Furness Line Carrying Much Western Goods to London.

Lake Winnipeg's St. John Cargo List-Other Imports and Exports.

Trade of St. Stephen Growing-Stock Market Stronger-General Notes of Interest.

OUR TRADE WITH LONDON. The Furness Line steamers between St. John and London are carrying large quantity of western goods, including a lot of American flour, to London this winter. That they are port trade, and are thoroughly wide awake in the competition as between St. John and other ports, is clear from the following statement of cargo engagements, the goods being either now or on the way, It will be seen that goods are included from Minneapolis and even from Seattle

in Washington state. Following is the statement: From Seattle, 16 bales skins; Winnipeg, 1 case deer head; Rodney, 125 beans; Kelowna, 48 bales hops; Galt, 5 boxes furniture; Woodstock Ont., 200 sacks split peas; London Ont., 400 sacks split peas; Mount Forest, 500 bags oatmeal; Montreal, 19 cases roast beef; Myrtle, 140 sacks split peas; Fergus, 300 sacks oatmeal; Berthier, 29 cases leather; Ingersoll, 150 sacks split peas; Ridgetown, 250 sacks beans; Toronto, 1 case buckwheat;

Minneapolis, 15,950 sacks flour.

The full cargo list of the s. s. nara, which sailed a day or two ago, is elsewhere given, but the following shows the points from which the western goods came: From Dresden and Tupperville, 713 boxes cheese; Belmont, 400 boxes cheese; Montreal, 539 boxes cheese; Toronto, 154 cases bacon, 5 bbls. casings, 2 kegs tongues Keewatin, 2,500 bags flour; Claremont, 176 bags clover seed; Montreal, 50 bags clover seed.

THE PUBLIC REVENUE. The St. John customs receipts for the month of December show a decrease of \$5,-646.90, as compared with the same period of last year. Appended is the statement.

.....\$56,406 70 \$50,759 80 The inland revenue receipts in December 10,693 25 10,066 75 1,195 98 900 00 572 81 41 07

.....\$24,247 78 \$23,472 86 WHEAT IN SIGHT. Dec. 28,'95. Dec. 21,'95. Dec. 29,'94. Visible supply
U.S. and Can.69,958,000 69,398,000 88,561,000 On passage to U. K.....18,720,000 18,720,000 23,334,000 passage to ntinent ... 7,920,300 8,640,000 7,840,000 Total ......96,598,000 96,758,000 118,785,000 C. P. R. TRAFFIC RETURNS.

Jan. 1st to Nov., 1895. Nov. 30, 1895. earnings....\$2,129,025 05 \$17,016,420 86 ting expenses...1,120,959 37 10,409,955 20 Net profits......\$1,008,065 68 \$6,606,485 66 In November, 1894, the net profits were \$815,657.91, and from January 1st to November 8815,657.91, and from January 1st to November 30th, 1894, there was a net profit of \$5,834,866.26. The gain in net profits over the same period last year is, therefore, for November \$192,407.77, and from January 1st to November 30th, \$771,619.44.

Montreal, December 28th, 1895.

TRADE OF ST. STEPHEN.

ow will be found a comparative state-of the receipts of this office for the six months of the years 1894 and 1895. Value of goods paid duty.\$75,416 00 \$97,731 Amount of duty collected \$20,459 82 \$26,988 63 All other collections..... 333 28 559 52

Increase in 1895, \$6,755.05. IMPORTS. By sea.

IMPORTS.

By sea.

From Liverpool, ex ss Lake Winnipeg—200 cs soap, Lever Bros (Ltd); 25 cs whiskey, order, S; 40 cs sizing cream, Wm Parks and Son; 100 drums soda crystal, 100 kegs bicarb soda, Joseph Finley; 10 octaves whiskey, R Sullivan and Co; 4 chains, Kerr and Robertson; 1 bx mdse, C R Hosmer; 2 bales do, Reed Bros; 2 cs do, T McAvity and Sons; 4 pkgs do, Manchester, R and A; 3 do do, W C Pitfield and Co; 20 cs oranges, Thos Potts; 20 do do, Estabrooks and Son; 1 cs mdse, Macaulay Bros and Co; 3 pkgs do, J Vassie and Co; 10 cs oranges, W A Porter; 56 do do, F L Potts; 25 do do, A L Goodwin; 700 sacks sait, Troop and Son; 1 bx books, Morley and Haydon; 1 cs hardware, C Flood and Sons; 1-cs mdse, Mrs C F Harrison; 1 do, A C Gray; 1 cs, 7 pcls mdse, Dom Exp Co; 1 rifle, Mr. Bendock, South Tilley, NB; 1 trunk, Mrs Clifton Tabor, Fredericton.

