The Claims of the City Ably Presented.

Mayor White and Prominent Citizens Place Port's Position Before the Transportation Commission—Will Meet Again This Morning.

The commission appointed by the Dominion government to investigate transportation matters affecting the Dominion at large, opened their first cour of inquiry Saturday a.m. Despite the severity of the weather the Board of Trade rooms, in which the commissioners while in the city will meet, were crowded and those present were composed by no means wholly of the members of the board of trade. The city government was represented by Mayor White and Aldermen Robinson, Macrae Maxwell and Baxter.

D. J. McLaughlin, president of the Board of Trade, introduced the mem-bers of the transportation commission with a few felicitous remarks. It was a very great pleasure to him, he said, to be able to announce the arrival in this city of the gentlemen who consti-tute this royal commission, and he believed that it would be the endeavor of every patriotic citizen to give to them all the information in his power. Mr. McLaughlin then moved that the

or White, which was unanimously car-The mayor on taking the chair said that the present was among the very many pleasant duties which he has been called upon to fulfill since his occupancy of the position of mayon if indeed it were not the most pleasant one during that period. The people of St. John have always been ambicious that their city should be recognized as the natural deep water

WINTER PORT OF THE DOMINION. A great deal has been written and spoken on the subject, but it seemed to have all been unavailing in bringing to the attention of the dominion government a proper recognition of the city's just claims. It was undoubtedly the opinion of everyone having at heart the welfare of the City of St. John, that the transportation commission has been constituted to consider not only questions affecting the dominion itself, but questions as well affecting more intimately the interests of St. John. The ion would only be carrying out its duty by taking into consideration, this port going to other places. matters directly touching the welfare referred to the ports of the New of this port, for it must be evident to all fair-minded people that what would directly benefit St. John must indirectly redound to the dominion at large. It was therefore, continued his worship, with special gratification that he and others found these gentlemen here, and that they were to commence their labors in this city.

The mayor then introduced the gentlemen of the transportation commission, who were heartily received by all

Mr. John Bertram, the chairman of commission, first responded. He said it would be quite unnecessary to do more than express his very warm pleasure at such a kindly reception. His colleague, Mr. Reford, would read the instructions under which the commission was acting and explain their scope,

Continuing, Mr. Bertram said that they were here strictly to attend to business and had every confidence in the John in supplying them with all necessary information. They would therereceive the opinions of others.

Mr. Reford, before reading the ingentlemen present for their friendly welcome the members of the commismanifestations. As Mr. Bertram, the sion in St. John. The different reports chairman, had said, they were here to on the table would give them the figwork and he would therefore waste lit- ures showing the great increase in the tle time with words. The instructions export business, and that it was limwhich he was about to read were from, ited only by the want of wharf acthe government of Canada, and he was sure that their businesslike brevity and ing to permit two steamers to leave comprehensiveness would commend them to all. It would be seen, he said, And other steamers have been kept in that there was no question that the the harbor waiting for berths. It is of Canada were. He believed that ten or fifteen days if the government now, somewhat tardily, the people of are going to do the dredging or not. the old country were beginning to recognize that in Canada were the makings of one of

THE GREATEST NATIONS ON GOD'S EARTH.

It had been neglected unduly in the past. Canada had been regarded as a cil and Board of Trade statements in land of frozen swamp, and only lately detail of all the requirements asked has a better opinion become to be entertained. There could be no doubt that the immigration and capital which have hitherto flowed through the United States could be deflected into Can-

"Canada," he said, "lies half way between the markets of the east and the workshops of Europe. Why not then endeavor to make Canada the highway of traffic between these two points. The United States are exerting themselves strenuously to secure the entirety of this intermediary traffic, and, indeed, at the present time enjoy the bulk of Canada is fitted as regards climate to hold this position, and probably her only deficiency is in her means of transportation. Thus you can easily see the object of the present commission. It is meant to ascertain what can be done in the way of building up Canadian transportation facilities and of overcoming existing obstacles. It is an undertaking in which I believe every patriotic Canadian would give a helpful hand."

