

THIRTY-FOUR DROWNED.

Steamer City of Monticello Founders in the Bay While on the Way from This Port to Yarmouth

Only Four Saved, Three Men and a Woman—Two S John Men and Several New Brunswickers Among Those Lost—The Survivors Describe Their Terrible Experience.

HALIFAX, Nov. 11.—The worst marine disaster in which a local vessel was the victim occurred off Yarmouth on Saturday afternoon, when the Yarmouth Steamship Company's steamer City of Monticello, on her way from St. John to Yarmouth, foundered. Thirty-three souls on board perished, and only four were saved.

THE DEAD.

Benham, David, Yarmouth, deck hand, aged 21, single. Burke, John, St. John, aged 26, fireman. Cole, James, Yarmouth, aged 31, fireman, married, brother of the Rev. Father Cole, St. Patrick's, Halifax. Coleman, O. W., Hamilton, Ont., traveller for Levy Brothers, Jewellers, Hamilton. Copeland, Harry, Lockport, deck hand, aged 19, single. Cunningham, Walter, Cape Island, mess boy, aged 14. Doucette, Robert, Yarmouth, deck hand, aged 21, wife and family. Dunn, W. H., Yarmouth, deck hand, aged 23, single. Eldridge, A. E. S., crockeryware merchant, Yarmouth, passenger. Frapp, John C., traveller for D. Magee's Sons, St. John. Glover, Arthur, Liverpool, fireman, aged 40, married. Greig, Charles, Halifax, chief engineer, aged 45, wife and family. Harding, Capt. Thomas M., Barrington, aged 42, married. Hilton, E. B. M., Yarmouth, purser, aged 39, single. Hopkins, N. C., Barrington, waiter, aged 23, single. Hopkins, N. C., Barrington, chief steward, aged 45, wife and three daughters. Johnson, Thomas C., passenger, Melville's Brook, Pictou. Johnson, Swen, Acadia, quartermaster, aged 30, wife and one child. Lawrence, Miss, servant, colored. Murphy, Nehemiah, Yarmouth, 2nd officer, aged 44, married. Mulca, George, Yarmouth, fireman. MacDonald, Elsie, passenger, daughter of Alexander MacDonald, Yarmouth, formerly of Sherbrooke, Guebec. Newell, Harvey D., Newellton, Cape Island, first officer, aged 44, married. Nickerson, Levi, Shag Harbor, waiter, aged 21, single. Nickerson, Robert, Yarmouth, deck hand, aged 41, wife and family. Olive, Rupert E., St. John, passenger, purser of the Prince Edward. Poole, Herbert K., Yarmouth, 2nd engineer, aged 29, wife and one child. Richmond, John, Sussex, traveller for Mignor & Doucher, boots and shoes, Quebec. Ringer, Stanley, Lockport, deck hand, aged 20, single. Ringer, Winslow, Lockport, officer, aged 25, married. Surette, Samuel, Yarmouth, wife and children. Vanenburg, Alfred, Publico Head, assistant cook, single. Vanenburg, Wynne, Publico Head, acting cook, aged 19, single. Whittemore, John, Lockport, single. Wickens, Austin H., Cape Island, waiter, aged 15. Wilson, Isaac H., Barrington, assistant purser, aged 30, wife and one child.

THE SURVIVORS.

