Dr. R. F. Quigley Opened the Plaintiff's Case to the Jury.

J. Morris Robinson, Vice-President of the Street Railway Company, the First Witness Placed on Stand.

Quigley, in which it was stated that Dr. Quigley did not withdraw the record, or authorize it to be withdrawn at the January circuit. Mr. Pugsley joined issue in this and called John Willet, clerk of the court, in support of it. From Mr. Willet's evidence it was gathered that the case. evidence it was gathered that the case was entered by him at the January court simply because it was a rem-

Mr. Palmer contended that as long as the record was not taken away it pensation. was not withdrawn. After a discussion on this Judge Vanwart decided that the practice of the court was that if it was merely said in open court that the record was withdrawn

that was sufficient. Sheriff Sturdee was then examined as to the notices he got to summon juries. He got a precept from the secretary of the municipality in November, and acting on that summoned a special jury. He also got a notice from Dr. Quigley to summon a jury of that, and other notices received, he summoned the ordinary jury to

Sheriff Sturdee acted alone on the notice received from Dr. Quigley that would not affect the validity of the

special jury.

This finished the evidence and another lengthy argument and discussion was gone into. Cases were cited pro and con and ancient and modern practices of the court pointed out. At 12 o'clock the question was still being argued. Mr. Palmer was willing to take the consequences of the judge's ruling, and Mr. Pugsley wanted the judge in case he decided in favor of the special jury to reserve leave for the defendant to enter a non-suit in case the full court decid-

ed against the validity of the jury.

Finally, Judge Vanwart said he be produced.

His honor ruled that the paper must be produced. would give his decision at two o'clock.

When the court reopened in the afternoon Mr. Palmer said he was

afte.noon Mr. Palmer said he was willing to agree to Mr. Pugsley's proposition to have the case tried by the retit jury instead of the special jury.

The jury was sworn as follows:
C. T. Gillespie, Wm. Crawford, Robert Seeley, R. Ward Thorne, G. Gordon Boyne, Herbert Schofield and Joeph W. Hazelhurst. Not a single challenge was made.

about it.

Dr. Pugsley said defendants had not the commission in their possession, and the matter stood until it arises again during the trial.

Dr. R. F. Quigley, Q. C., opened the plaintiff's case to the jury. The defendants were common carriers of passengers for reward. The law cast upon them, therefore, the duty of partying safely, with the black. carrying safely, with the highest de-gree of care and skill. To begin with it would be necessary that the car itself should be in perfect condition; also that the power should be adequate and under proper control, and that there should be for that purpose that there should be for that purpose brakes and other proper appliances in perfect condition. It would be shown that all these conditions had been violated, and he would show by overwhelming evidence that the defendants and their servants had full knowledge of all that was improper and defective. To Prof. Hesse, mained and destroyed as he was, it did not matter whether it was the conductor or motorman who was reconductor or motorman who was re-sponsible for the accident. But it ponsible for the accident. But it was of importance that it should be known whether the employes were given proper brakes to control their cars or not.

The defendants were a successful company, making large returns, so that their stock sold at 145. If with this they had been conventing their cars into death traps it was a matter for the gravest consideration of the citizens, all of whom were invited to use the railway and to be exposed to

On 17th July last Prof. Hesse, with Rev. Father Raftery and Jerome Mc-Sorley, left the Royal hotel, boarded car No. 41 at Germain street. At the foot of King street the whole brake gear gave way and the power of conand motorman, who knew all this, allowed the passengers to remain and invited others to come on board. They ran rapidly up Dock street with accelerated speed, and on reaching the crest of the hill, plunged down with lightning speed. There was another resort, the power of the motor, to check the car in its course. Yet that also was out of order, and the motorman trying to utilize it, found that it was defective. There was still another way to avoid the difficulty, by using the direct power from the power house. This, too, was said to have been out of order at that time. This combination of circumstances left the

Two passengers got of chance Two passengers got off on Dock street, one saying that it was too hot for him. Then the car went wild down Mill street. Prof. Hesse, about the crossing of the I. G. R., looking for a means of safety, took hold of the upright iron bar and put his left foot on the side step. He then thought the car would topple over. At the curve into Main street the car jumped the rails and went straight for Harding's shop. On striking the curb-stone the professor's hold was broken and he was dashed to the sidewalk, breaking the bones of his leg so that they protruded through the trousers.