For Montreal—64 cs oranges, J J Vipond and Co; 6 do, Blaiklock Bros; 71 cs oranges, O and E Nait; 2 pkgs mdse, W Agnew and Co; 20 do, Gilmore and Co; 61 do, Brophy, Cain and Co; 6 bales carpets, Rae and Donmelly; 11 pkgs mdse, Kyle, Cheesborough and Co; 7 do, F C Silloch and Co; 2 do, M Lamontagns and Co; 3 do, Rea and Co; 2 do, M Waterproof C Co; 6 cs do, J R Boardean and Sons; 2 pkgs do, J J Johnston and Co; 16 do, Geo H E Blaiklock; 3 cs do, W S Whitaker; 10 do, Ceo H E Blaiklock; 3 cs do, W S Whitaker; 10 do, Ceo H E Blaiklock; 3 cs do, W S Whitaker; 10 do, Ceo H E Blaiklock; 3 cs do, W S Whitaker; 10 do, Ceo H E Blaiklock; 3 cs do, W S Whitaker; 10 do, Ceo H E Blaiklock; 3 cs do, W S Whitaker; 10 do, Ceo H E Blaiklock; 3 cs do, J J Johnston and Co; 16 do, Geo H E Blaiklock; 3 cs do, W S Whitaker; 10 do, Ceo H E Blaiklock; 3 cs do, W S Whitaker; 10 do, Ceo H E Blaiklock; 3 cs do, J S bygs mdse, Globe Woollen Mfg Co.

For Toronto—265 bxs tin plates, Kemp Mfg Co; 6 cs machinery, order, G; 5 bygs mdse, Globe Woollen Mfg Co.

For Toronto—265 bxs tin plates, Kemp Mfg Co; 100 pkgs mdse, J Taylor and Co; 100 pkgs mdse, Globe woollen Mfg Co.

For London, Ort—2 cs galv iron,

pet, E P and Co; 27 pkgs mdse, A A Allan and Co.

For London, Ont—2 cs galv iron, order, H; 55 drums causite soda, Wilson, Patterson and Co; 4 cs bats, Jno Marshall and Co; 1 cs mdse, Smallman and Ingram; 5 pkgs do, R C Struthers and Co.

For Hamilton—6 crts, 1 cask e'ware, J C Taylor; 25 pkgs mdse, Marchants' Bank of Halifax; 48 de, J Winerd and Co; 3 cs galv iron, M and L S Benjamin and Co.

For Quebec—14 cs mdse, P Garneau, Fils and Cle; 30 pkgs do, McCall, Shehyn and Co; 2 crts, 1 csk e'ware, Thos Norris.

For Ottawa—5 crts e'ware, Barorn and Smith; 2 cs galv iron, also 2cs do for Guelph, 2 for Stirling, 2 for Cohurg, 2 for Oshawa, 2 for Barrie, 2 for Smith's Falls, and 2 cs

ndse for Napanee, all to order of M and L S Benjamin.

Also—For Peterboro, 1 pkg mdse, Can Gen Efice Co: for Berlin, 1 do, Berlin Suspender and B Co: for Port Credit, 35 drums caustic soda, Wilson, Patterson and Co: for Hull, PQ, 80 bags glue, E B Eddy Co: for Hespeler, 10 bbls soap, Marchauts' Bank of Hanfax; for Kingston, 50 bxs tin plates, 7 ingots tin, 2 pigs lead, order, J McL; 25 bxs tin plates, 5 ingots vin, 1 pig lead, order, E M, E McL.

For Halfax—402 bales mailla hemp, order, S B M R.

EXPORTS. EXPORTS.

By sea. Per ss Damara, for London—J V Thomas, 20 bbls applies; W A Piggott, 175 bbls applies; G F Matthew, 1 bx fossils; F McGoldrick and Co, 2 bales raw furs; C H Peters, 109 rolls leather; T McAvity and Sons, 1 bx brass fittings; W H Thorne and Co, 2 bbls oysters; Canadian Pacific railway, 2,500 bags flour, 226 bags clover seed, 1,652 bxs cheese, 154 bxs bacon, 5 bbls casings, 2 hf bbls tonsues.

154 bxs bacon, 5 bbls casings, 2 hf bbls tongues.