Acting Quarter Master Wilson Cook was relieving his brother Elsie for the trip. Nathan C. Hopkins, acting chief steward, was also relieving his brother. The cause of the awful disaster was simply this, that the Monticello, after battling for hours with a wind and sea, sprang a leak, filled with water, became unmanageable, and finally foundered. The story of the loss of the steamer and of the escape of the four who survive is told in interviews with the three men who live. Acting Quarter-master Wilson Cook was substituting for his brother, Elsie, who stayed ashore for election day. Nathan C. Hopkins, acting chief steward, was another who was on board, so as to relieve his brother for the same reason. Rupert E. Olive, purser of the steamer Prince Edward, was a passenger who had gone over to St. John to visit his wife. Acting Quarter-master Wilson Cook, when seen by your correspondent today, was in bed and considerably bruised and so shaken up. He said: We left St. John at 11:15 a. m. Friday morning, made Petite Passage at 5 p. m. Friday. The weather looked fine for the night, and we thought the wind was going to haul to the northwest. Instead, the wind shifted to the southwest after coming through the passage. Before the wind was blowing a gale and the steamer shipped a heavy sea, cleaning off the forward saloon deck, and the starboard paddle box. She then started to leak. We tried to get the ship before the gale, but found she would not steer. I was at the wheel from 6 p. m. Friday until 7:30 a. m. Saturday, 13-12 hours. The captain and chief officer were in the wheel-house the whole time. About 10:30 she came into the wind again, and I had there, wholly unmanageable, until morning. We could see Yarmouth Cape, about 5 miles off, at daylight, and tried to get her off again, but she would not steer. She was then leaking badly, and the water

Cook, Wilson, deck hand, substituting for his brother, Elsie, as quartermaster. Acting Quarter Master Wilson Cook was relieving his brother Elsie for the trip. Nathan C. Hopkins, acting chief steward, was also relieving his brother. The cause of the awful disaster was simply this, that the Monticello, after battling for hours with a wind and sea, sprang a leak, filled with water, became unmanageable, and finally foundered. The story of the loss of the steamer and of the escape of the four who survive is told in interviews with the three men who live. Acting Quarter-master Wilson Cook was substituting for his brother, Elsie, who stayed ashore for election day. Nathan C. Hopkins, acting chief steward, was another who was on board, so as to relieve his brother for the same reason. Rupert E. Olive, purser of the steamer Prince Edward, was a passenger who had gone over to St. John to visit his wife. Acting Quarter-master Wilson Cook, when seen by your correspondent today, was in bed and considerably bruised and so shaken up. He said: We left St. John at 11:15 a. m. Friday morning, made Petite Passage at 5 p. m. Friday. The weather looked fine for the night, and we thought the wind was going to haul to the northwest. Instead, the wind shifted to the southwest after coming through the passage. Before the wind was blowing a gale and the steamer shipped a heavy sea, cleaning off the forward saloon deck, and the starboard paddle box. She then started to leak. We tried to get the ship before the gale, but found she would not steer. I was at the wheel from 6 p. m. Friday until 7:30 a. m. Saturday, 13-12 hours. The captain and chief officer were in the wheel-house the whole time. About 10:30 she came into the wind again, and I had there, wholly unmanageable, until morning. We could see Yarmouth Cape, about 5 miles off, at daylight, and tried to get her off again, but she would not steer. She was then leaking badly, and the water

PUT OUT THE PORT FIRES

in the stoke hold. The engines then stopped and she listed to port and began to sink. About 11 o'clock the captain ordered the boats to be made ready, and all the passengers to put life-belts on. The port after boat was first lowered and the ladies put on board. I was first in the boat and helped to get the ladies in. Captain Harding was standing at the forward tackle of our boat when I last saw him. The starboard boat was launched over to the port side and launched from the first boat's davits. About 15 minutes after we left, the ship broke in two. The forward part sank bow first, and the aft stern first. I saw four or five persons standing aft on the ship as she went down. There had been no confusion, no outcry. In fact, no one except the officers spoke a word. Instead of rushing to them, the passengers seemed to hold back from the boats. Every man discharged his duties promptly, and everything that could possibly be done was done. The last I saw of the second boat she was

FILLING ALONGSIDE THE SHIP.

I saw some inside and some outside holding on. I think there were about seven in her, and they did not get the

forward davit tackle clear before the ship went down. The third boat was the star life-boat, also launched from port. I think about fifteen persons got in her. They had come out and were lying beside the ship. I did not see her after the ship sank. We then searched for the store. When we reached it, two hours after I was at the after-act, the second officer at the rudder, Capt. Smith rowing the forward-act, and Fleming bailed. As we approached the shore, Capt. Smith looked for a good place to beach her, and told all hands to be ready. Then a big sea came, the boat ran sixty yards, struck a rock and broke up. The next I knew I was scrambling in the surf.

