

Annapolis Spectator.

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ANNAPOLIS ROYAL

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had, has been the talk of the city and province for forty-eight hours. The loss of life is not as large as was feared, and it is now almost certain that only four were drowned. The water in the vicinity of the accident has been thoroughly searched, with no sign of further bodies. And there are no reports of any others being missing. The sad accident threw the whole town into mourning and drew out universal expressions of sympathy for the bereaved. Among those rescued from the water, in addition to the names mentioned in Saturday's Herald, were Mrs. James Warner, Arthur Pyke, H. M. Walker, William Drake, Mrs. Drake, Mrs. Alex. Hodgson, Annie Martin, and Gertrude and Maimie Lawlor. This makes a total of thirty who are known to have been rescued and coincides with the more conservative estimates of the number on the gangway at the time of the accident. Many of those rescued were bruised and wounded while in the water by being struck by planks, pieces of wood, life preservers, etc., thrown to their relief. It is now generally believed that the cause of the death was in this way. It is thought that she was struck on the head and stunned, if not killed by the blow, and immediately thereafter sank. This would account for the wound on her head and the swelling of her face, which caused the delay in her identification. A number of others who were injured in this way are still confined to their houses. Miss Foster's death was peculiarly sad. She had been playing tennis during the afternoon with some friends, and was on her way home when she met her father. Mr. Foster had been an enthusiastic advocate of the town taking over the ferry and took a great interest in the arrival of the Annex No. 2. He was over in Halifax during the day and took dinner with some friends here. They joked him about the ferry and told him to be sure and be on hand when the Annex arrived. He remarked that that there was no need to urge that invitation on him. Mr. Foster met his daughter on the boat. She was anxious to get home and hesitated. He pressed her, said he would only stay a short time and that she would be company for him back, and his daughter consented. The father and daughter stood side by side and went over-board together. Mr. Foster, who is an old man, received a severe shock to his nervous system, which, added to his grief over the death of his daughter, has completely prostrated him and last night he was in such a precarious condition that his life was despaired of.

The funeral of three of the victims, Miss Foster, Miss Sinnott, and Little Johnnie Bandy, took place yesterday afternoon. The services were of a very impressive character. Thousands of people went over from Halifax to view the scene of the accident and attend the funerals. The remains of the victims were viewed by large numbers and expressions of sympathy were sincerely shown. The funeral of Peter Doyle, the Crimean veteran, will take place this afternoon, and will be attended by the members of the Royal British Veteran Society.

THE NEWS FROM OTTAWA. Receipts for Modus Vivendi Licenses.—The Cultivation of Flax in Canada. OTTAWA, July 14.—Total value of the licenses issued under the modus vivendi to United States fishing vessels to date amounts to \$11,403. During the whole of last season the licenses numbered 78 and the receipts were \$9,989. Reports received at the fisheries department continue to show the character of a most satisfactory trade. A confidential circular of the Boston fish bureau indicates that mackerel importations at that port to date are double the same per cent last year.

C. W. Vincent, representing an English company, interviewed Mr. Carling today relative to the growing of flax in Canada. It is proposed to establish certain working centres at which the flax will be received from our farmers. Many parts of Canada are well adapted for flax growing and it is thought that a profitable crop for export to England can be raised. Commander Wakeham strongly urges the customs to locate an office at Pleasant Bay, Magdalen Island.

NEWFOUNDLAND.

Newfoundland has of late claimed much public attention in the Mother Country, owing to the difficulties which have arisen in connection with the French Fishery claims upon certain portions of the coast of that important island. Two centuries ago, France possessed, at least nominally, a large portion of the North American Continent. Her troops took possession of Canada, penetrated far westward to wild regions of the Mississippi Valley, planted Colonies all along the Great West, as far southward as Louisiana, and appeared to have established the sovereignty of France over all the territories north and west of the early British Colonies, on the Atlantic coast of what are now the United States. The progress of such shrewdness. They pursued a studiously conciliatory policy towards the Indians, and took care not to interfere harshly, or abruptly, with their prejudices and customs; they encouraged intermarriages between them and the Europeans, and in various ways honoured the natives, and played upon the vanity and rivalry of the chiefs. The Roman Catholic Church sent out many of her priests and nuns with the fishermen, and their system of an easily accommodating creed met with much acceptance amongst the Indian tribes. In short, it seemed, at one period, as if the permanent domination of the Court of Versailles over most of North America was reasonably secure.