For Glasgow, per ss Concordia—Canadian goods, 4 pkgs fruit, 28 horses, 302 cattle, 431 sheep, 421 sax peas, 525 do flour, 8,401 bush peas, 4,804 do barley, 46 pkgs meate, 40 bxs bacon, 5 bbls pork, 13 pcs beef, 2 cultivators, 1,500 bgs oatmeal,36 bales duck; also 1,291 bxs herring, John Sealy; 200 bxs cheese, Merritt Bros and Co. Foreign goods, 2,345 sax flour. Lumber from St John, 607,394 ft deals, 323 pcs birch timber, W M Mackay.

For Buenos Ayres, per bark Buteshire, by J R Warner and Co, 711,652 sup ft scantling, 46,943 ft boards.

For Buenos Ayres, per bkth Primorse, by A Cushing and Co, 170,368 ft spruce boards, 585,610 ft scantling.

For Boston, per sch Juno, by Stetson, Cutler and Co, 26,475 ft spruce scantling, 94,712 plank.

Per ss Duart Castle.

Per ss Duart Castle. For Bermuda-McCavour and Co, 50 bxs herring; 3 bbis catmenl; T M Estabrooks, 196 bales hay; T C Washington, 1 pci mdse; E M Dickie, 2 pkgs mdse; Dearborn and Co, 2 pkgs fish; G and G Flewwelling Mfg Co, 10,000 onlon crates; Intercolonial railway, 17,120 onlon crates; J Galey and Co, 25,000 laths. laths.

For St Thomas—Davis and Lawrence Co (Montreal), 1 case drugs; McCavour and Co, 170 bxs herring; 2 bbis wet fish.

For St Crofk—John Sealy, 100 bxs herring, 10 bbis wet fish; A Malcolm, 10 bbis potatoes; McCavour and Co, 150 bxs fish, 5 bbis wet fish; T H Estabrooks, 3 bbis pork, 1 bx tea; Davis and Lawrence Co (Montreal), 2 cases drugs. tea; Davis and Lawrence Co (Montreal), 2 cases drugs.
For St Kitts—Parker, Eakins and Co (Yarmouth), 60 casks dry, 50 bbls wet fish; Merritt Bros and Co, 6 bbls pork; Geo H Waring, 3 pkgs paint, 1 bale waste, 1 crate asbestos, 1 coll rope, 2 pcls; A Malcolm, 100 bxs herring, 10 bbls potatoes; 1 obls soltoes; 1 obls soltoes; 200 hrs herring, 15 bxs dry fish, 5 hf bxs cheese, 7 bbls potatoes; 7 bbls wet fish, 10 bbls dry fish, 1 bx sardines, 2 bxs butter.
For Antigus—W M Barlow, 20 bbls potatoes; Parker, Eakins and Co, 10 bbls potatoes; Parker, Eakins and Co (Yormouth), 50 bbls wet fish; John Sealy, 100 bxs fish, 15 bxs dry fish, 3hf bxs cheese, 5 bbls dry fish, 2 bxs canned goods, A Malcolm; 100 boxes herring, 32 bbls potatoes, 3 bbls wet fish; McCavour and Co, 200 bxs herring, 2 bbls wet fish; T H Betsabrooks, 3 bbls pork, 5 hf bxs cheese. For Dominica—Andrew Malcolm; 200 bxs

smoked fish.

For Martinique—A F Stoneman and Co
(Yarmouth), 360 bdls box shooks; John Sealy,
200 bxs herring; James Patterson, 700 bxs (Yarmouth), 360 bdls box shocks; John Sealy, 200 bms herring; James Patterson, 700 bms herring.

For St Lucia—Parker, Eakins and Co (Yarmouth), 10 bbls wet fish; T Collins and Co, 22 bbls potatoes; McCavour and Co, 170 bms herring; A Malcolm, 10 bbls potatoes; John Sealy, 250 bms herring, 17 bbls potatoes, 7 ht bms cheese, 8 bbls wet, 10 bbls dry fish.

For Barbado—James Dillon, 200 bms smoked fish; T Collins and Co, 20 bbls potatoes; John Sealy, 300 bms fish, 5 ht bms cheese; A Malcolm, 20 bbls potatoes; T H Estabrooks, 7 bbls pork, 5 ht bms cheese; A Malcolm, 20 bbls potatoes; T H Estabrooks, 7 bbls pork, 5 ht bms cheese; A Malcolm, 200 bms raisins.

For Trinidad—Northrop and Lyman Co (Toronto), 3 cases medicines; Lum Yuen (Hong Kong), 43 pkgs mdse; John Sealy, 550 bms herring, 20 bbls potatoes; T H Estabrooks, 5 bbls pork; T Collins and Co, 30 bbls potatoes; Mocavour and Co, 200 bms fish; C M Bostwick and C, 40 ht bms cheese; March and Berryman, 1 crate bicycles.

