Kent Co. on official business.

Captain Betts of the ferry service was
married last week to Miss Haviland, daughter of the late Thomas Haviland, in St.
Mary's chapel, the officiating elergyman being Rev. Canon Forsythe.

"Killock" anchors are being manufactured
by Mr. Gunn in quantities which run into
the hundreds, and as a consequence his
working staff has been doubled.

The bridge on the Northwest Miramichi is
being remodelled by the government by
day's work instead of contract, Aiready the
work done is of considerable importance,
and consists of removing the old plers with
a view to widening and deepening the draw,
and quantities of spruce piling are being
supplied for the work by Geo. Searle of
Napan.

Letters have been received lettels force.

Napan.

Letters have been received lately from Trooper Watling of Baden-Powell's constabulary. He was at the time of writing invalided at Elandsfontein.

B. H. Babbitt and his brother were in town on Saturday. He came over to consult Father Morrisey about some trouble on his lip. Mr. Babbitt was reassured by the examination of the celebrated healer and left for his home at Gibson in good spirits. Miss Robinson of Chatham accompanied Mr. Babbitt, and intends making a visit of a few weeks at Gibson and vicinity.

What is

Castoria is for Infants and Children. Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It contains neither Opium, Morphine nor other Narcotic substance. It is Pleasant. Its guarantee is thirty years' use by Millions of Mothers. Castoria destroys Worms and allays Feverishness. Castoria cures Diarrhoea and Wind Colic. Castoria relieves Teething Troubles, cures Constipation and Flatulency: Castoria assimilates the Food, regulates the Stomach and Bowels of Infants and Children, giving healthy and natural sleep. Castoria is the Children's Panacea-The Mother's Friend.

Castoria

"Castoria is an excellent medicine for "Castoria is so well adapted to chi'dren dren. Mothers have repeatedly told me that I recommend it as superior to any press good effect upon their children."

Dr. G. C. Osgood, Lowell, Mass.

H. A. Archer, M. D. Brooklyn, N. ?

Castòria.

THE FAC-SIMILE SIGNATURE OF

APPEARS ON EVERY WRAPPER.

THE CENTAUR COMPANY, TO MUSELY STREET, NEW YORK OFTY.

LUMBER AND FISH.

The Latest Quotations in the Boston Market.

cent Snow Storm Materially Affect **Building Operations** - Provincial **Mackerel Again Reported** Firmer.

BOSTON, March 8 .- The recent snow storm affected building operations and gave the retail lumber trade a temporary set back. At first hands, the situation is firm with quotations fully sustained. Cedar shingles are scarce and firm, although the demand is light. firm, although the demand is light.

Extra cedar is held at \$3.25 to 3.35;
cedar, \$2.90 to 3; second clear, \$2.35 to
2.50; sap, \$2.10; extra No. 1, \$1.75 to
\$1.90. Lath, are firm at \$3 for 1 5-8
in, and \$2.85 for 1 1-2 in. Ten and
12 in. spruce dimensions are quoter at random lengths, 10 feet and up, \$19 to 19.50; 2x3, 2x4, 2x5, 2x6, 2x7, and 3x4, 10 feet and up, \$16 to 16.50; all other randoms, 9-in. and under 10 feet and up, \$17 to 17.50; merchantable boards, \$15 to 16; matched boards, \$18 to 19; out boards, \$18: extra clapboards \$35 to 36; clear, \$33 to 34; second clear, \$29

In the local fish market provincial mackerel are again reported firmer, sales having been made during the past week at \$11.25 to 12 per bbl. Picked herring are firm, with the market well sold up. Nova Scotia large split are offering at \$6.50 to 7 per bbl. and nedium at \$5.25 to 5.50. Smoked herring are steady with dealers quoting 10 to 12c. for medium scale; 6 1-2 to 8c. for No. 1: 9 to 10c. for lengthwise. and 90c. to \$1 for Eastport bloaters. Medium codfish are steady, but on large pickled bank the market easier. Large shore and Georges are quoted by jobbers at \$6 to 6.50: mehium, \$5.25 to 5.50; large dry bank, \$5 to 5.25; medium, \$4.75 to 4.80; large pickled bank, \$4.90 to 5; medium, \$4.75. heart of the woman he loves is like an Canned lobsters are firmer, with the supply limited. One-pound talls are isted by wholesalers at \$1.70 to 1.80. Live lobsters are scarce and very firm, with higher prices occasionally paid than the quotations indicate. prices are 20 and 22 cents for live and poiled respectively.