Mr. Reford then read the commission's instructions. After he had concluded reading, he said he hoped and believed that he and his colleagues would do justice to such a magnificent

scheme. Edward C. Fry, the third member of the commission, then made a short address. As regarded the warm reception years ago by a cabinet minister when that he could only endorse what had started. The steamers now coming already been said by his colleagues. here are nearly 500 feet long, and it is

ness and was naturally interested in Schofield stated that the city had re-ST. JOHN'S NEEDS. any Canadian port's shipping facilities.
Through the kindness of Mr. McLaughlin he and his colleagues were shown yesterday afternoon the facilities at pressed with them, and believed

THAT THEY MUST INCREASE with the development of this port. He and his colleagues were here not for the purpose of speech-making, but for the purpose of ascertaining this port's eight or ten years. He thought that requirements. They therefore were open to all information bearing on the subject, and the more and fuller the information the more thorough will be the about \$32,000 a year in taxes for the report they are to make to the gov-Mayor White then vacated the chair

in favor of Mr. Bertram. The mayor was the first to address the commission. He said that in approaching this subject he was free to confess that the difficulties were great and many. It was not so much a question as to what he should say, as it was a question as to what he should terminal accommodation for some of not say in short how he might as them, and should take this with the not say-in short how he might approach the subject in an acceptable and businesslike way. He would therefore discuss the essential requirements of this port and leave out all unnecessary tiresome details.

It was no new subject, the mayor said. He outlined the events that have led up to

THE DEVELOPMENT OF THIS PORT

showed how it stantially due to the personal citizens. efforts The mayor dwelt on the advantages of this port, showing that in both winter and summer it is accessible to all sizes of sailing craft. Unlike a good many other places, the people of St. John have relied solely upon themselves and gone unassisted about the development of their port. They have shown themselves an example to other cities in Canada and it was in no egotism that he said this.

The mayor referred to the circumstances surrounding the building of the elevator on the West Side and the development of the wharfage facilities. This was all done by the people of St. John, from which so far they have reaped no revenue. The people of this city have come to the end of their means and now they must rely upon the assistance of the government, to which they are in all justice entitled. The mayor then

SHOWED WHAT THE CITY DESIR-ED

the government to do: To dredge that part of the harbor lying to the north of the present facilities as a step preparatery to the erection of new wharves. Increased wharfage accommodation is the present great need of this city and without it the development of the port must be retarded. The cost of this dredging could not be a matter for objection. A quarter of a million of dollars would do all that the city required. The mayor then demonstrated to the commission how expensive

wharf building was in St. John. Immediate steps were necessary, the mayor said, to prevent the business of He referred to the ports of the New England States and not to Halifax, between which port and St. John there should only exist friendly rivalry. It the government properly developed the ports of Canada there would be more than enough business

FOR BOTH HALIFAX AND ST.

JOHN. The commission had come here for business and this was business, said the mayor. Our limit is in wharfage accommodation and this must be re When once remedied it would not only benefit St. John, but it would redound generally to the benefit of the dominion. If the commission would recommend this to the government, he believed it would be doing its duty so far as St. John is concerned. His

worship did not think it too late to have it done in time for next winter. His worship concluded by saying that friendly assistance of the people of St. | this was the solution of the transportation question so far as St. John was concerned. He promised to lay before fore refrain from the expression of the commission a copy of the papers opinion themselves, but were open to concerning the city's agreement with

the C. P. R. D. J. McLaughlin, president of the structions, thanked the mayor and the Board of Trade, said he was glad to commodation. It was very humiliat-St. John this season for need of it. government of Canada was endeavor- of vital importance, as shown to Hon. ing faithfully to learn what the wants Mr. Fielding, that we should know in Mr. McLaughlin said that there was