For Demerara—Wai on Cheong (Hong Kong), 35 pkgs mdse; Humphreys and Trites (Petitoodisc), 154 bbls potatoes; Mocaskill, Dougall and Co, 2 cases varnish; Jas allillon, 30 bbls wet fish; Jas Dillon, 5 and 5 bbls potatoes; Mocaskill, Dougall and Co, 2 cases varnish; Jas allilon, 30 bbls wet fish; Jas Dillon, 5 and 5 bbls potatoes; Mocaskill, Dougall and Co, 2 cases varnish; 5 bbls apterson, 20 bbls wet fish; Jas Dillon, 5 and 5 bbls potatoes; Mocaskill, Dougall and Co, 2 cases varnish; 5 bbls apterson, 20 bbls wet fish; Jas Dillon, 5 and 5 bbls potatoes; Mocaskill, Dougall and Co, 2 cases varnish; 5 bbls apterson, 20 bbls wet fish; Jas Dillon, 5 bbls potatoes; Mocaskill, Dougall and Co, 2 cases varnish; 5 bbls apterson, 20 bbls wet fish; Jas Dillon, 5 bbls potatoes; Mocaskill, Dougall and Co, 2 cases varnish; 5 bbls apterson, 20 bbls wet f Statement of earnings and expenses of the anadian Pacific railway: 300 bxs herring, 10 bbls wet fish; Jas Dillon, 300 bxs herring, 10 bbls potatoes; W M Barlow, 200 bxs herring, 10 bbls potatoes; Merritt Bros and Co, 200 hf bxs raisins; T Collins and Co, 70 bbls potatoes; T H Estabrooks, 8 bbls pork; John Sealy, 400 bxs herring, 5 hf bxs cheese, 7 bbls potatoes, 116 bxs dry fish.

SHOWS INCREASE IN TRADE. The following is the list of vessels report ed inwards at the port of St. John during From Foreign Ports. Tons. 24,314 778 11,469

Total ......111 36,561 Coastwise. ..182 34,402 In for Harbor. Schocners ...... 10 1,317 69,280 From Foreign Ports. No. 17 Tons. 17,102 2,797 625 9,316 Steamers Shipe Brigs Total ...... 97 1,010 29,900 Coastwise. No.

Grand total...........264 51,816 2,097 A woman in Biddeford, Me., banged her husband over the face and head with a shovel, and was arrested for the offence. She was fined \$3 and costs; and as she was without money, her husband had the satisfaction of opening his pocketbook and paying

In for Harbor.

......11

..156

## Baird's Balsam of Horehound

THE ST. CROIX.

Arrival of the New International Line Steamer.

> Description of the Vessel and Her Equipment—The Largest Engines Ever Built in New England.

lagnificent Accommodations for Passengers -Fitted Throughout With Electric Lights -As a Freight Carrier She far Surpasses all the Rest of the Company's Steamers.

(From The Daily Sun, 2nd inst.) The new I. S. S. company's steamer St. Croix differs from the other steamers of this company, inasmuch as she a propeller, while the others are side-wheel boats. She is schooner rigged. The foremast is 95 feet while the mainmast is 91 feet. She is fitted with the best wire rigging, with gaffs 28 feet long, enabling her to spread quite an area of sail. The boat is entirely American from stem to stern, and is the largest wooden steamer ever turned out from Bath, and some say, from the state of Maine. It is stated on good authority that she is the fastest boat of her kind in eastern waters. The St. Croix is 265 feet long; waters. The St. Croix is 265 feet long; equipped. Leading off from the saloon breadth of beam, 40 feet; depth of are the staterooms, seventy-five in hold, 161-2 feet. The keel, stem, stern and lower frames are of white oak. and the top of hackmatac. She is very strongly built, having two parallel plates of steel 120 feet long, two feet wide and three-fourths of an inch thick, running between the timbers of the keelson and sister keelson, which give additional rigidity to the hull.

