MEMORANDA.

SPOKEN

NOTICE TO MARINERS.

NOTICE TO SUBSCRIBERS.

Births, Marriages and Deaths occur-

ring in the families of subscribers will

all cases, however, the name of the

BIRTHS.

DEATHS.

year of his age.

—(Religious Intelligencer please copy, deDOUGALL—Entered into rest at Long Reach, Kings Co., N. B., April 6th, Sarah Maria, aged 83 years, widow of the late Donald McDougall.

Donald McDougall.

STEVENS.—At Musquash, St. John Ce., N.
B., Feb. 25th, of brenchitis and inflammation, Charles Edward, eldest son of George
and Samh Stevens, aged 3 years and 10
menths.

months.—At Musquash, St. John Co., N. B., March 10th, of membraneous croup, the second son of George and Sarah Stevens, aged 2 years and 10 months.

CONGRESS WILL DECIDE.

(Continued from page pine.)

Eriscon 120
Cushing 105
Stiletto 34
Katahdin, ram

sender must accompany the notice.

In port at Rio Grande do Sul, Feb 28, bart

## SHIP NEWS.

PORT OF ST. JOHN.

April 8—S S Lake Huron, Taylor, from Liverpool via Halifax, gen cargo and pass, Troop and Son.

Sch Abbie and Eva Hooper, Foster, from Boston, R C Elkin, bal.

Sch Maggie J Chadwick, Starkey, from Portsmouth, J D Driscoli, bal.

Coastwise—Str Alpha, 211, Crowell, from Yarmouth; schs Irene, 90, Pritchard, from Quaco; Abana, 57, Floyd, from Quaco.

April 9.—Coastwise—Schs Annie and Lissie, 39, Outhouse, from Tiverton; Marion, 123, Reicker, from Magquash; Vanity, 11, Murray, from do; Trader, 72, Merriam, from Parreboro; Irene, 90, Pritchard, from Quaco; Maggie Lynds, 66, Christopher, from Hillsboro; Jestie D, 86, Glennie, from Quaco; Willie D, 97, Ogilvie, from Parreboro; Elihu Burritt, 49, Spicer, from Port Greville; G Walter Scott, 75, Graham, from Quaco; Speedwell, 82, Barnes, from do; Ida M, 87, Bishop, from do; Abana, 97, Floyd, from do; Thelma, 48, Milner, from Annapolis; barges No. 3, 432, McNamara, and No. 2, 433, Salter, from Parrstoro; E B Colwell, 18, Thompson, from Musquash; Silver Cloud, 44, Bain, from Digty: Levuka, 75, Roberts, from Parrsboro; Susie Pesrl, 74, Sabean, from Quaco; L'Edna, 64, Sabean, from Go; Hanry Nickerson, 70, Brewster, from Hopewell Cape; Olio, 96, Glaspy, from Quaco; Westfield, 89, Cameron, from do; Maudie, 25, Beardsley, from Manapolis; stmr Westport, 48, Payson, from Westport.

10th—Stmr Simcnside, 1956, Kish, from Gence, J H Sc. mmell and Co, bal.

Sch Bartholdi, 298, Grafton, from St. Thomas, scrap iron.

April 11.—Str Duart Castle, 1179, Seely, Arrived.

Thomas, scrap from.

April 11.—Str Duart Castle, 1179, Seely, from West Indies, Schofield and Co, Ltd., mdse, mails and passengers.

Sch Annie Bliss (Am), 276, Day, from Portsmouth, A W Adams, bal.

Cleured. 7th—S S Plates, 2044, Allen, for London. Sch Cora L, McGilvray, for Boston. April 9.—Str Plates, Allan, for London. Sch Clarine, Dicksom, for Boston. Sch Lizzie B, Belyes, for Thomaston. Sch Marion, Reicker, for Boston.
Sch Susie Peerl, Sabean, for Boston.
Sch E V Glover, Joyce, for City Island f o.
Sch Flash, Flower, for Boston.
Coastwise—Schs Westfield, Cameron, for

Coastwise—Schs Westfield, Cameron, for Quaco, Dora, Canning, for Parrsboro; Levuka, Roberts, for do; Wascano, Balser, for Joggins; E B Colwell, Thompson, for Musquash; Rebecca W, Gough, for Quaco; Helen M, Hatfield, for Hilisboro; Mandie, Beardsley, for Port Lorne; Juno, McLean, for Quaco; str Westport, Payson, for Westport; Annie and Lizzie, Outhouse, for Tiverton; Greville, Baird, for Wolfville; Vanity, Murnay, for Musquash; Trader, Merriam, for Parrsboro; Sparmaker, Livingston, for Advocate Harbor; Beulah Benton, Mitchell, for Weymouth; Abana, Flöyd, for Quaco; Ben Bolt, Sterling, for Sackville; Willie D, Ogilvile, for Parrsboro.

8th-Bark Maiden City, Robertson, for Sch Vamoose, Knowtton, for Lishon.
Sch Tay, Spragg, for City Island f c.
Sch Mary, Hare, for Barbados.
Sch Margle Miller, from Granville for

CANADIAN PORTS.