In reply to a question by Mr. Fry no difficulty in one or more new railways entering the city on either the The chairman stated that the com

east or west side. mission would require from the Coun-

for. S. Schofiled was next called upon by Mayor White. He stated that each speaker must express his opinions as an individual, and quoted from a letter written by him to a city newspaper on Dec. 6th, 1889, asking for very much the same accommodations as nov in use at West St. John. The editor of the paper, on the same day, in referring to his letter, intimated that any person having such ideas showed a great want of intelligence if he though St. John could compete with U. S. ports for this through business. Mr. Schofield stated that in 1985-6 we loaded 22 steamers with 50,892 tons of freight, and showed the following increases yearly: 1896-7, 81 per cent. 1897-8, 9 per cent.; 1898-9, 24 per cent.; 1899-1900, 22 per cent.; 1900-1, 38 per cent.; 1901-2, 49 per cent., showing a total average increase in the sever years of 67 per cent. He also stated that this year steamers had been sever to fifteen days in loading, when six days should be the limit, and urged that the new wharves should be dertaken at once. Mr. Schofield said one of the important matters which should be at once commenced was the widening and straightening of the channel inside of Partridge Island. This work had been promised some they had received in this city, he said in St. John, but has not yet been This was his first visit to St. John. He not easy to bring them in safely in himself was in active shipping busi- our strong tides and currents, Mr.

ceived assistance in making the facili-ties at Sand Point, \$56,500 from the Canadian Pacific Railway, \$2,500 a year from the previncial government, west St. John. He was greatly im- and dredging by the dominion government. The city has expended about \$800,000 and gets no revenue, but of ourse pays interest on the outlay. The speaker did not quite agree with the mayer in his statement that the proposed four berths would suffice for that still mere accommedation would be needed. The city is now paying through expert business, and he considered that this should be carried by the dominion government, as it is a

> others. The chairman said that it would be a change in the government's policy, but Quebec was quoted as an instance. Mr. Schooleid remarked that we could do the same as Quebec, borrow the money from the government and never

national work. He would prefer that

the city retain control of its property,

but this was a matter which could b

arranged. The government has built canals and new abelished the tolls,

given aid to all railways and provided

pay any interest. Mr. Schefield hoped that the commission would make an immediate report, as even now some of the steamship owners are considering the advisability of reducing the sailings of some of their steamers owing to the delay they are meeting in this harbor. The chairman said if it was considered desirable they would hold a meeting in the afternoon. The mayor suggested that a public meeting should be held on Monday, so that any citizen having a desire to speak on this great question of transportation should have

an opportunity of doing so. George Robertson said in his opinien the citizens should have an opportunity of meeting the Royal Commission, that the members may be given some information on other than local matters, as it is a great national ques-

The meeting was then adjourned by the chairman till 10 o'clock Monday morning, and the press representatives were requested to state that the public are cordially invited to attend.

PATENT REPORT.

Following is a list of patents recently granted by the Canadian and American governments, secured through the agency of Marion & Marion, patent atterneys, Montreal, Canada, and Washington, D. C.: Canada.

84,107-Robert Oliver, Portage la Prairie, Man., shocking machine. 84,144-Hormidas Hamel, Granby, Que., cattle guard.

84,150-H. & S. Fox, Temple, N. B. tongue support.
84,212—Ls. A. Melanson, Church Point, B., auxiliary thill coupling.

United States. 744,298-Geo. G. Corbet, Fairville, N. B., cuff holder. 745,049-Auguste Gamache, Columbus, phio, telephone transmitter support 745,405-Joseph Raoul Marcotte, Mont.

real, Que., paint brush. HOPEWELL CAPE.

HOPEWELL CAPE, Albert Co., Jan. 9.—A representative meeting of citizens interested in the development of the resources of the shiretown of Albert Co., met in the public hall here this evening. Willis C. Newcomb was elected to the chair and E. E. Peck acted as secretary. Interesting speeches were made by a large number of those present, and it was unanimously agreed that immediate steps should be taken in the direction of securing direct railway communication from Lower Cape through via a route along the river front to connect at or near Hillsboro station with the Salisbury and Harvey fine. A great deal of information was secured in reference to the surveys made at the time of the building of