Her engines are of the most modern kind and were put in by J. J. Flanders of the Portland Co. They are triple-expansion, having high, low and intermediate cylinders, 26, 40 and 67 inches diameter respectively, with 36 inch stroke. The engines were designed by Wilson Sprague, chief draughtsman of the Portland Co. All her val-ves are piston valves, there being one high, two intermediate and two low; her cylinders are fitted throughout with Wheelock's patent steam pack-

stems are fitted with United States

netallic packing, which costs \$20 an

inch. She is fitted with steam steer-

ing gear and her engines are reversed

by steam. She has thirty-three steam

cylinders aboard. The propeller is

made of manganese bronze, weighing

thirteen thousand pounds. It has

four blades, is thirteen feet in diamet-

and will be turned about one hundred and five times a minute by the two

thousand horse power engine, and is expected to make about seventeen

Her shaft is 121-2 inches in diamet-

er and 162 feet 6 inches in length. She

has four boilers of the Scotch pattern,

which are the largest of this kind ever built in New England, being 12 feet 8

inches in diameter and 12 feet long.

There are three corrugated furnaces to each boiler. The shells of the boil-

ers are 11-8 inches thick. There is

also a donkey boiler 8 feet in diamet-

er for running the electric plant and

heating the vessel. Each of the lar-

ger boilers have 242 tubes three inches

The tubes in the condenser are 12

feet 8 inches long and 3-4 of an inch in diameter. There are 940 of these

tubes altogether. There are five fresh

water tanks, with a capacity of 9,800 gallons. All her large pipes are fitted with patent strainers, which causes all the bilge water to be strained be-

fore it enters the pumps. All her pumps are of the Wellington type. This pump was gotten up to meet the

requirements of the British admiralty

nch. She has a perfect electric light

plant, having a search light of 1,000 candle power, which is situated on the

descent lights, supplied by two sep-

arate dynamos, so that if any acci-

dent happens to one the other may be

plant will be in chare of a skilful

Her appliances for extinguishing

immediately. The electric

and is guaranteed to stand a working

pressure of 270 pounds to the square

miles an hour.

Hard Land Co. 1 Sec. 1 Sec. 25 - Sec. 1 Sec. 25 - Sec. 1 Sec. 25 - Sec. 25 -

take as much as the other three I. S. deafening. It may be mentioned that S. boats together. Her means for han-although the Canadian flag was fly-S. boats together. Her means for handling freight are of the most modern kind. The four hatches are placed in pairs, each pair having an engine to work an elevator, having a platform working in each hatch, so that when one platform is on deck being unloaded, the other is in the hold being loaded; thus the loading and discharging as the steamer toughed the wharf. ed; thus the loading and discharging proceed very rapidly. Each elevator has a carrying capacity of two tons. The vessel has three full decks. On the upper deck is the wheel-house, which is large and roomy, and beautifully finished in ash. Aft of this is the captain's cabin, which is finished in white and gilt. Next to the captain's cabin are cabins for the pilots, expressmen, clerks, wheelman, gagemaster, head waiter, engineer and

The next or saloon deck is very handsomely furnished. The carpets are of a dark pattern, and are of unus fine quality. Ranged along the sides chairs of a neat design, upholstered in plush, and so tempting that after a person becomes comfortably seated in one of them, he is loth to leave it Seats are also arranged around the

The saloon runs the whole length of the ship. The forward part is utilized as a dining room, and a very pretty one it makes. At one end is sive sideboard, which contains its full omplement of glistening silverware, inscribed with the steamer's name Just beyond the dining room is the number, finished in cherry and white Opposite to the pantry is the smoking room, which is furnished with comfortable chairs. Abaft the smoke stack is the office, containing safe, drawers, etc., finished in sycamore,and here one of the most popular employes of this popular company dispenses tickets and smiles with such geniality that passengers having once met Barry Thompson never forget him. A new feature in the St. Croix is the

officers' mess, which is forward of the kitchen. All the officers of the steamer will mess here during the passage. Twined around the mainmast, where it plasses through the saloon, is a vine bearing as fruit nineteen incandescent lights, giving a very pretty effect. On the saloon deck there are also ladies and gents' tollets, completely appointed. A broad flight of stairs leads from the saloon deck down to the main deck. on which is situated ladles' and gentlemens' cabins on either side of the vessel, and are finished in white. The

sent little resistance to the water.

As seen by the cut, she is not cumbered by upper deck structures. As a freight carrier, the St. Croix will ing to great the steamer was simply deafening. It may be mentioned that

as the steamer touched the wharf.

The run of sixty miles from Eastport to St. John was made in less than four hours, against a head tide. About three hundred people were at Reed's point to welcome the new arrival.

THE WAR BEGUN.