He was then picked up and taken to the hospital. What could be done for him was done there, and the counsel sent a letter to the company, at once, upon this subject, asking them to co-operate in advising upon the The Hesse case is attracting a great medical aspect of the case. The reply, deal of attention, and all day Friday there was quite a large number of Dr. T. D. Walker to co-operate with day there was quite a large number of spectators in attendance at the court house. The whole morning was occupied with the question whether or tiff's foot if possible. Dr. T. D. Walker not the special turn could for the special turn coul not the special jury could try the strongly resisted the amputation of the foot. In consequence of that fur-Mr. Palmer read an answer to the ther consultations were held and challenge and an affidavit from Dr. every effort was made to save the this the defendants took no notice.

Therefore a suit was instituted, and the next question was one of damanet. The next day Dr. Quigley ages. Apart from physical loss, the moved the court to make the case a plaintiff had been struck down amidst remanet and Mr. MoLean opposed it.

After argument Dr. Quigley said he would withdraw the record. The record never was out of the witness's for the remainder of his life, together for the remainder of his life, together with the suspence and vexation of this suit, made up his claim for com-

> The remainder of the opening was a discussion of the various steps which had been taken for the obtaining of commissions and the taking of evidence, all, Dr. Quigley alleged, done for the purpose of delay, as the fact of the commission not being produced by the defen. "e contended was evidence of their want of sincerity in obtaining it.

J. Morris Robinson, vice-president of the company, was first called and examined by A. L. Palmer, Q. C. The president, James Ross, lived in Montreal. Witness and Matthew Neilson were the only officers in St. John. There was an examination as to the cause of the accident. It was held at the company's office. Neilson, Mc-Lean, Brown, the conductor, motorman and witness were present. Witness knew nothing personally of the construction of the cars. Did not know whether statements were taken down in writing or not. Could not say about a report. Thought there must have been a report made to the

head office of the company. Mr. Palmer called for the report under a notice to produce.

Dr. Pugsley explained that no re-port could be found at St. John, as they were in Mr. Nellson's possession. When he returned if he had it it

Witness did not take any statements

missions was served on witness' son, and brought to witness. It was then sent to Mr. McLean. Had taken interest in the case. Was ill when this paper came. Really did not know anything about the contents of the

The long letter, afterwards pub-

personally; went to superintendent of Street Railroad in Providence, Mr. Potter; also to president of Hospital Trust Co.; enquired as to what kind of musician he was; was referred to a Dr. Eckels was the name. Adjourned until this morning at 10

There was a good attendance at the Hesse case on Saturday morning, when the examination of Mr. Robinson was continued by Mr. Palmer. The directors of the Street Railway, he said, are James Ross of Montreal, Wm. Barnhill, H. P. Timmerman, R. B. Emerson, James Manchester, H. H. McLean and J. J. Tucker of St. John. M. Nellson is manager, Mr. Brown electrician, Mr. Roberts car inspector, and Mr. Irvine has charge of the material in the power house. When the present company ecquired the property new cars were purchased. Witness did not know whether the old trucks were used or not. Continuing, the witness told of his visit to Providence after the accident, and his efforts to ascertain the position of Prof. Hesse

as an organist. A spirited argument here took place between the opposing counsel as to the admissibility of certain letters which passed between Dr. Quigley and which passed between Dr. Quigley and the company. Mr. Pugsley accused Mr. Palmer of seeking to get the contents of these letters before the court, and then not taking the responsibility of putting them in as evidence. Mr. Palmer retorted that if Mr. Pugsley would withdraw his opposition to their admission he would soon see whether admission he would soon see whether he (Palmer) was afraid to put them in as evidence. The judge ruled against one letter and allowed one. In cross-examination by Mr. Pugsley, the witness said Mr. Nells m was a careful, prudent man and well adapted to his position. Mr. Brown has had large experience and came to the company well recommended. The same can be said of the other men.

There have been very few accidents on the road since the company start-ed. During 1898 witness thought over

one million passengers were carried. There were no other accidents of importance in 1898 than that to Prof. Hesse. The company appointed Dr. T. C. Walker to assist Dr. Broderick in the case of Prof. Hesse at the hospital, and was willing to do what it could for Prof. Hesse while ill. They were not willing to do this because they admitted any legal liability.