But the advent of the young British General Wolfe changed all this. His victory, on the height of Abraham, outside Quebec, although it cost him his life, also inflicted a fatal blow on French colonisation in North America. Step by step, from that time forward, the Briton took the place, both of the Frenchman and of the Indian. The campaigns of General Washington, on the Upper Ohio, with the subsequent War of Independence, still further diminished the power of France beyond

the Atlantic; and the purchase of Louisiana, by the United States, early in the present century, completed the process of expelling France from all her ancient possessions on that great Continent. Yet there was just one little remnant of her Western influence which she managed to retain. By some strange oversight, or ignorance, on the part of Great Britain, the Treaty of Utrecht and by the subsequent Treaty of Versailles, to retain a right of fishing along a certain strip of western Newfoundland, commonly called "The French Shore."

The sanction, by England, of this arrangement, probably partly arose from the usual geographical ignorance of the English statesmen of the last century. For example, it is recorded that the Duke of Newcastle, when Colonial Minister, was so acquainted with Colonial geography that he did not know that Cape Breton was an island, and on being informed it was such, he exclaimed—"Cape Breton an island? Really, I must go and tell His Majesty of that interesting fact."

This local right of fishery and of fish storage is all which remains to France of her once vast American dominion, and it is greatly prized by her, both for its actual value and its old associations. It has become an exceedingly important element to the Mother Country of late, owing to several circumstances. The chief root of the difficulty is that the fisheries are of little use without bait. But the bait which the French fishers use can only be obtained, in general in the bays and harbours of those parts of Newfoundland over which the French rights at all. Until recently, their Newfoundlanders used to sell bait to their French neighbours; and so long as that was done there was little difficulty. But the French Government, in pursuance of its policy of Protection, of late years placed obstacles on the importation of cod-fish caught by others than its own subjects. Consequently the British Colonists of Newfoundland have found their market for fish in the Mediterranean practically closed. This has greatly irritated them, and partly in revenge and partly in self-interest, they have therefore prohibited the sale of bait to the French fishers. Hence much annoyance has been occasioned to the latter, and these, in retaliation, have exercised their claims on the "French Shore" in a manner purposely meant to vex the Newfoundlanders. Practically the fisheries of the latter, over seven hundred miles of coast, have been greatly restricted by this recent action of the French.

There is naturally a loud outcry raised by the Colonists, and the situation has been critical, and unless dealt with in a friendly and conciliatory spirit by the British and French Governments, and also by the Colonists on the island, it may involve great results. Various modes of settling the difficulty have been suggested. In one quarter it has been proposed to offer the French a large portion of the Labrador Coast, instead of the Newfoundland district. But this would only shift the difficulty to another locality, and possibly with still greater ultimate disadvantages than those which attend the existing arrangement. It is evident that something must be yielded on both sides. The Newfoundlanders should be willing to resume their sale of bait to the French. In short, the old state of things should be renewed—as might easily be done if a little common-sense and good feeling were to prevail on each side. This would probably be a more practicable solution of the difficulty than the attempt, on the part of England, to purchase the French rights in the island. No one denies that such rights do exist, under the Treaties; and they must be duly respected, both by Britain and Newfoundland. But it is doubtful whether France would be willing to sell them for any reasonable consideration. Altogether, however, it is a matter peculiarly suitable to be referred to the Arbitration of some impartial umpire, provided only that such can be obtained. This, indeed, is admittedly a great difficulty, in view of the actual hostilities in which British interests are concerned. Nevertheless, the attempt should be made, subject to due precautions and conditions.—Herald of Peace and International Arbitration.