Arrived. QUACO, April 8—Ard, sch Alfaretta S Snare, from Mount Desert Ferry. HALIFAX, N S, Aproll 8—Ard, str Beta, Hopkins, from Jamaica, Turk's Island, and Bermude.
Sid, str St John City, Harrison, for London; schs Mystery, Richards, for Rio Janeiro; Victoria, Williams, for Trinidad.
At Halifax, April 9, str Vidar, from Antwerp.
HALIFAX, NS, April 9.—Ard, sch Ida,
Fraser, from Porto Rico.
Sailed, str Tyrian, Angrove, for Porto Rico. HALIFAX, NS, April 10—Ard, strs Assyrian, Hughes, from Glasgow and Liverpool; Halifax, Pye, from Boston; Premier, Crews, from New York; bark Highfiyer, Andersen, from New York; bark Highflyer, Anderson, from Pars.

At Dorchester, April 7, sch Jennie Palmer, Palmer, from Canning.

HALIFAX, N S, April 11.—Ard, sch Fred-

Cleared. At Hillsboro, April 9, sch Surprise, Hayes, for Windsor, N S, hemicek boards. Saifled.

From Hopewell Cape, April 7, sch H R

BRITISH PORTS.

Arrived. At Queensborough, April 6, ship Kambira, Brownell, from Vancouver. GLASGOW, April 8—Ard, str Buenos GLASGOW, April 8—Ard, str Buenos Ayres, from New York. At Cardiff, April 6, bark Queen Margaret, Faulkner, from Dunkirk. At Westport, April 6, bark Bowman B Law, Hariburt, from Portland, O, via

From Runcorn, April 5, bark Gunhilde, for Bay Verte. From Belfast, April 6, bark Halden, Svendsen, for Dalhousie. From Bristol, April 6, bark Kalos, for Miramichi.
From Preston, April 5, bark Inga, Han-sen, for Sheet Harbor.
LIVERPOOL, April 7—Sid, str Numidian

for Portland.

Ard, str Germaric, from New York.

From Bristol, April 7, bark Neptune,
Backer, for Bay Verte.

From Jersey, April 6, brigt Century, Bocguet, for Paspeblac.

From Falmouth, April 7, ship Balclutha, lurkie, for Havre.

From Great Yarmouth, April 6, bark Esra, Andersen, for Canada.

From Liverpool, April 6, bark Kalsiad, Harsen, for Shediac. Hansen, for Shediac.

From Melbourne, Feb 19, bark Grenada,
Korff, for Newcastle, NSW, and San Diego.

AVONMOUTH, April 9.—Sailed, str Micmac, for Nova Scotia.

From Cape Town, March 17, bark Avonta, From Dublin, April 7, barks Credo, for Nova Scotia; Theima, Olsen, for Newcastle, N B N B.
From Newry, April 7, barks Adelgunde
(Nor), for Canada; Ansgar (Nor), for do.
LIVERPOOL, April 9.—Sailed, simr Vancouver, for Portland. ouver, for Portland. NEWFOUNDLAND, April 10.—Sailed, str

> FOREIGN PORTS. Arrived.

At St Thomas, March 18, sch Omega, Lecain, from Martinique (and sailed 25th for Ponce to load for Vineyard Haven for or-St Croix, March 29, sch Bianca, Lambert, from New York.
At Santa Cruz, Cuba, March 19, sch La
Plata, Sloan, from Barbados (to load for Plata, Sloan, from Barbados (to load for New York.)
At St Pierre, March 4, sch Gypsum Queen, Morris, from New York.
At Philadelphia, April 6, ship Savona, McDougall, from Manila.
At Santos, April 8, barks Lancefield, Grant, from Pensacola; Kelvin, Lockhart, from Savannah. from Savannah.

BOOTHBAY, April 8—Ard, str Prince Edward, from Yarmouth, NS; sohs Nellie Doe, from Alma, NB; Avis and Onyx, from St John.
Cld, schs W K Smith, for Noel, NS; M J
Soley, for Windsor, NS; Uranus, for Hillsbore, NB; Rewena, for St John.
Sld, str Boston, for Yarmouth, NS; schs
Alfred Brabe, for Hillsbore, NB; Bedmoat
end Josie, for Weymouth, NS; Anita, for
Maitland, NS; E Norris, for Bear River, N

S; Nugget, for Annapolis, NS; Valdere, Hunter, and Mary George, for St John.
CALAIS, Me, April 8—Ard, sch Watchman, from Bostom.
RED BEACH, Me, April 8—Ard, sch William Cobb, from Calais.
NEW LONDON, April 8—Ard, sch Prudent, from St John for orders.
SALEM, April 8—Ard, sch Otis Miller, from St John for orders.
EASTPORT, Me, April 8—Ard, schs Freddie Baton, from Boston; Orozimbo, from New York; Bay Queen, from Parrsboro, NS; Margaret, from St John.
NEW YORK, April 8—Ard, sch Helen C King, from Calais, Me.
VINEYARD HAVEN, April 8—Ard, schs Mary F Corsen, from Perth Amboy for St John, and sailed.
Sid, schs Genesta and St Maurice.
Psi, schs Newburgh, from New York for Windsor, NS; Bessie Parker, from St John for New Bedford; Fanny, from St John for Dast Greenwich.
At Ship Island, April 7, ship Fred E Scammell. Mahoney, from Livernool.