Re-examined by Mr. Palmer, witness said the majority of stockholders live in St. John. As to the stock, our-tenths was held in St. John at 'le time of he amalgamation of the company. Mr. Van Horne and Mr. Rccs own the remaining six-tenths. The stock has been selling at various premiums. The highest it sold for was at \$155. Witness could not tell what it was selling for in June and July of last year. Recently it has been selling at \$150. The car Mr. Heree was injured in was owned by the company and was being run by them at the time of the accident.

Fred Z. Fowler was next examined. He said he was an amateur photographer, and took a photograph of the accident about five ninutes after the

The picture was here produced and put in evidence.

George Coyle, grinder in Parks' cotton mill, was next examined. He was a witness of the accident and described what took place. He saw the car jump the track, the wheels strike the curbstons and Park III thesis strike the curbstone and Prof. Hesse thrown out. The car was going very quickly, and was making quite a noise. As the car approached the witness he stepped back on the sidewalk. Witness saw a gentleman in the car standing up, holding on to something upright. When the wheels struck the curb the

gentleman was thrown out and struck the sidewalk. Witness was only a couple of feet away at the time. Dr. Proderick came along and took the boot off the injured man. The bone was protruding through the flesh. Prof. Hesse was taken into Chamberlain's and afterwards to the hospital. Cross-examined by Mr. Pugsley, the

witness said he first saw Prof. Hesse before the car jumped the rail. Prof. Hesse did not jump from the car-he was thrown from it. As near as witness could see, Prof. Hesse struck first on his right knee. Witness saw other persons thrown out of the car. He could not tell whether Prof. Hesse stood in the car or on the outside rail or step.

Continuing, witness said Dr. Quigley took his evidence down and gave him a copy. Witness read it over several times, but he could not tell how many times. He did not have the statement with him.

Re-examined by Mr. Palmer, witness said he had no doubt chat Prof. Hesse was thrown out of the car and did not jump. As to the evidence he gave Dr. Quigley, the witness said he merely told his story to Dr. Quigley, who wrote it down. Dr. Quigley gave witness a copy of it, but he did not tell witness what to say.

To Mr. Pugsley the witness said he could not tell how much of the car

went in the building. Frederick McCaw, the next witness, it in the same manner as the previous

Cross-examined by Mr. Pugsley, the witness said he could not tell whether the conductor jumped off the car or was thrown off. The court then adjourned until 10.15

Children Cry for CASTORIA

o'clock this morning.

SEALSKIN SACQUES.

The collector of customs at Bangor has received a communication from Assistant Secretary W. B. Howell of the treasury department, informing him that sealskin garments, property of passengers arriving in the United States, may be imported under transit regulations. The communication was in reply to a letter transit. was in reply to a letter forwarded by was in reply to a letter forwarded by the collector from one of his deputies at Vanceboro, inquiring as to the right of passengers over the Canadian Pacific railroad to forward their seal-skin garments in sealed crates from McAdam Junction, just across the line in New Brunswick, in charge of an express agent, to be delivered to the passengers on their seales. the passengers on their exit from the United States, the object being, it is understood, to avoid any question as

CASH DISCOUNTS INSTEAD OF TRADING STAMPS.

(Canadian Grocer.)

A retail firm of grocers, which, after an eight months' trial, has discontinued the use of trading stamps, has decided instead to give a discount of 3 per cent. for cash.

As under the trading stamp and coupon systems, when a customer pur-chases goods to a certain value, the firm gives him a check, and when \$5 worth of these checks have been col-lected, the customer is entitled to 15c. worth of groceries.

This is a far more business-like way than the trading stamp scheme, for whatever advantage accrues from doing a cash business will be enjoyed by the merchant himself.

Under the trading stamp scheme the nerchant is first of all the salesman, without remuneration, of the promoters of the scheme. He sells their goods, and, what is more, he pays for

Then, under the trading stamp system, such stamps as are not used by the person to whom they are given redound to the advantage of the comrany which originally issued them, but, by giving a discount for cash, such as the grocer in question proposes, the benefit derived from the unredeemed checks accrues to the merchant to say nothing of the satisfacchant, to say nothing of the satisfac-tion of knowing that he is conducting his own business without the interfer-ence of a third party.

READ THE WEEKLY SUN.

CRUSHED TO DEATH

In the Intercolonial Freight Yard on Saturday Evening.

Sad Fate of Christopher Riley, a Bright and Winsome Lad of Nine Years.