A NOTABLE NOVA SCOTIA WOMAN. On Friday last at Earlington, Colchester county, there was laid to rest in the old churchyard one of the most notable of Nova Scotia's women, the widow of John McKay. She was born at Galaspie, Sutherlandshire, Scotland, in March, 1803, and came to this province in 1822. In the following year she was married to John McKay, who came from the same place in Scotland, and who died at Earlington in 1869. They now rest side by side, and over their native hills, which was presented to the family by his grace, the Duke of Sutherland shortly after Mr. McKay's death. There are six sons and one daughter still living. Of these Dr. Neil McKay, Dr. D. G. McKay, are well known throughout the province. The late Alexander McKay, M. P. for Pictou county, married her only daughter, with whom the deceased's last days were spent. Neil McKay, one of Delmonico's most prominent men, was a grand son, and Eben and Henry McKay who gained high distinction at Dalhousie, were sons of her brother Henry McKay of Pleasant Point, Pictou county. She was a highly cultivated woman whose friendship was prized by many prominent in church and state in this province for at least a half a century past. She died on Tuesday last at Lavat, Pictou county, after a long and painful illness, resulting from a cancer. She was a highly respected woman, and was beloved by all who knew her.

The easy quick way in which T. A. SLO-CUMBS OXGENIZED PURE COD LIVER OIL won its way into public favor speaks volumes for its merits. It is seen in scores of valuable testimonials which our druggists will tell you of. All preliminary difficulties it stands unrivalled.

THE STRIKE AT SPRINGHILL. The Cumberland Leader of last week has the following explanation, equally, on the strike at Springhill. "The strike is taking a more decided stand every day. The men will go to work unless the company do something with the docking system. The company held a meeting with the men Thursday and it was supposed by some that some kind of a settlement could be arrived at, but to the astonishment of all the company would make any change in the stone quo, but for short measure would only suit half a box. This however did not please the men and the strike now is a harder position than ever to be in. The probable result will be what the manager wishes to meet the men, but the men will not meet the manager. As the docking system has been in force before our readers before we saw any news about it, it is to give some examples. Says one of our lumber merchants contracted with a lumberman to get him 1650 feet of lumber from the woods and after toiling and getting the merchant to pay for it, he found the dock this as there are 28 feet of lumber in the load. He then got a good round figure and you did not get nothing or if you did, it was not worth the trouble. The merchant took what he did bring and gave nothing for it. Who would our lumbermen do? Quietly admit. No, we think not. That is about the way we look at the docking question. It is hardly to be wondered at that a few pieces of stone will get into a box as the coal can hardly be distinguished from the stone above ground. Then just think how difficult it must be to distinguish the difference in the stone working with a close light which is only an aggravation. The report that has been going the rounds that a miner made \$65 per month on an average is entirely false. On investigation we found that the average wages of a miner was \$1.40 per week and that he was not allowed to risk life and limb for a great deal has been said about the hardships of a sailor's life but the sailor or sailor's wife has had to endure distant and strange and white horse ridden by day and night and have but a few pieces of which are crushed and mangled comrades. We have no doubt in expressing our opinion that we think the men are justified in the course they have taken. The men have one good point in their favor which the following quotations from Mines Regulations will show: "Where the amount of wages paid to any of the persons employed in a mine depends on the amount of mineral got by them, such persons shall, if the majority of such persons so desire, and unless the mines excepted by the Commission be paid according to the weight of the mineral gotten by the miner, and in addition a certain amount of mineral shall be truly weighed accordingly. Provided always, that nothing herein contained shall preclude the owner, agent or manager of the mine from agreeing with the persons employed in such mine, in respect of the weight of the mineral got by them, or other terms of contract to be gotten, or in respect of any tubs, cars, or hatches being improperly filled, or those cases where the mineral is got by the person immediately employed by him, such deductions being determined by the banksmen or whether and check whether if there be one. The company has no scales on their premises and the probabilities are that they never will unless the action of the men forethemselves."