CAPTAIN SMITH'S STORY.

Capt. Smith, master of the steamer Pharsalia, who was a passenger, was seen at his home. He made the following statement: We left St. John at 11 o'clock on Friday morning. The weather was not at all bad. The sea, in fact, was very smooth to Petite Passage. I saw Capt. Harding who had been in the act of putting into Digby before reaching Petite, but about half an hour before reaching there, the weather looked a fair, with indications of the wind hauling to the northwest, and he concluded to try to reach Yarmouth. By the time we reached Cape St. Mary's it was blowing strong, but the ship made fairly good weather all through the night. The morning at 7 o'clock we were about five miles from Cape Forchu light. After finding his position, Capt. Harding decided to run for the harbor, but found it impossible to get the ship before the wind, although he used every endeavor to do so. The ship was making water, and we began to jettison cargo, after supplying several casks of kerosene oil to stow away, the water, as water continued to gain, we decided to

TAKE TO THE BOATS.

This was about 11 o'clock in the morning. After getting two boats out on the port side, we placed all the women, three in number, in the first boat, and in five minutes after the boats had been lowered, the wind shifted and the ship was down on the port side and disappeared. I saw steam escaping, but if there was an explosion of boilers I was so engrossed with my boat that I did not notice it. The fires in one boiler had been out for some time, and I put them out by rising water in the hold. There were no scenes of confusion. Everything was orderly, and there was no excitement whatever. Capt. Harding and all the officers did their duty to the last, and the last I saw of him was as he stood by the rail attending to putting a boat into the water. Capt. Harding's conduct

WAS SEAMANLIKE THROUGHOUT.

After the ship foundered we were driven to the land by the terrific gale, and landed at Pembroke, about four miles away, in a very heavy surf, our boat being broken to atoms in landing. Murphy, the second mate, and the two lady passengers were drowned. We never saw or heard of them after the sea receded. Those who were saved were thrown upon the beach, and it was only by a miracle that we escaped the fury of the other three. It was after a severe struggle that we gained a party of seven, including ourselves, and afterwards received slight injuries in landing. The last we saw of the other boat she had apparently filled with water, and we feared there is no hope of her occupants being saved. They could not have lived long enough in the surf to get to the shore. We were furnished with dry clothing, and all except the stewardess were brought to Yarmouth.

HON. W. S. FLEIDING, CANADIAN MINISTER OF FINANCE, WAS TO HAVE TAKEN

passage on the City of Monticello for Halifax, but there were a number of others waiting her at Yarmouth. Had the disaster occurred as the steamer was leaving Yarmouth, as it was at first reported it did, the loss of life would have been very much greater.

NINETEEN BODIES WASHED ASHORE.

YARMOUTH, N. S., Nov. 11.—From Pembroke to Chaboque Point, a distance of ten miles, the bodies of the City of Monticello and her cargo. In the vicinity of Chaboque and Hilton's Beach there is scarcely a foot not covered with wreckage of boats. The superstructure was reduced to mere matchwood. Pieces of furniture, oil casks, broken packages of goods, life belts and buoys and other evidences of the appalling disaster are scattered everywhere. Fifteen bodies, now lying in a shallow cove near Riverville, had not yet been recovered. Their names are: Chief Steward Hopkins, Second Engineer Poole, A. E. S. Eldridge, Rupert Olive, J. C. Frapp, traveller for D. Magee's Sons, St. John; Baggage Master Wilson, Swen Johnson, Levi Nickerson, Robert Nickerson, Wynne Vanenburg, Austin Wickens, James Cole, John E. Whittemore and two unidentified. All of them bear evidences of having been

FEARFULLY BATTERED.