In port at Rio Grande do Sul, Feb 28, bark Glenaftom, Mundy, for New York, ready; brig Electric Light, Edwards, for New York, CITY ISLAND, April 3-Psd east, bark Ethel Clarke, for Bear River, NS.
CITY ISLAND, N Y. April 3-Bound south, sohs Athlete, for Advocate, NS; Vineyard, for Two Rivers, NS.
LIZARD, April 10.—Pasted, str Damars, from Hallfax for London.
CITY ISLAND, April 9.—Bound south: Schs Avalon, Stephen Bennett, and W H Waters, from St John. Sliver Sprsy, from Quaco, N B; Ellen M Mitchell, from do; Leonard R, from River Hebert, NS; S A Fownes, from St John.
In port at Rio Janeiro, March 6, ships Macedon, McMaster, from Sabine Pass; Canada, Munro, from Norfolk; Monrovia, Hibbard, from Pensacola; barks Stadacona, Cogswell, from Newport News; Robert S Besnard, Andrews, for Mobile; Artisan, Lynch, for Gulf of Mexico port; Auriga, Johns, from Brunswick; Avoca, Jackson, from Cardiff, and others.

In port at Arroyo, P R, March 18, bark Matilda, Buchanan, for New York, idg; brig Gabrielle, Mundy, for do, do; sch Evolution, Fitzpatrick, for Portland, ldg;—all expected to sail about 2th.
CITY ISLAND, April 11.—Bound south: schs Charley Bucki, from Two Rivers, N S; Cathle C Berry, from St John, N B.

New Bedford; Fanny, from St John for Past Greenwich.

At Ship Island, April 7, ship Fred E Scammell, Mahoney, from Liverpool.

At Rio Janeiro, April 6, bark Tuskar, Pennant, from Cardiff.

At Santos, April 5, bark Westmorland, Virgie, from Liverpool.

At Vera Cruz, March 30, sch J W Durant, Durant, from Pascagoula.

At Salem, April 8, sch Otic Miller, from St John, for orders.

At Boston, April 8, schs Nellie Doe, Alma.

Avis, and Onyx, from St John.

At New York, April 7, sch Viola, Finlay, from San Domingo City.

At Colon, March 29, schs Florida, Brinkman, from Demerara; April 1, Atrato, Watt, from New York.

NEW LONDON, Conn, April 9.—Sailed, schs Prudent, from St John for City Island.

PORTSMOUTH, N H, April 9.—Sailed, sch Ruth Robinson, for Nova Scotia.

ROCKLAND, Me, April 9.—Ard, sch Emu, from St George, N B.

EASTORET Me April 9.—Ard, sch John schs Charley Bucki, from Two Rivers, N S; Cathie C Berry, from St John, N B.

rom St George, N B.

EASTPORT, Me, April 9.—Ard, sch Joker,
from St John.
Salled, sch Bsy Queen, for St John.
NEW HAVEN, April 9.—Ard, sch Ettle,

rom St John.

MACHIAS, Me, April 9.—Ard, sch Ettie, from St John for Boston.

NEW YORK, April 9.—Ard, sch Glenera, from St John for Boston.

NEW YORK, April 9.—Ard, str Etruria, from Liverpool; str MacKay-Bennett, from Halifax.

Sailed, strs Lucania, for Liverpool; Manitobs and Boadicia, for London.

Cleared, sch Gypsum Empress, for Windsor, N S.

Cleared, sch Gypsum Empress, for Windsor, N S.

CITY ISLAND, April 10.—Ard, schs Acara, from Spencer's Island, NS; Hattie E King, A P Emerson, Onward, Prudent, and Cora May, from St John, NB; A McNichol, from Machias, Me; Lexington, from Quaco, N B; Reporter, from St John, N B.

BOSTON, April 9.—Ard, schs Swanhilda, and Emma F Potter, from Clementsport, N S; Hiram and Clara A Dinsmore, from St Andrews, N B.

Cleared, str Prince Edward, for Yarmouth, NS; schs Lyra, for Port Williams and Canning, NS; Nellie Walters, for St John; Apnie, for Yarmouth, N S; J B Martin, for Annapolis, N S; Fraulein, for Dorchester, N B.

Annie, for Yarmouth, N S; J B Martin, for Annapolis, N S; Fraulein, for Dorchester, N B.

Salied, str Halifax, for Halifax; schs Uranus, for Hillsboro, NB; Alfred Brabrock, for do; Gowena, for St Johns; W K Smith, for Noel, N S.

CALAIS, Me, April 9.—Ard, sch Eva Stewart, from Parrsboro, N S.

ROCKPORT, Me, April 9.—Ard, schs Nellie E Gray, Paul, from Beaver, Harbor, NB, PORTLAND, Me, April 9.—Ard, schs Leo and Rebecca R W Huddell, from St John, NB, bound west.

Arrived April 10.—Strs Labrador, Erskine, from Labrador; schs Francis A Rice, Marshall, from Porto Rico; Wm B Palmer, McDonald, from Louisburg, C B; Saarbuck, Reed, from Quaco, NB, for New York; H A Holder, and Alice Maud, and Mrggie Miller, from St John, NB, bound west; Propress, Erb, from St John for Salem; E M Sawyer, from Machias for Boston.

VINEYARD HAVEN, Mass, April 9.—Ard, schs Annie A Booth, from St John for New York; Stella Maud, from St John for New York; Stella Maud, from St John for New York; Stella Maud, from Parrsboro for orders.

Passed, bark Ethel Clark, from New York for Bear River, N S; sch Lewanika, from New Yorw for Nova Scotia.

SALEM, Mass, April 9.—Ard, schs Greta, from St John to roders.

SALEM, Mass, April 10.—Ard, schs Greta, from St John to Vineyard Haven for orders, Quetey, from do for City Island; H M Stanley, from do for Norwich.

VINEYARD HAVEN, Mass, April 10.—Ard, schs Harvard H Havey, from Newport for St John; Mildred A Pope, from Calais for New Haven; Clayda, from St Margarets Bay, NS, for orders; Clifford C, from St John for orders (New Haven)—last two sailed, schs George H Mills, Annie A Booth, Stella Maud.