On Saturday afternoon Chis. Riley, instant death while he and a few com- 20 panions of about his own age were playing about the I. C. R. yard, imitating brakemen and otherwise sporting themselves unconscious of or indifferent to the deadly peril that their day's accident was nothing but what all railway men shunting about the yard have expected every day, and which is bound to occur when little boys make free with moving cars, gondolas and shunting engines That familiarity breeds contempt, was conclusively emphasized by Saturday's casualty, as the victim, with his companions, continued playing about the cars even after thy had been moved some little distance.

The accident occurred on the track between the old New Brunswick she and what is known as the I. C. R. freight shed, about 4 o'clock in the afternoon, or half an hour before the fast express from Halifax entered the yard. A shunter with engineer Harry Como in charge, moved some flat cars from one shed down the track a bit. The boys were playing about these cars and when the shunter started to move them, the boys jumped off. A minute or two later Brake man Harry McDade, while running along side the train, came upon young Riley's body and instantly gave the alarm. The boy was evidently dead when the train hand reached the spot. Tender hands conveyed the body to the freight shed, between which and the track it was picked up. No external marks of any severity were visible. The body was limp and, as after examination proved the injuries were internal, the boy's back being probably broken.

Coroner Berryman was at once summoned and after viewing the remains. ordered their removal to the home of the deceased father on Rock street, whither they were taken in the am-

Dr. Walker was also called, but life was extinct, and he left the matter in the hands of the coroner, who will decide today as to the inquest, if he deems one is necessary.

The deceased was a son of James

Riley, an employe of Simm's brush factory, and was a bright youth, popular with friends and relatives. His sad end has prostrated his parents and cast a gloom over their neighbors and friends.

As to the actual facts connected with the accident, no one can tell with the accident, no one can tell but it is clear that young Riley was jammed or crushed to death. It was first thought that he might have been crushed between the cars and a landing projection from the freight shed, but the improbability of this occurwas generally admitted that the lad in jumping from the cars, had been caught between the draw bars in some way and his young and bright career suddenly terminated.

A STEAMSHIP LINE

May Be Established Between Annap-

The Annapolis Spectator, in its last seue, says:

A steamship line between this port and Cuba is now among the possibilities, and we see no reason why is should not be so. In the first place, we have facilities for docking vessels

from 2 000 to 3,000 tons register. Then the chief exports of this section of Nova Scotia are apples, potatoes, hay, cattle, farm produce, lumber, fish, etc., for which (apples excepted) the West Indies, and Cuba in particular, are the best markets. Following an inexorable law of commerce, that the ocean carrier will always go as near to the region of production of the exports of a country as she can safely get, lines of steamships are now being established from ports such as this t the best and natural markets for the

tion with the Munson Steamship Line of New York, who wrote him under recent date as follows:

"We are disposed to take up a steamship line from Annapolis Royal, N. S. to all Cuba ports, and will likely offer a steamer shortly for cargo orders now pending. We will agree to have our steamers land cargo at Havana, Cardenas, Sagua, Calbarien, Nuevitas, Ilbara, Santiago de Cuba, Cientuegos and Manzandila, for comparatively small shipments."

Cientinegos and Medizantia, for com-paratively small shipments."

Mr. Whitman, who is generally recognized as knowing whereof he speaks, says that not counting the large demand for spruce and pine lumber, Cuba is one of the largest and best paying markets in the West Indies for potatoes, and will take large quantities of farm products, such as hay, cheese, butter, lard, beef, mutton. Orders for all will come mostly through New York farms is not been producted by through New York farms is not been paying through New York farms is not been paying through New York farms is not been paying through New York farms is not producted by the paying the paying through New York farms is not paying the paying through New York farms in the paying through New York farms in the paying through New York farms in the West Indies and the paying through New York farms in the West Indies and the paying through New York farms in the West Indies for potatoes, and will take large quantities of farm products, such as the paying through the paying throug through New York firms, if not direct firm Cuba, once a line of steamship is established, and our products are

introduced by sample shipments.

Mr. Whitman also advises our farmers to put in a large crop of pota toes, as Cuba will want all ve can ship, at good prices, for years to come The first steamer of this line wil arrive here some time in May.