some of their faces are cut and all are badly swelled and disfigured. Men on the lookout along the beach at five o'clock this morning espied a zinc life-boat in the surf. They found it badly battered, with two thole pins, one broken off. Beside it, within a few yards, lay four bodies, those of Eldridge, Poole, Frapp and a seaman. All had life belts. On the rocks were blood stains. Eleven others were found in groups in a space of half a mile, and there were blood stains on the life belts picked up on the beach. Ox drags were driven down and drew out bodies to the shore. Undertakers removed them to the hall, where friends identified the remains. Sad scenes ensued. Two wore watches, one stopped at 12.45, the other at 1.25. These men evidently came ashore in the life-boat, which was the last to be launched in the first boat, which landed at Pembroke, thought had swamped. They were probably killed

when the boat struck the rocks, as the sea was running mountains high. A strange circumstance is that the bodies of men from the wrecked ship Peter Stewart, came ashore at a spot on the beach 100 one hundred yards from where the Monticello's boat was found. This was in the month of July, and half died before reaching the shore. On this account many believe the men were dead before they struck.

This other commander was O. W. Coleman of Levy Brothers, Co. of Hamilton, Ont. He was on his Christmas trip and had trunks containing jewelry samples to the value of \$8,000. One trunk thought to be his, has come ashore. James Bain, thought to have been aboard, missed the boat. St. John by twenty minutes. It is a strange thing that a week ago Purser Hilton, after a very rough trip from Halifax, jokingly remarked to some friends: "Oh, yes, there will be another Portland disaster here before long." The parallel is almost complete.

ANOTHER PORTLAND DISASTER.

Here before long." The parallel is almost complete. Capt. Harding's body was found at noon in Pinckney's Point dressed in an overcoat, with rubber boots. He had a life belt. His face was slightly bruised. The bodies of Elsie Macdonald and First Officer Murphy were recovered at Sandford at one o'clock. The girl's name was the boat of St. John by twenty minutes. It is a strange thing that a week ago Purser Hilton, after a very rough trip from Halifax, jokingly remarked to some friends: "Oh, yes, there will be another Portland disaster here before long." The parallel is almost complete.

RUPERT EATON OLIVE.

Rupert Eaton Olive, the purser of the D. A. R. steamer Prince Edward, was the only son of Isaac J. Olive, inspector of bulis, of this city. He was about 27 years of age and had been in the employ of the D. A. R. about a year and a half. He was a capable and industrious young man, who was well known to the travelling public. Mr. Olive left a widow, a daughter of A. N. Shaw of the north end, to whom he was married but a few months since. He spent a couple of days in St. John visiting his home, and was on his way to Yarmouth to rejoin his ship. Inspector Olive received a despatch yesterday afternoon from N. A. Wyman, a relative at Yarmouth, stating that his son's body had been taken to his home and would be sent here by the Prince Rupert today.

ODDUR W. COLEMAN.

Odður W. Coleman was a son of the late Rev. W. A. Coleman of Albert Co. Mr. Coleman left a wife and two children, a son aged five years, and a daughter about two months old. His home was in Moncton, where his brother, Dr. H. H. Coleman, practices his profession. Mr. Coleman travelled for Levy Brothers, the Hamilton, Ont. Jewellery firm. His samples were very valuable and he had them on the Monticello. LeBaron and A. D. Coleman of the American Express Company here are cousins of the deceased.

JOHN C. FRIPP.

John C. Fripp was a son of J. M. Fripp of Woodstock, and about 27 years old. He had been on the road for D. Magee's Sons for about nine months. Before that time he had been employed with Hay & Son, Woodstock. Everybody liked him. He was a tall, well-developed, industrious and good salesman. Mr. Fripp had come home to vote, and was on his way back to his district in Nova Scotia.

JOHN RICHMOND.

John Richmond represented a large Quebec boot and shoe firm, and was very well known throughout the province. He was an Englishman by birth and resided at Sussex, having married Miss McKay, daughter of Capt. McKay, who ran the Intercolonial Hotel for many years. Mr. Richmond was about 50 years of age. He went on board the steamer Thursday night and slept on her, expecting that she would sail at an early hour in the morning.