John for orders (New Haven)—last two sailed.

Sailed, schs George H Mills, Annie A Booth, Stella Maud.
Sch Clayola, from St Margaret's Bay, N S, reports on the night of the 5th inst., off Cape Sable, experienced a violent gale, with heavy sea, during which the vessel labored heavily. About 200,000 laths were washed overboard from the deck and lost.

BOOTHBAY, Me, April 10.—Ard, schs Highland Queen, from Machias; Herbert E, from Long Cowe; Wandrian, from Shulce, N S; Ethel B, from French Crosse, N S.

At Astoria, April 7, bark Semantha, Growe, from Nagasaki via Port Angeles for Portland.

At Wilmington, N C, April 8, brig Ora,

Faulkner, from Dunkirk.

At Westport, April 6, bark Bowman B
Law, Harlburt, from Portland, 0, via
queenstown.

At Demerara, April 3, sch Goldfinch, Gardner, from Port Medway.

MOVILLE, April 10.—Ard, str Lake Ontario, from Halifax.

Sailed, str Gallla, for Halifax and St John.
At Cardiff, April 9, bark Clara E McGulvery, Lynch, from Liverpool, N S.

At Liverpool, April 11, str Lake Ontario, Campbell, from St John.

At London, April 11, str Damara, Paterson, from St John via Halifax.

At Newcastle, NSW, April 9, ship Ellen
A Read, Landry, from Cape Town.
At Newcastle, E, April 8, brig Carrick, Knowlton, from Demerara via Crookhaven.

Sailed.

From Runcorn, April 5, bark Gunhilde, for Bay Verte.

From Belfast, April 6, bark Halden, Svend-The United States navy further consists of the following sea-going battleships: Oregon, Kentucky, Alabama, Illinois, and Wis-

gon, Keatucky, Alabama, Illineis, and Wisconsin.

The single turret monitors are the Ajax, Comanche, Canonicus, Catskill, Jason, Lehigh, Mahopac, Manhattan, Montauk, Nahant, Nantucket, Passaic and Wyandotic.

Resides these there are the following unarmored steel vessels: Atlantic, Baltimore, Boston, Charleston, Chicago, Cincinnati, Detroit, Minneapolis, Olympia, Philadelphia and San Francisco.

Then there are the following gunbeats: Bennington, Concord, Helena, Machias, Nashville, Petrel, Wilmington, Yorktown, Annapolis, Vicksburg, Newport, Princeton, Marietta and Wheeling.

In the special class are the training ship Bengroft, despatch boat Dolphin and the dynamite cruiser Vesuvius.

Of torpedo boats the United States has the Plunger (submarine), Foote, Rowan, Talbot, and Gwin. Outside of these there are at present being built eleven others which are being gotten ready for service.

At Baltimore, April 6, bark White Wings, Davidson, for Rio Janeiro.

At New York, April 7, bark Kate F Troop, Fownes, for Adelaide; schs Lewanika, Williams, for Port Greville, N S; Newburgh, Marsters, for Windsor, NS.

At New York, April 8, schs W K Smith, for Noel; M J Soley, for Windsor; Uranus, for Hilsbore; Rowena, for St John.

At Portsmouth, April 7, sch Charles L Jeffrey, for Clark's Island and New York.

At Pascagoula, April 9, sch Gladstone, Read, for Halitax.

At New York, April 8, bark Douglas, for Martinique via Cateret; sch Turban, for Bermuda.

PORTLAND, April 11.—Cld, schs Rebecca W Huddell, for St John; Minnie, for Boston.

Sailed:

From New York, April 7, brigs Clyde, for Cayenne; Westaway, for Barranquilla; sch. Newburgh, for Windsor.
From St Thomas, March 17, brig Edward E Hutchings, Warner, from Mayaguez to load for St John.
From St Croix, April 1, str Duart Castle, Seeley, for Hallfax.
From Rochefort, April 4, bark Petropolis, for Dalhousie.
From Manila, April 6, ship Brynhilda, Meikle, for Liverpool.
From Cayenne, March 8, sch Melbourne, Matheson, for Aux Cayes.
MACHIAS, Me, April 7—Sid, sch Hortensia, from Sand River for New York.
PERTH AMBOY, April 3—Sid, sch Mary F Pike, for Eastport, Me.
DUTUH ISLAND HARBOR, April —Sid, sch Leonard, from River Hebert for New York.
From New York, April 7, bark Kate F Troop, for Adélaide; Abyssinia, for Buenes Ayres; brig Venturer, for Savannah.
From Trinite, March 27, sch Allan A Mc-Intyre, Somerville, for Hayti.
From New York, April 8, Alfred Brabo, for Hillsbore; Bedmont, and Joste, for Weynouth; Anika, for Maltiand; E Norris, for Bear River; Nugget, for Annapolis; Valdare, Hunter, and Mary George, for St. John.
From Baltimore, April 6, bark White Wings, Davidson, for Rio Janeiro. dare, Hunter, and Mary George, for St. John.

From Baltimore, April 6, bark White Wings, Davidson, for Rio Janeiro.

From Rio Janeiro, April 1, bark Severn, Reid, for Baltimore.

From Richmond, April 3, sch Utopia, Wagrer, for Liverpool, N S.

From Boston, April 8, sch Fred H Gibson, for Gold Coast (Africa).

EASTPORT. Me. April 11.—Sailed, schr Margaret, for St John.