Capt. W. H. Smith, R. N. R., is still confined to the house by illness, and will not be able to take part in the official investigation of the loss of the steamers Castilian and Acadian. It is probable he will have to go south for the benefit of his health.—Hallfar

HARNESS

GREAT BARGAINS

Having been obliged to take a large lot of Harness for a debt, we will make a big sacrifice to close out the same.

a lad of about ten years of age, met 25 Sets Nickel Mounted Harness at \$10 50, worth \$14.00 " 11.75, worth 15.00 " 14 00, worth 18.00

We carry a complete line of Horse Furnishing Goods, at low prices.

presence and actions invited. Satur- H. HORTON & SON., 11 Ma

THE MARKETS.

Revised Every Monday for the

	The transfer of the second of the second			STA F	
	(Wholesale Price	8.)			
1	Eeef (butchers'), per carcass	0	07	**	0 08
	Beef (country), per quarter.	0	021/2	44	0 06
100	Lamb, per lb.		07	**	0 09
题	Pork, fresh, per lb		051/2	**	0 06
	Shoulders		08	44	0 09
躗	dams, per lb		11	**	0 14
89	Apples, per bbl		00	66	4 00
303	Butter (in tubs), per 1b		12	**	0 15
驟	Butter (lump)		12	**	0 15
	Butter (creamery)		00	**	0 20
	Dairy (redl)		16	44	0 18
	Fowl		40	**	1 00
	Chickens		40	••	1 00
	Turkeys		13	**	0 15
	Ducks		50	***	0 90
8	Geese		70	*	0 90
鼷	Eggs, per doz		14	••	U 16
	Henery eggs		16	**	0 18
點	Mutton, per lb (per carcass)		06	**	0.08
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器	Pottatoes, per bbl		90	**	1 50
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	Turpips, per bhl		45	**	0 60
8,	ettuce, per doz		50	44	0 60
鹽	Calf skins, per lb		08	**	0 10
驟	Rabbits, per pair		08	**	0 10
g.	Lamb skins		50		0 70
8	Hides, per lb.		071/2	:	0 08
88	Beans (yellow eye)		50		1 60
8	Beans (white)		00	**	1 10
敠	Carrots, per bbl		80	**	1 00
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Jamaica, per lb	0 24		26
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Barbados, new crop	0 32		33
Darbados, old	0 28		30
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Cassia, per lb, ground	0 18		20
Cloves, whole	0 12		15
Cloves, ground	0 18		20
Ginger, ground	0 15		20
Pepper, ground	0 14		17
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	American mess pork, new	14 00	" 14 50
	P. E. Island mess	14 50	" 15 00
2	P. E. Island prime mess	11 00	" 12 00
8	Plate beef	13 00	" 13 50
쩊	Extra plate beef	13 75	" 14 00
25519	Lard, compound	0 06%	0 0734
	Domestic mess pork	14 50	0 093/2
2	Domestic mess pork	14 00	" 15 00
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Cornmeal	2 20	-	2 25	No.
Manitoba hard wheat	4 80	**	4 90	1000
Canadian high grade family	4 10		4 20	
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Oatmeal, standard	4 00	44	4 10	
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	"White Rose" and "Chester A" "High Guade Sarria" and "Archeby"	0 17		U	83
	"Silver Star" Linseed oil (raw) Linseed oil (boiled) Turpentine	0 15 0 47½ 0 50¼ 0 62½	-44	0000	1 4 5 6
	Cod Oil	0 27 0 87 0 42 0 85 0 55		00000	34
	Castor oil (commercial) pr lb		••	0	

Children Cry for CASTORIA

 New York
 3 00
 " 3 25

 Boston
 2 00
 " 2 25

 Sound ports
 2 75
 " 3 00

 W. C. England
 0 00
 " 0 00

 Jarbados
 5 09
 " 6 00

 Buenos Ayres
 8 50
 " 9 00

 Rosario
 9 50
 " 20 00

THE SARDINE TRUST IS FORMED Final Arrangements Completed Eastport on Friday.

EASTPORT, March 18.-C. H. Randall, representing a syndicate of Chicago capitalists, Friday concluded an arrangement whereby it is claimed 75 per cent of the entire sardine industry of the east will be controlled. A large number of sardine packers of Eastport, Lubec and vicinity, have agreed to sell their plants to the syndicate the transfer to take place on or be-

fore April 15th. As a guarantee of good faith that the money for the factories will be paid on or before that date, Mr. Randall deposited \$20,000 in the Frontier National Bank of this city, the money to be forfeited if the syndicate fails

to perform its part of the contract.