the Albert railway along the route of the proposed line. A mass meeting of the citizens of Lower and Upper Capes, Lower Hillsborough, Edgett's Landing and Surrey will be called at once to arrange for a further survey if thought necessary to ascertain the cost of right of way, to confer with the board of trade of Moncton, to confer with our represen tatives in the local and federal parliaments in reference to subsidies and generally to actively promote the enterprise. The following strong committee was appointed to act at once in the way of preparing for the mass meeting and to endeavor to interest all citizens along the proposed line and elsewhere in the undertaking: Capt. A. W. Burns, Chair.; Sheriff Lynds, Capt. B. T. Carter, Chas. Ayer, W. D. Bennett, W. C. Newcomb, C. M. Pve. Capt. J. J. Christopher, Chas. Hawkes, Capt. Chas. Bishop, J. A. Tingley.

FORGIVEN.

Gladys-Edith says you are only making love to me out of revenge because she refused you. Rupert-Pray tell her for me that revenge is so sweet I've forgiven the injury.

WANTED-A case of Headache that KUMFORT Powders will not cure in from ten to twenty minutes.

DEATHS.

AIRD-At the residence of W. Greig, 35 Germain street, on Saturday, 9th inst, Mrs. Jennie Aird, aged fifty years. Burial at Toronto, Service at the house on Monday afternoon at half-past four o'clock. No flowers by request. BABBITT-At Boston, Jan. 6, John Valentine Babbitt, fourth son of Mr. and Mrs. Geo. N. Babbitt, of Fredericton, N. B.

LAMB-At Perry's Point, Kings Co., on Jan 2nd, after a lingering illness, Eliza, wife of Joseph Lamb, in the 80th year of her age, leaving a husband, five sons and two daughters to mourn their loss. McLAUGHLIN-In this city, on Jan. 9th,

Mary, wife of Wm. McLaughlin. REID On Monday, January 11th. Robert Kenneth Pender, only child of J. McMurray and the late Mrs. Reid, aged 3 years and 3 months. REICKER-At Shannon, Queens Co., on

Jan. 5th, Joseph Reicker, aged 66 years, leaving a wife and four sons and seven daughters and a number of friends to mourn their sad loss. (Boston papers please copy). WOODWORTH-At St. John West, on Jan.

9th, Susan, beloved wife of Edward C.

Woodworth, in the 64th year of her age,

SHIP NEWS

PORT OF ST. JOHN.

Arrived. Jan 8-Coastwise-Barges No 1, 459, Nickerson, and No 2, 432, Salter, from Parrisboro, and cld; soh E M Oliver, 13, Harkins, from fishing, and cld.

Jan 9-Sch Meravia, 98, Creaser, from Pence, FR, Baird and Peters, melasea.

Jan 11-Bir Monteagle, 3492, Parry, from Avosmouth. OFR, general.

Str Manchester Trader, 2138, Linton, from Manchester via Halifax, Wm Thomson and Co. general. le, general. Sch Meravia, 99, Creaser, from Ponce, PR, BCB Mersus, v., J W States, molasses. Coastwise—Seb Clara A Benson, 57, Brown, from fishing, 25,000 dbs fresh fish; sob Emily, 59, Morris, from Advocate Harbor, and cld. Cleared.

Jan 8-Str Manchester City, Forrest, for Manchester. Coastwise-Sch Abana, McDoneugh, for St Martins; tug Flushing, Farris, for Parrs-Jan 9-Str Mount Temple, Forster, for Leaden and Antwerp, C F R Str Lake Champlain, Stewart, for Liver-Jan 11—Str Manchester Trader, Linton, for Philadelphia, Wm Thomson and Co. Sailed. Jan 16-Str Manchester City, Forrest, for

DOMESTIC PORTS.

Arrived HALIFAX, Jan 9-Ard, strs Minia, (cable) em sea; Beta, from Jamaica, Turks Island and Bermuda. Cld, strs Eres, for New York; Ocamo, for Rermiids West Indies and Deinerara. Sailed, strs St John City, for London; Manchester Trader, for St John HALIFAX, Jan 10-Ard, str Halifax, from

Sld, str Eros, Rentz, for New York. BRITISH PORTS.