VINEYARD HAVEN, April 11.—Sch Clayola (ordered to Newark and sailed). LABOR MATTERS.

Letters Read from Detroit and Vancouver at Trade and Labor Council.

Resolutions Passed Dealing With the Recentty Organized Ship Laborers Union.

St. John trade and labor council was held in Bowman's hall. Brussels street. Wednesday, President Daley in the chair. the chair. | The minutes of the preceding meet

ng were read and adopted. The following letters were read and endorsed. They caused an interesting ciscussion:

Bark Ancona, Robbins, from Tacoma for Queenstown, Dec 13, lat 5 N, lon 123 W. Bark Alert, from Appledore for Bay of Fundy, April 4, lat 41.29, lon 63.50, Sch Clifford, McKenna, from St Johns, P. orded that the time had arrived when they would teach organized labor a lesson and the eastern "Yankes" of their greatness, so he immediately goes east, arrives at Thompsonville, Conn., where he induces the poor working people of all classes to invest their money in a bicycle factory, where he was going to employ "thousands" of working people. They paid the music to the tune of \$25,000, after which, by a shady move on the part of Mr. Moore, the manager, he having schemed with the Board of Trade, we are told, soon the Thompsonville people were buncoed out of their money and Lozier owned the factory. Not being satisfied with playing those people at Thompsonville, Mr. Moore goes over to Westfield, Mass., where he played the poor people there to the tune of \$73,000, and is engineering soon to own the factory and bunco the people out of their hard-earned money. Not being satisfied with robbing the respective communities, he com-R, for Vineyard Haven, for orders, about April 1, lat 71.35, lon 34. Ship Marlborough, Cochran, from St John, NB, for Sharpness, March 22, lat. 42, lon. 64. NOTICE TO MARINERS.

TOMPKINSVILLE, N. Y., April 8.—Notice is given by the Lighthouse Board that a spar buoy, painted with red and black horizontal stripes, has been placed to mark a wreck, name unknown, sunken off. Point Judith, Block Island Sound, Rhode Island. The masts of the vessel are broken off, and, with other wreckage, are floating over her. The buoy is in 3% fathoms mean low water, 50 feet east of the wreck, and on the following magnetic bearings: Point Judith Lighthouse N by E; Point Judith Whistling Buoy SE by E; West End of Pt Judith Breakwater, NW % W. factory and bunco the people out of their hard-earned money. Not being satisfied with robbing the respective communities, he commences to hire girls, this same Mr. Moore, in all the departments of the factory, including the polishing and buffing department. In fact, he has them working on all the work previously done by men. Where men fornerely receive \$15 a week, girls now do the work for \$3. The spectacle of girls polishing and buffing is beyond comprehension of any man but a brute. Still this same Mr. Moore wants to let the honest people imagine he loves his neighbor, etill hires these poor girls to do work that if the Sultan of Turkey favored, the whole civilized world would rise up in indignation against him. Polishing is one of the most unhealthy branches of work men were ever employed at; few can stand it, as it gives them grinders' consumption, and very few live over ifftsen years at the trade; the most rugged have to give it up, and what can be expected if the women of the nineteenth century have to earn a living at such a life-killing occupation, besides replacing men, or is that the prospects for the daughters and sisters of the American mechanic? Mr. Moore told our committee he intended to hire all the women he could in the factory and pay them at the wages of \$3 a week, and have them replace all the men he could. Our organization did everything reasonable to settle the matter. We asked Mr. Moore to pay the girls equal wages to the man, but to that request he told us he was going to hire them as cheap as he could get them. If they worked for 25 cents a day, that was sli he intended to pay, and he considers that sufficient for girls. Twenty-five cents a day for girls replacing men with a wife and family to support is a poor outlook for the michanic of the nineteenth century. Friends, we ask your assistance by refusing to purchase the wheels manufactured by the Lozier. be published FREE in THE SUN. In FLAGLOR—At St. John, N. B., April 8th, to Mr. and Mrs. J. S. Flaglor, twins, a son and daughter. and daughter.

McCONNEA.—At Bathurst, Gloucester Co.,

N. B., April 5th, to the wife of William

McConnea, a daughter.

VANWART.—At Fredericton, N. B., April VANWART.—At Fredericton, N. B., April 10th, 1898, to the wife of G. C. Vanwart, M. D., a daughter.
WASON.—At the Methodist parsonage, Titusville, Kings Co., N. B., April 9th, to the wife of Rev. L. J. Wason, a daughter.

> VANCOUVER, B. C., March 1, 1898. During the past few months, since the great rush to the gold fields in the Klondyke great rush to the gold fields in the Klondyke district began, business in general in British Columbia has been improving. The dealers selling outfits to miners and prospectors for the north are consequently now very busy, likewise the transportation companies. These facts, coupled with the broming of real estate and mining speculators and others, who advertise in the eastern press for workmen to come to the coast, have led many to believe that there is a real scarcity of workmen here. We would warn all coming westward to perpare for adversities—\$100 not being too much to bring with them, as there are already plenty of skilled mechanics on the ground to do the work, excepting it be some special or temporary work, when there the ground to do the work, excepting it be some special or temporary work, when there may be a little demand for men for a few days; and in this regard the iron trade—fitting up vessels and the like—is particularly affected, but just as from as these rush jobs are through with all are laid off again this something else turns up, and thus it goes on. It will be readily seen that there is nothing very sure or permanent—at least not sufficient to warrant those getting along fairly well in the east to come here. Rents are very high and are increasing; the cost of living is much higher than in eastern Canada. The scale of wages for mechanics in Vancouver average about 25 to 30 cents an hour.