The promoters of the syndicate claim to have contracts controlling the catch in nearly all the best fishing wiers along the eastern Maine and New Brunswick shores for a term of years. It is understood the price for the fish is \$4 a hogshead. The annual pack of the featuring it the sweet of the fish is \$4 a hogshead. dicate is 1,000,000 cases. Julius Wolff of New York, and George. Burnham of Portland are here, it is understood, in the interest of a second syndicate.

LUBBC GOLD CO.

Almost Ready to Settle Up.-Over \$387,000 to Divide Among Stock-

BOSTON, March 17.-It is learned from the committee having in charge the settlement of the affairs of the Diectrolytic Marine Salts Co. of Lu-Electrolytic Marine Salts Co. of Lubec, that an early divide is expected to be declared to the stockholders. All the outbuilding stock of the company has been turned over to the committee with the exception of 21,500 shares, and it is expected that this stock will soon be deposited.

The committee has now in its possession \$387,000 outside of the company's plant and supplies. This amount includes \$75,000 which has been returned by Rev. P. E. Jernegan, who

ount includes \$75,000 which has been returned by Rev. P. E. Jernegan, who was at the head of the concern. Mr. Jernegan returned this amount in securfiles selling at a premium of \$12,000. There were \$30,000 Chicago, Burlington and Quincy bonds and \$25,000 Rio Grande and Western bonds.

GUILTY OF MURDER.

WINNIPEG, Man., March 18.—Cuszczak, the Gaelician, was today found guilty of the murder of one of his fellow countrymen and four children at the Gaelician colony. Czuby, an accomplice, will be tried on Monday. The judge deferred sentence on Cuszczak until Monday.

DYNAMITE MONOPOLY.

PRETORIA, March 19.—President Kruger, in an important speech at Heidelberg on Friday, emphasized the mecessity of the state retaining the dynamite monopoly, because, as he argued, the South African republic being an inland state, in the event of throuble with any of the powers its supplies of explosives might other. supplies of explosives might other-wise be suddenly cut off, "Where would we be then?" he exclaimed. He announced his intention to modify the mining laws and to reduce the period entitling an applicant to full Burgher-ship from fourteen to nine years' re-

MARTIAL LAW AT SKAGUAY.

(Special to the Sun.) er Amur, from Skagway, brings new of riots over a railway strike. Martial

BURNED OUT.

REGINA, N. W. T., March 19,-The tandard (newspaper) office was urned Saturday. The loss is six SEF

The Beauty

By Rev. Dr. Georg

"And let the be God be upon us." We are all lov scape is always have known pers so while looking the Swiss that choly temperam mountains amid too much for th fluences steal int There is anot which kindles beauty of a hun is this difference human nature, teauty of the on while that of the man, Real bea does not consist line but in experience dependent of it would be imp to picture the Chi tractive in featu

insult to the law ignioble expression noble heart and Christ is the de cause it is difficul in which a child joined with a gir or Paul can be s the painter's bru tray a face at o side and heroic o its task an im face, therefore, i not for our color of it, but it came It is not featur plexion which o is transfiguratio at a man's face sive impression. we get a glimps this second l whether the man ing. The woman metics is simply counterfeit bill, later be found or to her good will i for suffering, he has her hand full everybody wants

If we look at o eyes our love is our face must When a sailor p a stormy night thanks God for covers up any de sees nothing exclike manner there human face when details as con features. We structure and s is not so much acter which take possible to be re who has an art but who on clos lines of saidshn cruelty, and it is beautiful, though ally commonple

> pathetic soul. All this is prel

work of God t

nature is under declare that if

to your friends i may have suff attitude, and if you it is becau yourself lovable The law is th soul will find its tenance. This la of the sculptor makes lines, changes them. cian, and could p amid adverse tears and strug company kept, personal history face, and shoul nan or woman ment, without c responding chan Again, if a pers thoughts, is fretfu ature advertis trary, the heart strong, the resigns what it should be and palpable tra or what some caperson. That lav exorable. Give and it is attrac

mings and eart awful to look up Religion, theref lies at the botto things as the: (have in the heart to feel that the are bearing you earth may have but heaven is st far off; to make nstead of broodi many happy hou as the circums sible to follow ess that kind o loved as a beau ractive soul? Religion covers

the world were be healthy in b ripe old age with