Alley Jim Who Has Independence Blood Fired the First Shot. The war between the United States

and Great Britain is now a certainty, as the first shot as fired on South Clark street, Chicago, late Friday eve-James Ryan, better known as "Alley Jim," read about the threatened war in the daily papers and immediately got drunk and went on the warpath

with a huge revolver. At the Twelfth street viaduct Jim met a man who was waiting in the rain for a street car. The man wore a ionocle and talked with a cockney brogue. This was enough for "Alley Jim," ho raised his revolver in the air and blazed away. Had it not been for Officer Fitzgerald war would probably have been waged and the Ven-enuela boundary line dispute settled in less than a minute by "Alley Jim." As it was Ryan was looked up at the armory. The man with the goggle is probably running yet, as he did not appear in Justice Richardsons court sterday to prosecute the prisoner. Ryan told Justice Richardson he was eady at any moment to shoulder a rusket, also the responsibility of the nation if need be, and go to the front

in answer to a call for troops.
"I'm a 'Merican citizen," said he, as he pounded the judge's desk, "with sood old independence blood a-flowin" round through my arteries, an' they can taken my carcus and hang her out on a post to dry afore I'll holler

God Save the Queen." "We are on the verge of strife," said ustice Richardson in a serious voice, therefore I will not send such a patriotic man to the bridewell, as we may need his heroic spirit and 32-calibre may go, Mr. Ryan, but be sure and be on hand in case your services are needed. You may leave the name of the brand you drink with the clerk and I will sent it to the war depart-

met, in the pleasant relaxation of a chat and gossip, not only some of the most distinguished men in the kingdom, but a far greater variety of types of men than can be encountered in the smoking room of any club in Lonindeed, has said that a couple of hours could be passed far more enjoyable in the smoking room of the house of commons than in the smoking room of the Carleton or Reform club. It was the member for Northampton also who declared that the house of commons was not only one of the pleasantest, but one of the healthies places in the world, and that he far preferred a onth on its green benches to a month on the promenade of Brighton.—Cham-bers' Journal.

GREAT BRITAIN'S FIGHTING

(N. Y. Scottish American.) It is not merely Breat Britain's vast standing army, her invincible navy, and her practically inexhaustible reserves that must be taken into account in calculating her great fighting power, for, after all, it is the means for carrying on a war which is the great test. Money forms the main sinews of war, and in that respect no country can compare with Britain Her finacial resources are so great that, after paying the interest (about \$125,000,000) on her national debt, she has at least \$30,000,000 over, which she applies towards extinguishing the principal of that debt. At the rate Britain pays her loans that surplus would enable her to pay the interest on a new oan of one billion dollars without increasing, in the slightest degree, the present taxation of the people. other nation in the world is in such position. Then consider her population. At the beginning of this century it was only two-thirds that of France, or about sixteen millions against twenty-seven millions, but it is now greater than that of France, while within the British empire are three hundred and eighty-seven millions of human beings, including some of the most warlike races (both black and

nations that can afford lightly to pick a quarrel and try conclusions with Britain FROM BACK TO BACK IN A DAY.

white) in the world. A nation in such

a position is not to be easily frighten-

ed or bullied; indeed, there is no na-

tion, or any possible combination of

Make a coat in a day; from shearing the wool from a sheep's back to putting the finished garment on one's own back. Nonsense! It could not be done. This would probably be the reply to any one claiming such a thing, or, if not, at least one would receive a reply expressing a strong doubt of the possibility of doing so. notwithstanding the vast improvements in machinery within the past fifty years. This feat, however, was accomplished within as far back as 1811, by John Coveter of Greenham Mills,

near Newbury, England.
At 5 o'clock in the morning Mr. Coveter was presented with two Southdown wedder sheep. At first the sheep were shorn, the yarn spooted, warped, loomed and wove. After that the cloth was burned, milled, rowed, dyed, pressed, and late in the moon put in the hands of the tailors. By half-past 6 the coat was finished, and Mr. Coveer presented it to one of the gentlemen of the town amid the thundering applause of 5,000 spectators.-Harper's Round Table

BUSINESS IN THE SOUTH.

Baltimore, M. D., Dec. 31.-Richard Edmunds, editor of the Manufacturers' Record, in a general review of business of the south during the past year in this week's issue of his newspaper says in part: The year just ended has been one which for all time to come will be noted in the records of southern progress as one of the most important periods in the business history of the south.

Cotton mill building made greater

progres in 1895 than ever before. The aggregate number of spindles for new mills undertaken during the year and for enlargement of old mills was in round numbers about one million, or probably twice as great as ever before

Harper's Bazar IN 1896.

The twenty-ninth year of HARPER'S BAZAR, beginning in Jacuary, 1896, finds it maintaining its deserved reputation both as a Fashion Journal and a weekly periodical for home reading.