J. KER, Sec. T. & L. Council. Trade reports were as follows: Ship laborers, fair; masons, dull; printers,

meusly adopted: Resolved, That the St. John Trades and Labor Council places its self on record in ocndemnation of the action of the new ship laborers' society in again introducing the ten hour tystem in the city. After years of agitation in obtaining it, and that the attention of the millimen, scowmen, and other branches of labor be drawn to this matter; and that they at once take immediate action to protect the nine hour movement prevailing at present in all branches of labor.

Further resolved, That the council of the

7 o'clock Saturday morning.
The Beaver boat Lake Huron will A DENIAL.
To the Editor of the Sun: sail Wednesday for Liverpool with a full cargo, which will include 50,000 bushels of grain, 3,500 boxes of cheese, a lot of flour, blocks, deals, logs, and 199 head of cattle. The Donaldson steamer Concordia

has begun taking in her cargo. She will probably sail for Glasgow on Thursday. The Lake Ontario, from this Jort for Liverpcol, arrived at Moville Sunday. AN ACCOMPLISHED CORPSE.

WINTER PORT ITEMS.

The mail steamer Gallia left Liver-

pool at 4.30 p. m. Saturday for this

The Allan-Thomson steamer Platea,

which sailed for London about midnight Friday, passed Brier Island at

A curious official notice of a suicide who has drowned himself in the Phine is to be found in a Dutch paper. After offering a reward for the recovery of the body, the police give the following description: "Age, about forty, Height, 5 ft. 8 in. Speaks the dialect of Gelderland." We presume that dialect is one of the dead languages -The Globe.

The preacher who knows most is not necessarily the one who preaches

The Transport

100223

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The regular monthly meeting of the

DETROIT, Mich., Jan. 11, 1898.

To Organised Labor and its Friends:
Greeting—We wish to draw your attention to the Lozier Manufacturing Company, with branches at Toledo, Ohio, Toronto, Ont., Westfield, Mass., and Thompsonville, Conn. Mr. Lozier and his manager, Mr. Moore, decided that the time had arrived when they would teach creenized labor a lesson and BARRY—In this city, on the 7th inst., Josephine Barry, aged 18 years.

N. B., April 1, Johnston Cooper, aged 86, leaving five soms and one daughter to mourn their loss.

FAIKWEATHER—At Los Angeles, Cal., Hertram Randolph Fairweather, of this city, in the 27th year of his age.

HIGGINS.—Suddenly, in this city, on April 9th, Ernest Leslie, youngest son of Thos. W. and Harnah E. Higgins, in the fifteenth year of his age.

JENKINS.—At Johnston, Queens County, April 11th, Daniel Jenkins, in the 30th year of his age.

—(Religious Intelligencer please copy, McDOUGALL—Entered into rest at Long Reach, Kings Co., N. B., April 6th, Sarah Maris, aged 33 years, widow of the lafe

The following resolution was unani-

ing at present in all branches of labor.
Further resolved, That the council of the Board of Trade be condemned for recognizing the said society in their efforts to reduce wages and to introduce longer hours of labor; and further
Resolved, That it is purely a piece of blass legislation in giving them leters of introduction to the shipping merchants of this city, asking them to recognize that society, as the action of the new society is detrimental to all labor interests. port with 180 passengers,
The Furness boat Damara, from
this port for London, passed Lizard

The meeting then adjourned.

To the Editor of the Sun.

Sir—In view of the many statements that have been circulated of late intended to stirt up a sectarian feeling in this city by their so-called society, we, the undersigned Protestant members of the Ship Laborers' Union, beg leave to make the following statement: Being members of the committee of management for six months, and all society business being brought to our notice, we have never known of any applicant applying for membership being rejected by the committee because he was a Protestant, or admitted to membership because he was a Roman Catholic, and that the Ship Laborers' Union is conducted on non-sectarian principles, and that the statement of these so-called laborers who are bringing if to curry favor, is unfounded in fact.

(Signed),

David A. Daily, Charles Kearns, Joseph Wells,

Henry M. Lee,

John. M. Ai drews, Icseph Wells,
John JM. Andrews,
Iames Murray,
M. Sheridan,
W. Porter, Jr.,
Oo behalf of the Protestant members of
Ship Laborers' Union Ship Laborers' Union. (Signed), THOS. KILLEN.

Secretary of Ship Laborers' Union. St. John, N. B., April 8, 1898. In New Zealand two persons work-

irg together constitute a factory.

MARINE MATTERS.

Bark Muskoka recently made the voyage from San Francisco to Queenstown in the from San Francisco to Queenstewn in 98 days.

Bark Laucefield, Capt. Grant, and bark Kelvin, Capt. Lockhart, arrived at Santos April 8.

Wrecked schooner Genius will be surveyed at Boston in a few days, to determine salvage award.

Bark Culdoon, before reported damaged by being ashore at Nantucket, came out of Simpson's dry dock, Boston, on the 6th, after receiving part of a new keel and other repairs.

receiving part of a new keel and other repairs.

A London cable says: Incoming vessels report having passed portions of wreeks en March 15 in lat. 24, lon. 83, and, on March 27, in lat. 43, lon. 47.