Arrived. Arrives.

At Barbados, Dec 24, str Oruro, Seeley, from St John, NB, and Hallfax via Bermuda and \$1 Lucia (and shd fer Trinidad and Demerara). brig Dixon Rice, Belleveau, from Weymeuth, NS (with less of fore and main topmasts); 25th, schs Lelifa A, Smith, from Liverpool, NS; Mauna Los, Gerhardt, from St Johns, NF; Nellie Louise, Ronkey, from Cayenne; 26th, schs Helen Shafner, Saunders, from Mahone Bay; Eduardo, Coffin, from Hallfax; George R Alston, Chapman, from de; 21th, str Orinoco, Bale, from Demerara via St Vincent, WI, for Hallfax via ports; sch Mercedes, Comeau, from Belleveeu Cove. Kingston, Dec 27, str Beta, Hopkins, Halifax via Bermuda and Turks Is-

At Jersey, Jan 5, sch Hibernica, Noel, from Gaspe.

At Port Spain, Dec 9, schs Lillie, Davis, from Wilmington, NC; 10th, Fred H Gibson, McLennon, from Fernandina; G S Troop, Pentz, from La Have, NS; 14th, Grace Darling, Dauphine, from Alberton P At Liverpool, Jan 8, in the Mersey, bark Remance, from Dalhousie.
PRAWLE POINT, Jan 9—Passed, str Evangeline, from Halifax, for bondon.

BRISTOL, Jan 9-Sld, str Montfort, for St Jehn, NB INISTRAHULL, Jan 9-Passed str Unique, from Sydney, CB, for Glasgow. BARRY, Jan 10-Ard, str Mantinea, 1'ye, from Fleetwood. At Demerara, Jan 2, sch Arctic, Anderson,

from Charlottetown, PEI.
At Newcastle, NSW, Jan 8, ship Norwood, Howe, from Manila. Salled.

From Fleetwood, Jan 8, str Mantinea, Pye, for Cardiff.
From Port Spain, Dec 15, sch G S Troop,
Pentz, for Baracoa; str Orinoco, Bale, from
Halifax, for Demerara.
From Barbados, Dec 30, bark Plymouth,
Fieldon, for St John.
From Moville, Jan 8, str Sicilian, Fairfull,
from Ldverpool, for Halifax and St John, N
B, (not as before).

FOREIGN PORTS

Arrived. At New York, Jan 6, str Picqua, Felkins At New York, Jan 6, str Picqua, Felkins, from Trieste.
At Portland, Me, Jan 8, strs St Croix, from St John, NB; Englishman, from Liverpool; schs Geneva, from Boston, to load lumber for Buenos Ayres; W H Huntley, from St John, NB; Ravola, from St John, for New York.
At Brunswick, Ga, Jan 7, sch Harry W Lewis, Dukeshire, from Havana.
At Delaware Breakwater, Jan 7, sch F B Wade, from Baracqa, for Philidelphia.
At Santiago, Jan 8, str Pydna, Crossley, from St Thomas.

At Santiago, Jan 8, str Fydna, Crossley, from St Thomas.

At New York, Jan 7, sch Maple Leaf, Areaburg, from Stenfuegos.

At Vineyard Haven, Mass, Jan 7, sch Ruth Robinson, from Norfolk, for Beverly.

At Stonington, Jan 1, sch Ravola, Forsyth, from St Martins Bay.

PERNAMBUCO, Dec 15—Ard, sch Wystey, from St John's, Nfld; 20th, brig Devonia,

from St John's, Nfld; 24th, bark Helen Isa bel, from do. Slå, str Halifax, for Halifax, NS. BUENOS AYRES, Dec 15-Ard, bark Alert, from Digby, NS. HYANNIS, Mass, Jan 10-Sld, sch Eben H King, for Eastport.

