

Drink the Health-Giving Waters!

FOR SALE AT FORAN'S, ATLANTIC HOTEL.

Mineral Waters: from the Chalybeate Springs. A Genuine Blood Purifier. A certain and perfect cure for Dyspepsia, Nervousness and Debility.

Plushes, Boas, Muffs, and Capes!

WILLIAM FREW, 191 Water Street. Has just received, per "Peruvian," a splendid assortment of BLACK & COLORED PLUSHES, FOX BOAS, MUFFS AND CAPES, and a large variety of Fancy Goods, suitable for the season.

BUILDERS' SUPPLY STORE.

BARNES' PATENT FOOT-AND-HAND POWER Machinery. We have been appointed Agent for BUILDERS' SUPPLY STORE.

The Newfoundland Consolidated Foundry Co., Limited.

Patterns for Grave & Garden Railings, & for Cresting of Houses. Orders left with us for either of the above will have our immediate attention.

LUMBER - LUMBER.

ON SALE: 120,000 SEASONED QUEBEC SPRUCE BOARD. Ex-Bright "Alaska," from 10-ft. to 16-ft. long, at \$16.00 per M, rough, at \$18.50 per M, planed, ploughed and tongued.

The London Guarantee & Accident Company.

Authorized Capital \$1,250,000. HEAD OFFICE FOR NEWFOUNDLAND: 232 WATER STREET, ST. JOHN'S.

Candles, Candles

ON SALE BY CLIFT, WOOD & CO. Morrill's Celebrated Mould Candles.

FOR SALE BY John S. Simms.

GENTLEMAN'S RESIDENCE, SITUATE 1 1/2 miles from Town. I AM INSTRUCTED TO OFFER FOR SALE BY private contract...

FLOUR.

Now landing, ex-bright, "Plymouth" from Montreal, for sale by CLIFT, WOOD & CO. SUPERIOR EXTRA FLOUR: "BIJOU."

GOOD STORIES!

Ben-Hur by Lew Wallace, Hope Campbell by C. D. Bell, Mary Elliot by C. D. Bell, Kenneth & Hugh by E. Wetherall, The House in Town by E. Wetherall, Pine Needles by E. Wetherall, Little Camp on Eagle Hill by Louisa M. Alcott, Little Women by Louisa M. Alcott, Little Wives by S. & A. Warner, The Gold of Chitchee by Louisa M. Alcott, Nettie's Mission by W. M. L. Joy, Holden with the Cards by the author of Quoichey, The Old Helmet by Susan Warner, Diana by Susan Warner.

EGGS!

180 doz. P. E. I. Eggs. CLIFT, WOOD & CO.

Choice Canadian Peas

WE OFFER 100 BARRELS CHOICE CANADIAN ROUND PEASE.

Fresh Oysters.

ON SALE BY J. & W. PITTS. Fresh Oysters, 12s. per barrel.

ADVERTISING RATES.

The Evening Telegram. ST. JOHN'S, JANUARY 3, 1888.

All Letters for publication, and Letters containing any communications should be addressed to W. J. HERDER, Proprietor and Publisher, Gregory's Lane, St. John's, Newfoundland, or to A. A. PARSONS.

SHOT ONE OF HIS CREW.

Mutiny on Board a Yankee Ship. THE CAPTAIN AND HIS STEWARD MAINTAIN AN UNEQUAL FIGHT AGAINST A VARIOUSLY COLORED CREW—A MURDEROUS JAPANESE GIVEN COLD LEAD—TRIAL FOR MURDER.

A STORY of mutiny and death on the Java Sea is brought by the bark Freeman, of Boston, which arrived in that port Saturday, as has already been reported. When about to drop the anchor the police boat Protector steamed alongside, and Captain Gould, with Deputy Marshal Gallupe, climbed on board. The deputy inquired for Captain Howes, and a tall, well-built bronzed man stepped forward.

"I have a warrant for your arrest on the charge of murder," said the Deputy Marshal. "I expected it," said Captain Howes, and he gave himself up at once.

When the party reached the United States Court Captain Howes said to a reporter: "I have been on the water thirty-one years, and this last trip is the hardest I ever took. I wouldn't go through that experience again for a mint of money. I was alone on the Java Sea; the steward was the only other European on board, and I was the only navigator. My crew had acted strangely, and one man in particular had given me lots of trouble. On Aug. 6 he tried to interfere with my management of the crew. I slapped his face and told him to mind his own business. He grabbed me around the waist and tried to throw me. I broke away from him and he ran into the fore-castle. I went after him to put him in irons, and he ran at me with a marlinespike. Then I shot him in his tracks. I had to do it to save myself and my vessel. If I had not the crew would have quickly overcome me. It was an awful position, and I regret that it was necessary to take life."