The Sun's Hopewell Cape correspondent writes inder date of April 7: Schooner H. R. Emmerson, Christopher, with piling for Boston, sailed today. Thomass Goodwin is the shipper. The Maggie Lynds with barrelled plaster, and the Henry Nickerson, in balast, sailed this morning for St. John. A Waterside, Albert Co., correspondent writes under date of April 7: H. O. Barbour is erecting a lighthouse on the wharf here. The woodboat May Bell, Capt. Carter, came in to this port this morning and will remain a few days undergoing repairs.

Sch. Corints, Capt. Kinnie, is descharging freight today for merchants of this place. Sch. Acara, from Spencer's Island, N. S., for New York, which arrived at Vineyard Haven on the 6th reports when off Handkerchief Shoal, night of the 4th, was run into by lumber laden schooner, and had main-sail badly torn; other vessel lost jibboom.

A Wakefield, R. I., despatch of the 6th says: Capt. Church, keeper of Point Judith Life Saving Station, reports sch. Mary Ellen, before reported dismassted vesterday, sunk 11½ miles S. ½ W. from Point Judith Light-

Life Saving Station, reports sch. Mary Ellen, before reported dismasted yesterday, sunk 11½ miles S. ½ W. from Point Judith Lighthouse, and about half a mile W. by N. from whistling buoy. The spars are held by the rigging and are a menace to navigation.

Bark R. Morrow is reported chartered to lead lumber at St. John for River Platte. Steamer Norse King, at Antwerp from Baltimore, had cattle fittings smashed on the passage.

Steamer Canada, at Liverpool from Boston, passed a partially submerged derelict on March 70, in let. 44, lon. 44.

Twin screw steamer New England, built by Hartland and Wolff, at Belfast, 1., for the Dominion line service between Liverpoor and Boston, was successfully launched on the 7th.

the 7th.

U. S. district court, on the 6th, ordered a decree for libellant in the case of schr. F. A. Fike vs. steamer Menemsha, finding the latter vessel at fault for collision with the schooner when the schooner was sunk in Boston harbor Nov. 22. Damages will be awarded later.

schooner when the schooner was sunk in Boston harbor Nov. 22. Damages will be awarded later.

A Halifax despatch of the 6th says: Up to yesterday it was impossible to get near schr. Olivette, to save any cargo. No boats can get close enough for cargo to be taken out, and it is thought the only way it can be saved is to build large rafts. A lighter went down yesterday to make an effort to save some of it. An attempt will be made to pull the vessel off the rocks. (The Olivette has been since reported abandoned). It has been decided to dispose of the wreck of the schr. Genius, which was picked up in Boston Bay dismasted and abandoned and towed to Boston, by public auction for the benefit of all concerned. No repairs will be made to the vessel until she is disposed of and a settlement made with the towboat company for taking her into port.

Str. Vidar, from Antwerp, arrived in Halifax, Fricay night and will be due here tomorrow. She has nearly a full cargo on board for St. John.

Brig Bertha Gray, at Port Elizabeth from New York, perted port cable during a southenst selle March 8 but no damage is record. New York, perted port cable during a south-east gale March 8, but no damage is report-

despatch from St. Peters, C. B., states hat navigation is open through St. Peters Canal and the Bras d'Or Lake. The first vessels passed through on Saturday. Sch. Luta Price, Capt. Alex. Cole, with laths, for Salem, which was benipped on the bed at upper Dorchester, got away from the wharf on Monday and went to sea on the wharf on Monday and went to sea on Tuesday morning.

The sch. Frank W., Capt. H. Cole, which was waiting for the berth at Upper Dorchester, went on the bed Tuesday to take lumber from Andersons to Boston.

On Wednesday last the after cabin of the wrecked schooner Gladys at Digby was entered, but no bodies were found. It is not possible to reach the main cabin, but it was found that the house is estill to sea the

MONCTON.

Funeral of the Late Hugh Wright - Navigation Open-Coming Weddings.

MONCTON, April 11.-Measles are still quite prevalent in some of the country districts. The ten children of Fred Cameron of Kinnear settlement are all down with the disease. The funeral of the late Hugh

Wright, I. C. R. trainman, whose death occurred on Friday night after an illness of some years of asthma, took place this afternoon, and was largely attended by the Knights of Pythias, Foresters, and Brotherhood of Trunmen, to which he belonged, as well as by citizens in general. Deceased was 38 years of age and un-

The river is now open here, and navigation is also reported open at Point du Chene.

The services in the churches yesterday were of a very interesting nature, the increasing attention that is given to the music by all denominations drawing out large congregations. The thank offering in the First Baptist church to go towards paying off the debt amounted to \$500. Invitations are out for the wedding

of Miss Katheryn A. Carter of Boston and Harris M. Crandall of New York, formerly of Moncton, the ceremony to take place in the Clarendon street Baptist church, Boston, April 23rd. Fire at Salisbury on Friday destroyed Fred Keith's dwelling house. Two or three other buildings were saved through the exertions of the neighbors. Mr. Keith's furniture was saved in a badly damaged condition, but as he had no insurance and is a poor man, the loss, about \$1,600, is a very serious one for him.

KINGS CO.

HAVELOCK, Kings Co., April 9 .-The ladies connected with the Baptist church held an egg supper this evening, by which about twenty-three dollars were realized towards painting the Baptist church. Mr. Kinghorn of Fredercton lectured here tonight in the interest of the For-

The Dairymen's Association held a meeting last evening, which was addressed by Mr. Tilley of the Sussex dairy school. R. McCready of the Havelock cheese

factory is having a separator put in. The cream will be sent to the Sussex butter factory. Colby Nicolson, who was badly injured some time ago while at work in

Hanford Price's mill, is recovering. Miss Laura Scribner and Miss Mary Jackson went to Boston last week, and Miss Sophia Keith left for Boston a few days ago." Alexander Kingston is recovering.