Every week the BAZAR Presents beautiful thiettes for various occasions, Sandoz, Baude and Chapuis Illustrate and engrave the newest designs from the finest models in Paris and Berlin.New York Fashions epitomizes current styles in New York. A fortnightly pattern-sheet supplement with diagrams and directions enables women to cut and make their own gowns, and is of great value to the professional modiste as well as to the amateur dressmaker. Children's clothing receives constant attention. Fashions for men a. e described in full detail by a man-abouttown. Our Paris Letter, by Katharine De Forest, is a sprightly weekly recital of fashion, gossip, and social doings in Paris, given by a clever woman in an entertaining way.

Both the serials for 1896 are the work of

given by a clever woman in an entertaining way.

Both the serials for 1896 are the work of American women, Mrs. Gerald, by Maria Louise Pool, is a striking story of New England life. Mary E. Wilkins, in Jerome, a Poor Man, discusses he always interesting problems of the relations between laborand capital. Short stories will be written by the best authors.

Special Departments. Music, The Outdoor Woman, Personals, What We Are Doing, Women and Men, report and discuss themes of immediate interest.

Answers to Correspondents. Questions receive the personal attention of the editor, and are answered at the earliest practicable date after their receipt.

The Volumes of the BAZAR begin with the first number for January of each year. When no time is mentioned, subscriptions will begin with the number current at the time of receipt of order.

Remittances should be made by post-office money order or draft, to avoid chance of loss.

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Address HARPER & BROTHERS, P. C. Box 959, N. Y. City.

THE A SECRET OF REAL PROPERTY AND A SECRET ASSESSMENT A ing, and all her piston rods and valve kitchen is situated in the forward part A BLUFF THAT WORKED. of the boat, and is furnished with an A good story on the late S. S. Mer eight-foot range, and is connected with the pantry by a dumb waiter. For-ward of the kitchen is the steam steer-

ing gear, storeroom, refrigerator and oil and paint room. Under these is the forecastle, divided into two parts, one for deck hands and the other for firemen. W. G. Kilborn of Portland, Me., fur-nished the carpets, etc., while W.Corey

supplied the furniture. The entire electrical plant was put in by the Belknap Motor Co. of Boston. The officers at present in charge of the St. Croix are: Capt. John Thompson, who has been a trusted employe of the I. S. S. Co. for more than thirty years, and no man on the coast ci

and was speedily informed that his services were needed no longer, and New England is more deserving of the confidence reposed in him. Chief En-gineer John Taylor has been twentynine years in the service. He superintended the building and placing of the engines in both the Cumberland and the St. Croix. The purser is the well known Barry Thompson; assistant en-gineer, Mr. Brimner, late of the S. S. Ethelred, belonging to the Boston Fruit Co.; 2nd assistant engineer, Mr. Browley; steward, J. G. Barnes, late of the steamer New Brunswick; 1st mate, Clarence Thompson; 1st pilot, W. H. Allan; 2nd pilot, Fred. Bibber. Caut. Bibber has been upwards of thirty years in this service; head waiter, W. J. Drinkwater. The dominion customs officer is George Price, and the U.S. officer, Mr. Gilman.

In the course of a few weeks changes will be made in the officers. Capt. S. F. Pike will take command and Mr. Bremner will be engineer.

On Monday last the St. Croix made the builders' trial of the machinery candle power, which is situated on the roof of the wheel-house and is controlled by a lever and switch inside the wheel-house and switch inside the to Portland at 2.30 p. m. During the roof of the wheel-house and is controlled by a lever and switch inside the wheel-house. This will be of great service in locating buoys, etc., on dark or foggy nights. She has 236 incanleading citizens of Portland were un board, among whom were: J. B. Coyle, general manager of I. S. S. Co.; Mr. Greensmith, general manager engine works; Mr. Mantine, superintendent Mr. Sprague, chief draughtsman; Mr.

Her appliances for extinguishing fire consist of one special pump of such size as to meet the requirements (Mayor Banter of Portland; Hon. C. F. such size as to meet the requirements (Mayor Banter of Portland; Hon. C. F. Such size as to meet the requirements (Mayor Banter of Portland; Hon. C. F. Such size as to meet the requirements (Mayor Banter of Portland; Hon. C. F. S. Winslow, president I. S. S. Co.; Capt. J. S. Winslow, president I. S. S. Co.; Judge Nathan Webb; also newspaper reporters from Boston Journal and Advertage at a moment's notice.