JOHN BURKE.

John Burke, a fireman of the ill-fated boat, was the son of a French widow, who lives in a tenement on North street. He was 26 years of age and the only support of his mother, whose grief at his sorrowful death is rendered greater by the fact that he is the youngest of a family of six, all of whom are dead. Mr. Burke previously resided on Main street. Her husband has been dead twenty years.

MISS MACDONALD.

Miss Elsie Macdonald of Yarmouth was a niece of Mrs. John Lowrie and had been visiting here for about a month. She was about 16 years of age.

MISS LAWRENCE.

Miss Lawrence was a colored girl of about 20 years of age, who formerly belonged to Yarmouth, and was on her way to her old home to visit her father, who is ill. She was a domestic in Mr. McLaughlin's house, at 48 Cliff street.

CAPT. SMITH, ONE OF THE SURVIVORS,

is the commander of the Battle line str. Pharsalia, now at this port. He was on his way to his home near Yarmouth to visit his family. W. A. Cathers and Oscar White of this city intended to take passage by the Monticello, but abandoned the idea at the last moment.

Mr. Crowell, the agent here of the Yarmouth Steamship Company, was seen by a Sun reporter late yesterday. He said the Monticello had a full cargo of general goods, about 20 carloads in all. The principal shippers were Geo. S. deForest & Sons, T. H. Estabrook, the Imperial Oil Company, T. McAvity & Sons, Deacon & Co., Manchester, Robertson & Allison, Van & Co., W. H. Thorne & Co., J. H. Kaplin & Co., W. H. Hayward, Riley & Co., O. H. Warwick, W. H. Fowler, Geo. E. Bar-

bour, the Maritime Nail Works, Hall & Fairweather and D. F. Brown & Co. There were also shipments by other parties and a lot of stuff which came from along the lines of the I. C. R. and C. P. R.

BOSTON, Nov. 11.—The steamers of the provincial lines, which remained tied up at their docks today, flew flags at half-mast in respect for the lost men of the steamer City of Monticello. Many of the officers who were lost had many friends here, both among seafaring and business men. Steward Hopkins was especially well known to the patrons of the Yarmouth line, for he sailed out of this port regularly. He was taking his brother's place during the latter's vacation. Miss Katherine P. Smith, the stewardess, who was rescued, lives in Lynn, and there her mother, two sisters and a brother rejoice in her safety. Only two years ago she was on board the steamer Empress, which sunk all hands being saved.

THE STR. CITY OF MONTICELLO.

The steamer City of Monticello (originally the City of Norfolk), which made her first appearance in St. John harbor March 19th, 1889, the day the ratayers of this city and Portland voted in favor of union, was built by Messrs. Harland & Hollingsworth of Wilmington, Delaware, in 1886, and was generally overhauled and fitted with new boilers in 1898 by the Quintard Iron Works of New York, at an expenditure of \$90,000. She was an iron steamer, with side paddles, and was schooner rigged. Her dimensions were: Length over all, 232 feet; breadth of beam, 32 feet; depth of hold, 19.9 feet. She was 478 tons gross, and had a draught of eight feet, with a speed of about 12 knots. The Monticello ran for some years on Southern routes in the United States. She was purchased in 1899 by the Bay of Fundy Steamship Co., and was by them again extensively repaired. Her hull was materially strengthened, her bottom cemented, and the vessel altered to side and out. Repairs and alterations made by the Bay of Fundy Co. cost something over \$20,000. She was commissioned for the bay service with Captain Fleming in command, Messrs. McCarty and Robertson as first and second officers, and Winslow Barton and Andrew Foster as first and second engineers. The Monticello ran about nine years on the bay route, when the business was so cut up by competition that it became unremunerative.

CAPT. FLEMING INTERVIEWED.