The manufacture of sugar and salt is carried on by the aid of 2,401 inven-

Advertise in the WEEKLY SUN.

ACROSS THE BAY.

Particulars of the Abandonment of the Sch. Genius.

DIGBY, April 11.—Capt. Eaton: Chute, master of the wrecked schooner Genius, and five of his crew have arrived home from Boston, the British consul at that port having supplied them with free tickets. On the day they passed through Digby an interview was obtained with one of the erew, who said: It would be difficult to imagine a more complete wreck than the Genius. We sailed out of Digby Gut on Thursday, March 24th, and from there to Cape Ann the passage wis slow and tedious. Cape Ann was sighted during the forenoon of the following Thursday. The weather was then very thick. We kept in towards the land. The wind was high, but fearing that it might haul and leave us on a lee shore, Capt. Chute decided to haul off. It had been snowing, and when it lightened about noon we saw we were about five miles off Cape Ann. We hove to, and took a reef in the jib, preparatory to hoistiing it for a try at "crawling off shore." Then we found the vessel would not mind her helm, and water was making rapidly in the hold. Gloucester was then in plain sight to windward, but at the rate the wind was blowing it might have been a hundred miles away, so far as getting into its harbor was concerned. We pumped for a while, but had to give up. The vessel was rapidly settling, and every sea broke over her. Our decision to leave her was not arrived at too quickly. The boat was lowered. and before we had time to get the ars aboard the vessel began to settle. The six of us in the boat crowded it to its utmost capacity, and to remain alongside the vessel meant a capsize. As Capt. Chute scrambled down over the side he grabbed a board and threw it into the yawl. This with the boat's bottom boards were the only implements we had with which to guide out little boat. We had hardly pushed away from the side of the Genius when she settled on her beam ends. Capt. Chute got out his board for a rudder and headed the yawl before the wind. We scudded off rapidly, and soon the derelict was hull down, and the shores of Cape Ann were lost in cloud banks, and the night settled wild and cold. The six of us in the ittle boat were wet and hungry. We were startled about eight o'clock by seeing a vessel sweep past us in the dark. Our cries were not heard, for the vessel kept on and was soon out of sight. In a few minutes we saw another vessel looming up from the opposite direction. We set up another shout, and to our intense joy the hail was answered. It proved to be the pilot boat America, and in a very short time we were on her decks. After the wreck was towed into Boston by the tug Carbenero, a survey was

held to determine her valuation. Capt. Chute had as crew: Avery Johnston, mate; David Young, steward: Adelbert Hudson, Percy Hudson and Ernest Reid, all of Annapolis.

WHITE'S COVE, Queens Co., April 7.—Dr. W. M. Taylor of Boston arrived last week to visit his wife, who

is very ill at the residence of her brother-in-law, Wellington Cox, of the Narrows. On Wednesday while Walter Palmer, a little son of George Palmer, was playing with another little boy he was severely bitten on the arm by a dog belonging to Hiram Alward.
Stephen A. McIntosh had a frolic on

Wednesday, chopping firewood, William Durost is getting his woodboat Avenue ready for the opening of navigation. Miss Gertie McLaughlin is suffering from la grippe. Several more young people left here on Monday for the United States,

John McLaughlin and George Kelly going to Bangor, Miss Lucretia Orchard to Bar Harbor and Blair Ferris and Ernest Orchard to Portland, Me. Mrs. Frank Fairweather of Coal creek is spending a few days with her garents, Mr. and Mrs. William Mc-Kinlay.

THE ERRATIC NEEDLE.

One of Russia's innumerable mysteries is the erratic behavior of the magnetic needle in many parts of the great empire. The compass is freaky enough anywhere, but it seems to take a particular delight in refusing to point north for the subjects of the czar. French and Russian scientists have recently been investigating this subject on the vast central plain between Moscow and Barakov.

Barakov.

The greatest aberrations was found in the province of Kursk, the capital town of which is some 600 miles almost due south of Moscow. In the northern part of the province, near Tim, the needle deflects 20 degrees farther south, in the province of Staraol Oskoi up to 30 degrees, while in the southeast of the province, about 150 miles south of Tim, the deflection is over 96 degrees, the needle standing almost perpendicular and pointing nearer east and west than north, and south.

This reversal of the magnetic forces may have some curious effects. A number of

This reversal of the magnetic forces may have some curious effects. A number of new railways are building in that region, and the engineers are interested in finding out whether the durability of their lines will sustain the long accepted theory that those rails last best which are parallel with the magnetic meridians. As these run east and west over a considerable part of Russia, it will be the north and south lines that first show signs of wear, whereas such lines in other countries are the more easily maintained in repair. tained in repair. KLONDYKE NURSES.

(Montreal Witness, Tuesday.) Two of the four nurses of the Royal Victorian Order, who are starting in few days for the Klondyke, passed through the city this morning on their way from Boston and were entertained at breakfast at the new Montreal headquarters on University street. They are Miss Payson from Nova Scotia and Miss Powell from New Brunswick. Both are graduates of the training school in Waltham, Mass. They went on to Ottawa, and expect to leave the capital about April 15. They are to go under the care of the government military contingent.

A new overcoat collar makes as much difference in the coat's appearance as a new bit of lace around a woman's neck. British landlords are said to own

20,000,000 acres of land in the United States, an area larger than that of Ireland.

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