JULY TWELFTH. A Monster Parade Through the Streets of St. John. (Clipped from St. John Sun extended report.) The operation in St. John of the 200th Anniversary of the ever-famous battle of the Boyne will long be remembered as one of the most successful Orange demonstrations ever made on the North American continent. All conditions favored the display. The weather was such as at this season of the year can be found nowhere but in St. John; the streets were in splendid order for marching; the crowd was large, well dressed and good-natured. The police arrangements were well made, and the escort only served to add to the extent of the pageant. Not an accident took place from sunrise till midnight to mar the harmony of the scene, and the thousands of visitors who were home delighted with the day and the management of the vast demonstration were congratulated by hundreds on the success that had attended their efforts, and they have likewise the consciousness of knowing that what they did was well done from start to finish. True, there was some considerable delay in starting the procession, but it was no greater than might be expected when it is remembered that all outside points were contingent on the movements of trains, steamboats, the ferry, etc., and that a departure from the scheduled time table in one of these modes of transit meant a delay for the whole body. On this occasion, the late arrival of the St. Stephen del was the chief cause of the delay, and for this the St. John management can in no wise be held responsible. As soon as the Charlotte county men arrived the ranks were formed, and the parade was headed by Lt. Col. Blaine and Major A. J. Armstrong, aided by a score of marshals, in correct marching order. A squad of police stationed outside the barracks bounds kept off the crowd and this gave the Orange men ample room in which to march when the order to march was given the gates were thrown open, the bands struck up, and headed by Chief Clark and inspectors Weatherhead and Rawlings, mounted in fine horses, the procession moved forth in all its glory. It was just 11.45 when the advance was made, quickest time. From the advance accounts published in the press, the spectators had been led to expect a grand display, but the beauty of the regalia and uniforms, especially those of the Black Knights, surpassed all expectations. The members wore the re-

gala of their several lodges, and some of the scarlet and orange sashes looked very pretty. A great many of the members who did not wear a high silk hat wore a soft felt one, which in shape and style was a fac simile of the head gear worn by the Grand Army of the Republic in the United States, the only difference being the decoration. It looked very well. Others wore the tri-colored conical hats of the last century, but decorated with feathers. All had on white gloves. A glance at the crowded streets showed at once that all business had been practically suspended and that the day was a genuine holiday. Bursting forth from hundreds of flagstaffs throughout the city and a string of flags extended across King Street from Orange Hall to the opposite corner. Every window, as well as every available foot of ground along the route of the procession, was occupied as early as 10 o'clock in the morning by a throng made up in about equal proportions of citizens and visitors. The ladies turned out in unusual force, and many wore orange colors, many doing so being the suggestion of the members of visiting members. There were about 2000 men in line, but that by no means represented the number of Orangemen present, as many of the older members did not feel equal to the task, and in addition the necessary regalia, the demand for which far exceeded the supply in several districts. A prominent member of the order informed a Sun reporter that he had during the marching seen as many as 3,000 Orangemen on hand, and that if it had not been for the unusual lateness of the spring, which had greatly delayed farming operations, particularly along the St. John river, there would have been more present in procession. By order of the grand master the banners did not play any party tunes. Seventeen banners were carried in the procession. The marching of the men, particularly the Black Knights, came in for much favorable comment. The St. Stephen band gave a concert on King Street, opposite the Donville building, from 5.30 to 6 p. m., before marching to the train. Every member of the band who rode in the King William was furnished for the occasion by A. W. Vanwart, of the North end. King square presented the appearance of a picnic ground in the middle of the day and early afternoon. Probably a thousand persons, divided up into little groups, were at one time resting there and eating their luncheon, etc. In the eyes of the ladies George I. Gunter, chief marshal of the York Co., was the finest looking horseman in the procession. Moncton lodge, No. 39, carried a splendid red and blue banner, one side of which displayed a life-like portrait of Major A. J. Armstrong, painted by John C. Miles, R. C. A. It was originally intended to organize the procession on Charlotte Street in the vicinity of the Lansdowne rink, but so great was the response to invitations to take part, that at the last moment the authorities were obliged to resort to the present route. The only available spot large enough for the purpose. The Pisarino Orangemen are made of sturdy stuff. They walked all the way to the city, went over the full route of procession, and marched home again in the evening. The Black Knights wore chapeaux with white ostrich plumes. Their dark sashes were embellished with appropriate emblems, and in addition, the words were worn. The men carried swords.

TERRIFIC EXPLOSION. Thirteen Hundred Kegs of Powder Blown Up by a Railway Collision.—Ten Killed, Thirty Injured. CINCINNATI, Ohio, July 15.—Late this afternoon at King's powder mills, on the Little Miami railroad, 29 men and boys, two empty freight cars, were being loaded on the side track when they struck a car containing 500 kegs of gunpowder. A terrific explosion followed, immediately afterwards another car containing 800 kegs of gunpowder was blown up. Wm. Prandy, trackman, was blown to atoms. No trace of him has yet been found. Ten dead bodies were taken from the ruins. A number of cottages occupied by workmen in the powder factory were shattered and the inmates injured. Twelve or fifteen girls at work in the cartridge factory are crippled. The railway station, freight house, together with all adjacent buildings were burned. The track and ties of the railroad were torn out of the ground. The Peters carriage factory was burned. The injured number 30.