Capt. Robert H. Fleming, than whom no man has a better acquaintance with the ill-fated steamer, was seen by a Sun reporter at his home, Pagan place, yesterday afternoon. He seemed to be considerably affected by the accident, and spoke in terms of affection of the vessel, which he commanded for about ten years. He said the Monticello had had a long and varied career. Built by Messrs. Harland & Hollingsworth at Wilmington, Del., in 1886, she was at first put in the passenger trade in the Gulf of Mexico, and since that had called at nearly every port between the northern coast of South America and the Gaspe coast, Quebec. A better sea boat of her class was not to be found from Key West to St. John. The first few years she was in commission she had quite a reputation for speed, and indeed at the present day she could give most "side-wheelers" a hard go. The first trip she made under Capt. Fleming's command was from New York to Bermuda, where her "register" was made. On that occasion she steamed out of New York harbor in the teeth of one of the heaviest gales ever known, and which increased in violence as she neared her destination. Nevertheless, she made the trip in safety and reached Bermuda in as good condition as when she left New York. She arrived in St. John from Bermuda on March 19, 1889, and went on the route between St. John and Digby. The first few years she was in commission she had quite a reputation for speed, and indeed at the present day she could give most "side-wheelers" a hard go. The first trip she made under Capt. Fleming's command was from New York to Bermuda, where her "register" was made. On that occasion she steamed out of New York harbor in the teeth of one of the heaviest gales ever known, and which increased in violence as she neared her destination. Nevertheless, she made the trip in safety and reached Bermuda in as good condition as when she left New York. She arrived in St. John from Bermuda on March 19, 1889, and went on the route between St. John and Digby. The first few years she was in commission she had quite a reputation for speed, and indeed at the present day she could give most "side-wheelers" a hard go.

THE FIRST TRIP SHE MADE UNDER CAPT. FLEMING'S COMMAND WAS FROM NEW YORK TO BERMUDA, WHERE HER "REGISTER" WAS MADE.

On the bay service she went out in some rough weather, but never had a mishap, and she is credited with performing the only winter daily service between St. John and Digby. During the months of January and February one year, in 48 days she made 48 round trips, a record not often surpassed even by the best screw steamers. Previous to the advent of the Prince Rupert, the City of Monticello held the record for the quickest passage between St. John and Digby, viz., 3 hours and 6 minutes from what is wharf. The Rupert made this time look like a plugged nickel, but still it was a most creditable performance for a side-wheel steamer. When the Rupert came on the route the City of Monticello went to Florida for one winter.

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THE GREATEST ATTENTION WILL BE DEVOTED TO MARKSMANSHIP, AND THE ALLOWANCE OF AMMUNITION WILL BE GREATLY INCREASED.

Artillery training will also be improved. The war office is now acquiring control of large tracts of land in various parts of the country for training grounds. The first four months will be devoted to company training, including scouting, entrenching, bridging and taking cover. The second four months will be used in battalion manoeuvres, attacking and defending positions, and field firing. Two months will be given to grand manoeuvres on a war scale. The remaining two months of the first year will be occupied by furloughs. The greatest attention will be devoted to marksmanship, and the allowance of ammunition will be greatly increased. Artillery training will also be improved. The war office is now acquiring control of large tracts of land in various parts of the country for training grounds.

where she was the passenger and freight trade, and soon became a very popular craft.

In January, 1898, after being laid up in Marble Cove for several months, she was sold at auction by the bondholders of the Bay of Fundy S. S. Co. The late Geo. F. Baird became the purchaser. She then ran between Gaspe, Que., and North Shore ports for a season, but was afterwards sold to the Yarmouth S. S. Co., to replace the steamer Empress, which was lost on the South Shore route very soon after she made her maiden trip.

The Monticello passed through the great storm in which the Portland was lost, being on her way at the time from Dalhousie to St. John. On the service between St. John, Yarmouth and Halifax the Monticello was in a fair way to add another record to her already long list, when the deplorable accident of Saturday put an end to her steamboat career. If honorable service medals could be given to steamboats, the Monticello would be covered with them from stem to stern, for few boats have a record so equal hers.