The St. Croix is an excellent seaboat, having two blige keels to keep her from rolling. These keels are situated 15 feet, from the main keel and run parallel with it. They are 150 feet long and 11 by 12 inches in size, and are tagered at each end so as to pre-

rill croped out in a certain law office the other day while a knot of attorneys were commenting upon the por-

traits of prominent Milwaukeeans a recent work on Milwaukee. Mr.Merrill's likeness was reached, when one of the gentlemen, in relating anecdotes concerning the railroad builder, told of the trouble he had had with a certain conductor on the St. Paul road. Mr. Merrill had discharged the conductor half a dozen times and quite regularly reinstated him. On this particular occasion the conductor had been summoned, and entered the room

in fear and trepidation. He found the

general manger glowering with rage

that this time his dismissal was for "What's the matter this time?" ventured the culprit. "It's this," blurted the general man ager. "I'm tired of listening to stories of my conductors buying \$1,500 diamonds on \$1,000 salary." "I suppose this is the diamond you

refer to, Mr. Merrill," returned the quick-witted conductor, pointing to a small headlight in his shirt front. "I suppose so," assented the irate

manager.
"Well," continued the conductor calmity, as he proceeded to unfasten the gem, "you may have it for \$2."

That settled the conductor with Mr. Merrill, and he never received another reprimand. Mr. Merrill used to relate the incident at times, never for a momnt suspecting the bluff, and that the stone had really cost \$1,500, as he had heard.-Milwaukee Wisconsin.

THE BIGGEST OF CLUBS.

A member of the house of commons is allowed to attach to his name the magic letters "M. P.," which are a source of pride and gratification to himself and secure for him the respect and deference of others. These in-Itials undoubtedly contribute, too, to his social status. Doors of social circles, hitherto locked and barred, are open wide to him, and invitations to social functions in the houses of the great and wealthy members of his party reach him during the session. Then he is a member of "the best club in London." It is, indeed, frequently denied that the house of commons still maintains that pre-eminence as a social haunt of men, which, it is universally acknowledged, once rightly belonged to it. But, as a matter of belonged to it. But, as a matter of act the house is more of a club now than it has ever been in its centuried existence.

It is provided with handsome dining rooms, smoking rooms, reading rooms and a suit of bath rooms and dressing WARSHIP

Five English Vessel Name En

Cromwell to Victoria-British Men-of-War From Generation

(New York The history of a regiment is somethi every officer who by many of the en cially is this the for many decades have-existed and perpetuated names lustrious in teh his As famous deeds recounted in the b of the sea in the r hearer knows that his regiment or his inent part, he is st to maintain the pre obtained by valor esprit is created the need arrives.

The abandoning of of superannuated more modern ones, permitting of discus me, it may be s times demand mod the mariner and tory of a former vessel is name self, in his mind, to glories of the depi glories and live an sense, battles besi It is an apprecia

were dead and gon and a desire to pe good of the service English to name so ern war vessels aft that, in their day, the sea-vessels the manders and brave land what she is t It is around such hon, Agamemnon 'tymion-names tle records-that m

tory is constructed, are handed down fr records go with th the accompanying braver and more A short history ship Endymion-th first-class cruiserin this connection historian mentions the United States Capt. Stephen De 1815, just outside of which is one of in her annals-and

Englishman, much be proud of. The first Endymi the British naval service for the Cor the years 1652 and Dutch. Captain commanded the "f 26 guns, 140 men—a visionalyl armed which she reverted ing and is mention no more, but her re The first man-ofthe royal navy, v two-decker of 894 built to war with ally of the revolted She had a gun de her beam was 38 fe She served uneve 1782, when, while tion, she earned

with the French flee off St. Lucia. He ward Tyrrel Smith the West Indies ever since borne The next Endym was built in 1797 top of the frigate main armament o was one of the fin ful frigates of Nel of 1,277 tons, 132 length, and 35 breadth. She was Pomone, the fines ever took from t by Sir John W April, 1794, and, away ahead of th ing twenty-six l

pounders on her She hoisted the Sir Thomas Willi the following Oc North Sea, was an affair wuth th ship Brutus. She two-decker, a ser under the heights gun brigs in com upon the Brutus long as daylight ed by the Beaul at 10 o'clock at they were cosid

for the Brutus.

Thereafter she

from them.

stations, under gained fame, unt Napoleon, in 180 the 25th of June, 18-gun corvette the first of the line of Bacchan that war it is Charles Paget, Endymion, frigs Spain, described line in imminen ong rocks on a foremast gone, a cable, her only r it was blowing bore down to enemy, dropped the Frenchman cable, and veer in getting in, a saved from des forming this il, hauled to th anchor, clubha shore on the of This incident ject of a poem

vage made, ne From the went to the I