BALTIMORE, Jan 10-Ard, str Lord Ive agh, from Cardiff via Halifax. CITY ISLAND, NY, Jan 10-Bound south sch Acacia, from Jordan Bay, NS. NEW YORK, Jan 10-Ard, strs New York, rom Southampton; Umbria, from Livergool Sld, bark J E Graham, for Buenos Ayres schs Ira D Sturgis, for Virginia; Ophir, for

St Croix, DWI. NEW LONDON, Conn, Jan 9-Ard, sch La ronia, from Port Greville. BOSTON, Jan 9-Ard, str Catalone, from Louisburg, CB; sch Aldine, from Souris, P

BOSTON, Jan 10-Ard, strs Romanic, from Liverpool; Kansas, from do; Oxonian, from Antwerp; Saxon King, from Rotterdam; Cape Breton, from Louisburg, CB.

Sld, strs Bostonian, for Manchester, Eng; Sarmatian, for Glasgow. VINEYARD HAVEN, Mass, Jan 10-Sld, sch Clifford I White, from Port Liberty, for Rockland. Passed, sch Hilda C, from New York, for

Nova Scotia. CHARLESTON, Jan 10-Ard, str Nemea, Shaw, from Bremen.

PORTLAND, Me. Jan 10-Ard, strs Bonavista, from Sydney, CB. Sld, strs Iona, for London; also the fleet of coasters. At Havre, Jan 8, ship Savona, Faulkner

from New York.
At Gulfport, Miss, Jan 7, bark D H Mor-ris, Hansen, from Delagoa Bay via Bar-baéos; sch Albert D Mills, Snew, from Havans.

At Rosarle, Dec 14, ship Timandra, Kierstead, from Boston via Buenos Ayres.

At Marcus Hoek, Jan 9, sch F B Wade,
Parks, from Baracoa, for Philadelphia.

Cleared.

At Boston, Jan 6, sch Ella and Jennie, Ingalis, for Grand Harbor, Grand Manan.
At New Yerk, Jan 7, bark J B Graham, Sanford, for Buenes Ayres; schs Ophir, Colbeth, for St Croix, DWI; Britannia, Nickerson, fer Port Reading.
At Mobile, Jan 6, sch Boniform, Clarke, for Belise. for Belize. At New York, Jan 8, bark Landskrona, Starratt, for Rosarie; 8th, bktn G B Locknart, Slendar, for Curaces.
At Brunswick, Jan 9, str Daltonhall, Gorden, for Liverpool and Manchester.
At Negfelk, Jan 8, sch Earl of Aberdeen, for Halfax, and sld 8th.
At Jacksonville, Jan 8, sch Foster Rice, Brinton, for St George, BWI.

From Rosario, Dec 9, bark Saranac, Porter, or New York.
From St Vincent, Dec 12, bark Charles E Lefurgey, Olsen, from Barry for Port Eliza-From Pensaleca, Jan 7, str Zanzibar, From Pensaleca, Jan 7, str Zanzioar, Leary, for Amsterdam. From Gulfport, Jan 7, sch Advent, Lent, for Kingston, Ja. From Nuevitas, Jan 4, bark Strathisia, Mc-Cully, for New York. leaving a husband, son and daughter to

Sailed.

From Brunswick, Ga, Jan 8, sehs B femans, Atkinson, for Santa Cruz de Palma.
From New York, Jan 9, brig Venturer, for San Andreas and Bluefields.

ignizeuse patrel beats have peen unable to reach the lower bay on account of the present joe cenditions. Outward bound verseis should protected with eautien, as the state of beyrage is not known.

BOSTON, Jan 6-Str H F Dimock, from New York, reports Stoneherse nun buoy, half way between Handkerobief and Cross Rip, having dregged from its position by ice.

les. Grand designs from its position by the control of the control Manchester.
Str Mount Temple, Forster, for Halifax, London and Antwerp.

Str Lake Champiain, Stewart, for Liverpoel.

Both bueys will be replaced as soon as practicable.

NEW YORK, Jan 7—The inspector of the Third Lighthouse district has lasted the following notices:

On Jan 4, 1904, the seuth end Dutch Island (No. 1 spar) buey, marking submerged rocks off south end of Dutch Island, was carried away by ice. This buey will be replaced a season as practicable.