IMMIGRANTS FOR QUEBEC. Among the immigrants arriving on the Lake Ontario are 113 Russian Finns, Norwegians and Frenchmen, who are being brought to this country by G. W. Wordin, the head of the big Quebec pulp syndicate around Lake St. John, P. Q., where large mills are being established. The immigrants, who are all men, and selected for strength and ability, will be engaged to cut pulp timber for the syndicate around the lake, and when the land is thoroughly cleared they will probably settle there and go in for farming. Capt. Geo. Le Bel. immigration agent of Quebec, is in the city to look after the new comers and take charge of them till they reach their destination.

WILL SUE FOR \$19,000.

The administrators of the estate of E. B. Kierstead, the St. Stephen business man who was killed at McAdam Junction a year ago while alighting from a moving C. P. R. train, have brought suit against the Travelers' Insurance Company of Hartford, Conn., and the Ocean Accident Guarantee Company of London, Eng., to recover the amount of indemnity carried by the assured in each, amounting in all to \$19,000. The companies refused pay-ment on the ground of contributory negligence.

GENTLE AND FIRM.
"You little dear!" exclaimed the gushing young woman. "You must give me a kiss."

"I beg your pardon," said the Boston infant. "There must be some mis-take. I am neither a hero nor a piano player."-Washington

New Brunswick greets her gallant sons As victors from the war; She soothes their wounds with the balm of

peace, And with laurels decks each scar And with laurels decks each scar. She greets them as a mother would Her long lost only son; She greets them as a lover would The maid whose heart he's won. She greets them with an honest pride, Born of affection dar?

She greets them as she only could Her sons and volunteers.

With no stately pomp of ancient Greece, Of Carthage or of Rome,
But simple were these words of worth,
Tonight you're welcome home;
Your quick response to duty's call
Deserves a welcome frand,
Though no gistling fites our welcome marks,
We meet you heart and hand.
No gittering spoils of plundered homes
To dim your bright career,
But untarnished here before
Us stands New Brunswick Volunteers.

And hall you as our peers, The guardians of our hearths and homes New Brunswick's Volunteers.

We are proud of you, our noble sons, As champions of the right; No press gang, serfs, or conscript slaves, No press gang, serfs, or conscript slave We welcome here tonight; But as soldiers of the Empire, You hold an honered place. As guardians of the sacred name Of the Angio Saxon race. When in future history's keepers. Peruse her roll of fame With glory marked the victory wreather they will find your honored name, Unblemished and unsullied As the flag that above you rears. The champions of the Empire's rights, New Brunswick Volunteers.

The march, the charge, the cannonade, The withering sheet of flame,
The clash of steel, where columns reel And madly strive for fame;
Through all you have paid your part With a loyal heart,
So accept our thanks sincere,
For we owe a debt of gratitude

J. A. C., Millinocket, Me. TO ONE ABOUT TO STEP OFF.

The Daddy-Let me give you a bit of advice, my dear. To a man, the oil country. The Daughter-How can that be, pa?

The interest is intense only so long

ies.-Life. WIFE'S INGENUITY Saves Her Husband

as there is a prospect of new discover-

The author of the "Degeneration of Dorothy," Mr. Franklin Kinsella, 226 W. 25th St., New York City, was the victim of a little by-play—but he can best tell the story himself. "I must confess that I have been the victim of an innocent deception which turned out all for the best however.

"I had been resting under the belief, for some years, that coffee served as a lubricant to my cerebral convolutions, in other words, 'made the wheels go round,' and I had an idea that I could not work without it as a stimulant.

"I soon paid the penalty in nervousness, loss of flesh, insomania and restssness, none of which troubles would yield to any or all medicines. I finally got in rather a bad way and my wife took a hand in the affair all unknown to me. She purchased a package of ostum Coffee and first gave me one half Postum and one half coffee. In a little time she had me down to clear Postum, and I was none the wiser. "I noticed that I was getting better. my nerves were steadier, and I began to gain flesh and sleep nights. work was performed far better than in

my old condition "Commenting upon my greatly improved health one morning I was told the truth. 'The to laugh,' so I submitted gracefully and joined the Postum

"Experience teaches that boiling is one half the game. When the directions are carried out the result will be as fine a cup of rich, fragrant eo as ever delighted the ruining the nerves.'

VOL 50

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HEILBRO March 11.-De Wet crossed the the night o of Wolveho LONDON retary, Mr. the house steps had thuen to forcements, be embarke alry and would be asked for. LONDON Brussels, Standard s General Bo the Queen under the forces we queen's terr

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Klierksdr

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