Captain Howes said that the man who was killed was one of the most insolent sailors he ever shipped. "I took him aboard at Yokohama," said he. "I was short of hands, and put into that port to strengthen my crew. My first and second mates had left me, and my steward was the only white man aft. I went to several places, but could not find substitutes for them. Among the Japanese sailors was this man Hidakikimatsu. He was a powerful fellow, but only five feet three inches or so high. I waited as long at that port as I dared, and then I cleared for Cebu to discharge my cargo. I didn't know but I might find a mate at that port. I was unfortunate, however, and was obliged to start for home without any officers. It was a big undertaking, and this is the result. I ought not to have tried it. I shipped this sailor on May 28, and didn't have much trouble with him until after we had left Cebu, and were headed for home. I knew that he could speak English almost as well as I could, but when I gave him any orders he would snarl at me in Japanese. Of course, I couldn't tell what he was saying. He took his own time about obeying orders, and I was obliged to speak rather sharply to him more than once. I didn't work him hard because he had been quite sick at Cebu, and I didn't know but that might have affected his mind in some way. I provided a doctor for him there, and told my bos'n to attend to everything he needed. I didn't do anything for him personally, because I didn't think it would be wise. Things went on in this way until Aug. 6. We were then in the middle of the Java Sea, and were sailing under a fair wind. Several times during the day I had occasion to reprimand the man for neglect of orders. I saw that he had been talking with the crew, and that they were getting disorderly. They didn't obey me readily as usual. I saw that trouble was coming and longed for a mate and second officer. I was alone, and if I was injured we would be at the mercy of the wind and waves. Just after dark I told this fellow to do something, and he jabbered away in Japanese. I don't know what he said, but he surely didn't obey my orders. I sprang forward and slapped his face and told him to obey the order, and in the future to mind his own business. He

turned on me like a wild beast. My right hand was disabled through a previous injury, and I couldn't hit him. After a struggle I freed myself, and he ran into the fore-castle.

I ordered the steward to go in and get him and put him in irons. He went in and then ran out again, saying that the man tried to kill him. The crew were crowding around and acted as though they were ready for any mischief. I was scared, but I put on a bold front and walked into the fore-castle. I saw the sailor in the corner. He beckoned to me and called out three times: 'Come in.' I walked toward him and he rushed for me. The place was only about three and a half feet wide, and he was on me in a second. I saw by the dim light that he had something in his hand, but couldn't tell what it was. I was disabled and could not tackle him alone, and none of the crew would help me. The only thing I could do was to shoot him. I had my revolver in my right hand, and as his body came in contact with the muzzle I fired. The bullet went through his breast. He fell like a log, but breathed for twenty minutes. The steward and I stood over him till he died. As soon as I fired the rest of the crew scattered. The next day we buried the man in the sea. I asked the crew if any of them could say a Japanese prayer, but none could do it except the cabin boy. He mumbled something over the body, and then it was cast into the sea. I had no further trouble with the crew. I shipped a new crew at the first port I reached, and then sailed for home. The old crew notified their government of the shooting, and I understand that this arrest is made in accordance with their request. That is the whole story. It was a question of killing or being killed, and I chose the former. I had to consider the safety of my vessel and cargo. I have a small ownership in the vessel, and the rest is owned by Boston merchants. We had a cargo of sugar and hemp, and it was valued at about \$25,000. The ship was worth as much more. I came from Dennis, down on the Cape, and have been at sea thirty-one years, and this is the first serious trouble I ever had with a crew."

LOSS OF THE GIANT RAFT.

The Steamer Miranda Badly Damaged—A Dangerous Obstruction in the Path of Navigation.

NEW YORK, Dec. 20.—The raft, on its way here from Nova Scotia, was lost near Newport shoals during a storm on Sunday morning. The steamer Miranda, which had the raft in tow, came near being wrecked, also, and got into Whitestone this morning in a badly damaged condition.

The raft consists of 30,000 pieces of spruce timber. It is held together by a complex system of chains, and required nearly six months to get it prepared for starting. When the immensity of the raft is considered, it can readily be seen why it was that the undertaking was so closely watched by the lumber trade. The importance of the experiment will be appreciated by the outside public when it is learned that to carry this lumber to this city would require nearly 100 schooners, each carrying 100 tons. The loss of the raft involves a very large sum of money. The report of the loss created a good deal of excitement in shipping circles.

Captain Leesman came on from Whitestone about noon, and was found at the office of Baring & Archibald, the contractors for bringing the raft. He was very melancholy and seemed to feel the loss as keenly as though it was his own property. He said that on Sunday night about 11 o'clock, when they were about 11 miles out at sea, the big raft broke loose of the propeller. The fog was very dense, and, though he searched around, he could find no trace of it. He believed from the manner in which the raft parted that it was intact, and especially because he found no drifting logs. No logs are reported at the entrance of Long Island sound, though it is possible that if the raft broke they may have drifted to sea.