FISH ARE PLENTIFUL. But Bait is Scarce—Nevertheless, Yesterday was a Good Day for Cod-fishing. (Clipped from Intelligence Bureau Report.) THE FISHERY REPORT, July 15.—The reports for the past week indicate that fish are plentiful in most of the fishing localities, and that under favorable circumstances good catches can be made. The great drawback in codfishing is the want of squid bait, which seems to be very scarce at all places save Canoe, where large boats of bankers are getting large supplies. To-day the squid fishing there has changed for the better, and codfishing consequently has been exceedingly good. The shore fishermen at Crow harbor attribute the scarcity of squid there to the fact that there is a large pole fish trap set in the channel of the harbor, which they say prevents the squid from coming in to the head of the harbor where they pick up their bait on the shore. They also report cod very plentiful. There was also a good catch of cod at Arisa, and the bankers report good takes at Banquero, Sambro and middle ground. Haddock and cod fair at Yarmouth. Mackerel are reported schooling in Tancook, and some nesting at Meat Cove and at Horton, but there is no news now at Miquinash. The only report of herring is at Arichat where gutters had 200 per boat. In many places in consequence of the unfavorable indications of the wind the fisherfolk did not remain on the fishing grounds. Police are schooling all along the shore at Lunenburg.

NEW ADVERTISEMENTS. NOVELTIES FOR JUNE AND MID-SUMMER AT THE South End Dry Goods EMPORIUM. GEO. RUNCIMAN & SON. REPEAT ORDERS In many lines. NEW PRINTS & SATEENS In all the New Designs, from 12 1-2 cents. See our 15 cent Sateen. LATEST PARIS STYLES Pattern Dresses Robe Costumes. Marked at extremely low prices for this month. A BIG DRIVE IN Corsets 100 Dozen Former price 50 cents, now 35c. A Chance of a Lifetime! 20 Doz. GLOVES. SLEEVES. KID GLOVES. Marked at prices to cause a sensation. \$1.00 Gloves selling for 75c. And Undressed Kid Gloves for only 50c. These goods cannot be repeated at these prices. Are you going to Secure a Bargain? WHO SAID Runciman's Hosiery Was the best in town? DON'T ALL SPEAK AT ONCE. Gents' Furnishings! BETTER THAN EVER. New Lines in Ties: Windsor & Four-in-Hand. Repeat orders in Men's HATS. The Latest Style in "Evening Sun." Shirts, Hosiery, Collars, Hdk'fs. In big variety. Our customers will please bear in mind our store closes at six o'clock on Monday, Wednesday and Friday.

NEW ADVERTISEMENTS. NEW Summer GOODS. Potter Bros' NEW Flannelettes. WHITE LAWNS COLORED CHALLIES PRINTS. Hemmed-up Flannings & Allovers! Black Silk Allovers! Silk Mitts and Gloves! Black & Col'd Buntings for only 12c. Fancy Seersuckers for only 8c. Splendid Variety Childs', Misses and Ladies'. HOSIERY! From 10c to \$1.00 per pair. 50 Pairs GOOD CORSETS! For only 25 cts. pair. BIG BARGAINS IN DRESS REMNANTS!! Gents' Furnishings! Nobby Goods! Men's Hard Felt Hats at 50c. TO CLOSE. Worth \$2.00. If you are fond of Bargains, give us a call. Potter Bros. AGENTS WANTED! If you want to make MONEY, take hold and sell our Nursery Stock. Now is the time; write us for terms. MAY BROTHERS, 42-61 Nurserymen, Rochester, N. Y. FIRE INSURANCE. INSURANCE can be effected on the most favorable terms in the ETNA, HARTFORD, AND NORTH BRITISH and MERCANTILE Fire Insurance Companies, so long and favorably known for their stability, and for liberal and prompt settlement of losses. Applications to be made to J. M. OWEN, Barrister-at-Law, Annapolis, Local Agent. Annapolis, April 24th, 1890.