Capt. Fleming concluded by saying the City of Monticello was the best boat of her kind ever on the Bay of Fundy. She was roomy, had good accommodation, and as a sea boat could not be surpassed. He had no theory to offer as to the accident, and, in fact, declined to discuss it.

CHINA SITUATION.

Russia Handing Over the Pekin Railway to Count Von Waldersee. Serious Outbreak of Boxers Reported South of Pao Ting Fu—What the Trouble Cost Germany.

TIENTSIN, Nov. 3.—As a result of the British negotiations to the St. Petersburg government, Russia is officially handing over the railway to Pekin to Count Von Waldersee, who will give it up to the British owners. Belgium has also annexed land for a foreign settlement.

PEKIN, Nov. 10.—Li Hung Chang has received a note from Emperor Kwang Su declining to accede to the demand for the punishment of Tang Pu Hsiang, and consenting only to the banishment of Yu Hsien. The note has not yet been formally communicated to the minister.

PARIS, Nov. 10.—Gen. Bailled, commanding the French forces in China, announces in a despatch received here today that a serious outbreak in the Boxer movement is reported south of Pao Ting Fu. He reports that the French troops at the advanced village on Oct. 30 and drove out the Boxers, despite the latter's artillery. The French troops were killed and several wounded.

PEKING, Nov. 9.—Although the ministers affirm that their meeting was perfectly harmonious, they practically agreed upon all the questions considered they have not yet placed the beyond the most elementary stages. The question of indemnity, for instance, was not even discussed. It is of great magnitude that they were desirous of putting off its consideration as long as possible and then negotiations are likely to be greatly protracted before anything will be ready to present to the Chinese plenipotentiaries. The present desire of the ministers is to contract a preliminary treaty acknowledging a few purchases as indemnity and the security for the future of lives.

ARMY REFORM.

LONDON, Nov. 12.—According to the Daily Mail, a scheme of army reform of a very sweeping character will come into operation early next fall.

"The scheme," says the Daily Mail, "will make the British private a trained soldier. Instead of a system giving the recruit mainly a housemaid's work, and allowing no more than six weeks of military training, he will in future get ten months of scientific drilling. All fatigue and orderly duties being performed by a special corps of time expired men.

"The first four months will be devoted to company training, including scouting, entrenching, bridging and taking cover. The second four months will be used in battalion manoeuvres, attacking and defending positions, and field firing. Two months will be given to grand manoeuvres on a war scale. The remaining two months of the first year will be occupied by furloughs. The greatest attention will be devoted to marksmanship, and the allowance of ammunition will be greatly increased. Artillery training will also be improved. The war office is now acquiring control of large tracts of land in various parts of the country for training grounds.

buy your Shovels, from Main St.

WEDDING BELLS. Morning at 6 o'clock, Acy adopted son of Duncombe...

John Boyd, Pennfield the victim occurred off Yarmouth on Saturday afternoon...

Benham, David, Yarmouth, deck hand, aged 21, single. Burke, John, St. John, aged 26, fireman.

Conservative, Liberal. 38 12 7 15 2 3 2 2 30 49

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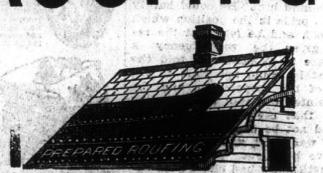
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ROOFING.

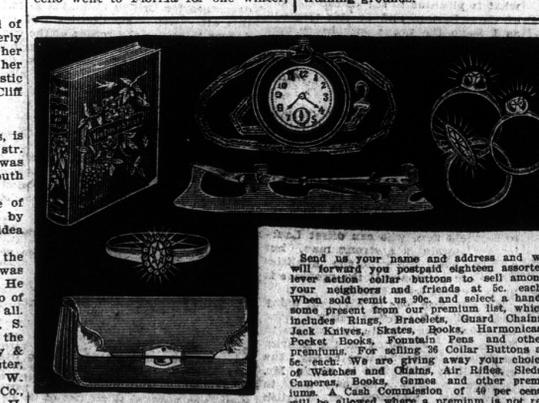
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