But if the raft is intact, it is right in the line of navigation, where, on account of its huge bulk, it would prove a very great danger unless it is recovered. It weighs 9,000 tons, being the largest floating body ever launched upon the ocean. It is considerably longer and wider than the steamship Great Eastern, and 2 1/2 times as heavy. It was built and launched in one of the arms of the bay of Fundy, near Port Joggins.

FOR SALE.

Schooner MARGIE BLANCHE 47 TONS. BUILT IN NOVA SCOTIA; WELL FITTED. Bigging on ends copper fast.

FOR SALE.

By Dryer & Greene 50 cases SWEET ORANGES, 45 cases WATER-KEEPING APPLES.

FOR SALE.

Water Company Stock 70 SHARES in the Saint John's Water Company. 25 SHARES in the Union Bank of Newfoundland.

FOR SALE.

1 SLEIGHT, in good order. JOHN S. SIMMS.

Annapolis Valley Apples.

ON SALE BY CLIFT, WOOD & Co., 100 Barrels Choice Hand-picked Apples, Baldwin and Spitzenberg, from a well-known orchard in Annapolis Valley.

NEW BOOKS and NEW EDITIONS.

An Original Belle, by Rev. E. P. Roe. 20cts. A Day of Fate, by Rev. E. P. Roe. 20cts. St. Elmo, by A. J. E. Wilson. 30cts. Infelice, by A. J. E. Wilson. 30cts. Ben-Hur, by Lew Wallace. 50 and 30cts. Mr. Barnes, of New York. 30cts. The Rival Detectives. 15cts. The Sword of Damocles. 15cts. The Girl who Wouldn't Marry. 15cts. Whittaker's Almanac for 1888, with and without supplement. 30cts. Rodgers' Celebrated Pocket Knives in great variety. The Anchor Pens, Gunmed Luggage Labels, Manila and Standard Tags. 20cts.

HEAVY BLACK OATS.

ON SALE, By CLIFT, WOOD & Co., 1,800 BUSHELS.

Heavy Black Oats, P.E. ISLAND PRODUCE!

On Sale by Clift, Wood & Co.'s, HEAVY BLACK OATS, CHOICE ISL'D POTATOES, Now landing, ex-sch "J. Savard," from Alberton, P.E.I.

OWNERS OF BANKING SCHOONERS.

Save your Cables, And Hold your Ground, by Using Golders' Victoria Patent Anchor. For why?

1st.—The VICTORIA ANCHOR is not especially adapted for any particular, but every class of vessels, from the "Great Eastern" to the dory.

2nd.—It supercedes all others, as it has more HOLDING POWER than any other twenty-five per cent heavier.

3rd.—It cannot be fouled by cables over it, or be swept by its own.

4th.—It stows in one-fourth the room on deck or raft, only projecting about a foot from the side when stowed.

5th.—Can be let go stock and fluke, from the rail by means of a tumbler. No cockbiling, bill boards or iron on bow necessary.

6th.—Cannot possibly foul the forefoot, or prick the bow, while being secured.

7th.—It is easier to cat and fish and stow than any other.

8th.—The fluke can be taken out and replaced in a few minutes. Spare fluke can be supplied, which is of great advantage, by sending No. of size.

9th.—This anchor up to five hundred weight, can be thoroughly repaired by any ordinary blacksmith; whereas, the common anchor is totally useless when once broken.

10th.—The stock of the VICTORIA ANCHOR is less than one-half as long as the stock of the common anchor; and, if needed in a hurry, can be thrown over without stock, and it will be found just as available. No other anchor of the day is so easily cleared of chains.

N.B.—The VICTORIA ANCHOR is the only one fit for gentlemen's yachts, where holding power, combined with brightness and neatness, is the demand. The Subscriber begs to inform banking schooners and yacht owners that, having made arrangements with Mr. H. Gemmel, Engineer and Proprietor of the Terra Nova Iron Foundry, St. John's East, for the manufacture of this Anchor, he is ready to receive orders, which may be forwarded to John Mann & Co., Harbor Grace, Nfld. Anchors can be seen at the above-named Foundry. Further information obtained from F. W. GOLDER, Inventor, Late Officer of A. A. T. S. S. "Minia," and recipient of the Gold Medal and Diploma for Models at Fishery Exhibition, 1888.

WANTED: Immediately—A GOOD GENERAL SERVANT. Apply at this office. dec27

WANTED: A PLAIN COOK. References required. Apply at this office. dec13

WANTED: A Situation as Foreman to run a LOBSTER FACTORY in Newfoundland. Has had 18 years experience in Tining Lobsters and Salmon in Canada, and thoroughly understands packing 1-lb. flat and 4-lb. flat lobsters for the German and French markets. Can furnish good testimonials. Any further information inquire of W. H. BULLYEA, Gagetown, New Brunswick. dec30,1w

WANTED: Immediately—A GENERAL SERVANT. Apply at TELEGRAM office. dec30