NEW ADVERTISEMENTS. ANNAPOLIS ROYAL NURSERIES. E. B. Clarke & Co. Proprietors. We offer Choice Nursery Stock of Growth and Imported. Imported Stock personally selected, and guaranteed. EVERYTHING PURCHASED OF US TO PRODUCE TRUE TO LABEL, and will replace gratis if it proves otherwise. 3,000 TOP-CRAFTED NONPAREILS. Grafted this spring from bearing trees. Write us or see our agents before purchasing elsewhere. Our local agents are ALEX. IRVINE, Granville Ferry; Wm. SPOONER, Clementsvalle; W. D. KRESSON, Bear River; C. J. WELLS, Bridgetown. E. B. CLARKE, Manager, Annapolis, N. S. may 30-3m.

NEW ADVERTISEMENTS. HARDWARE. Stock never so complete as now. Builders Materials AND MECHANICS TOOLS. A specialty. HAYING TOOLS. Full stock in store ready for inspection. SCYTHES. Same quality and brand as sold last year which gave thorough satisfaction. FORKS. Two or three prong, with bent and straight handles. RAKES. American Ash, two and three bows. SCISSORS. Superior Quality, BRANTIS Co. BIRD CAGES. Just received from New York a fine line of Brass and Painted Bird Cages, Prices very low. WOODENWARE. Round and Oval Butter Trays, Butter Ladies, 1-2 and 1 lb. Butter Prints, Wood Spoons, Potato Pounders, Rolling Pins, Step Ladders (two sizes), Extension Closets, Firemen, Children's Carts, Express Wagons and Wheelbarrows. MISCELLANEOUS. Creamers (two sizes), Tin Milk Pails, with or without Strainers, Porcelain Lined Preserving Jars, Paper Tins, Milk Pans, Cream and Butter Crocks, Crank and Dash Churns, Sprinkling Pots, Adjustable Window Screens, to fit any window up to 36 inches in Width. Wire Cloth for making Door and Window Screens. Wire Fly Traps, Wire Dish Covers. Blasting Powder, & Fuse, PICK AXES, STRIKING HAMMERS, AND SHOVELS, Always in stock. Paint your Buggy for \$1.00 and make it look as good as new. No Varnishing required as the Varnish Dries very hard and quickly. Have it in Red, Black, Yellow and Wine. Cotton Covered Rubber Hose for Horse Service in 25 and 50 foot lengths with NOZZLES for sprinkling and washing. American Eureka Wringer. Best made; only \$4.00. H. A. WEST. NEW YORK S.S. CO. THE management respectfully announces Friday, April 25th, and every Friday following, the LION STEAMSHIP "VALENCIA" (1600 tons), Capt. F. C. Miller, will leave Company's wharf (near of Custom House) at 12 Midnight, for NEW YORK, Landing at Eastport, Rockland and Cottage City, arriving in New York Monday night, and freight delivered early Monday morning. Returning Steamer with every New York TUESDAYS, at 5 p. m., Cottage City 8 a. m. Wednesdays; Rockland 5 a. m. Thursdays, and Eastport at 5 a. m. due in St. John Thursdays evenings. This beautiful steamer was selected sailing that for sea-going, quality, superb accommodations and freight capacity, there is not an equal along the coast; was built under special contracts with every convenience and appliance for the safety and comfort of the travelling public and shippers, and we invite the most thorough inspection as to appointments and condition. The merits of our officers and crew we leave until the public have had occasion to observe what expert management and polite treatment will produce. Realizing that the public will duly appreciate a first-class and practical service, we leave the verdict in your hands. This direct connection with New York, enables merchants and traders to obviate the re-shipments, delays and extra expense now attending the movements of freight and passengers, and is in a position to purchase in a much larger market, or to forward products to sections heretofore out of reach. Goods shipped to and from principal points in the South, West, East and West Indies, Central and South America, through bills of lading, as all connections are established. Also through tickets are sold to all principal points and baggage checked through. RATES OF PASSAGE. 1st Class—St. John to New York, \$ 9.00 Including berth in state room, 6.00 Excursion tickets. Including berth in state room, 7.00 Intermediate—St. John to New York, Including berth in state room, 6.00 Excursion tickets. Including berth in state room, 14.00 Meals 75c. and 50c. or passage mail tickets at reduced rates. All Atlantic Steamers will be placed on the route in connection with above, leaving New York SATURDAY, at 5 P. M., as soon as the arrangements can be completed.

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