NEW YORK, Jan 8-The Lighthouse Board gives netice that on Jan 7, 1804. Throg's Neck (red spar) buoy, marking the edge of the shoel making out from Throg's Neck, New Yerk, entrance to East River, was carried away by the ice. This buoy will be replaced as soon as practicable.

The Lighthouse Board also gives notice that, on Jan 7, 1804, the West Flats buoy, marking the entrance of dredged channel, bridgemort Harbor was carried away by the Bridgeport Harbor, was catried away by thice. This budy will be replaced as soon a

ice. This buby will be replaced as soen as practicable.

BOSTON, Jan 8-A bell buoy has been placed in 42 feet of water at mean low water, 125 feet NNB from the bow of sunkenstr Kiowa. The following are approximate bearings: Harding's Ledge spindle, S by 1876 Point Allerton Bar beacon, WSW1/2W, and Roston light, NW by W5-18W.

PORTLAND, Me, Jan 7-Fairway bell buoy is reported adult from Funt Coat. and Roston light, NW by W5-16W.
PORTLAND, Me, Jan 7-Fairway bell buoy is reported adrift from Burnt Coat Harbor, Me. Second class nun buoy known as Perkins Island South Ledge buey, and second class bloy known as Perkins Island North Ledge buoy No 1, are both out of position; the former adrift and the latter 500 yards north of its proper position in Kennebec River. They will be placed in position as soon as practicable. position as soon as practicable.

NEW YORK, Jan 9—The Lighthouse Board
of the Third district gives notice that on
Jan 8, 1904, the Bishop Rock Shoal bell buoy, eastern passage Narragensett Bay, was carried away by ice. This buoy will be replac-

DELAWARE BREAKWATER, Del. Jan 8 -Ard, schs Fortuna, from Windsor, NS. (towed to Overfalls Lightship by British str. Manningtry, from Savannah, for Manches er, thence tug James McCauley to the

breakwater). burned at sea. There were no fatalities.

Annual Meeting of the Woodville Hall Company-News Notes.

HAMPSTEAD, Queens Co., Jan. 9 .-Woodville Union Hall Co. met in its annual meeting last Saturday night and elected the following officers for the ensuing year: D. C. Slipp, James irectors; S. M. Hamm, president; C. H. Wasson, sec, treasurer; I. E. Vanwart, auditor; S. M. Hamm, D. C. Slipp and I. E. Vanwart were appointed a committee to look after the repairing of the hall.

Onward Lodge, No. 98, I. O. G. T., installed two members last night. Today it is snowing and blowing very hard, drifting the roads. A parish Sunday school convention for this parish will be held in the F.

B. Church at New Jerusalem on the be present.

safe, D. Ferguson, who has a crew in lost one of his most valuable horses.

who is dangerously ill. Mr. and Mrs. Blenkhorn, their family except Mrs. Chisholm of Oxford, spent Christmas with Mr. and Mrs. Bradshaw.

eyesight and has gone to the States in hopes treatment may help him. Mrs. H. E. Lawrence returned last week from Halifax. Miss Maud Harrison has gone to Springhill to attend | will not be reduced. the high school. Miss Kate Harrison has returned to Amherst Academy. N.

with relatives. The Baptist Sunday school enjoyed a tea and Christmas tree at J. A. Canning's on New Year's night. Charles Blenkhorn, in his capacity of St. Nich-

THE OFFICE BOY'S MEMORY.

(Cleveland Leader.) nie, where's the theatre tickets I sent you after? Bennie-I forgot 'em.

paste I sent you for? Bennie-I forgot it Jack Glasscock's battin' average in

Bennie (promptly)-Three hundred and eighty-six. TO REMOVE TEMPTATION.

(Chicago Post.)

"In that case," she replied thoughtaway from me."

MEMORANDA. . In port at Boothbay Harbor, Me, Jan 7, sch Lena Maud, frem St John, NB.
Fassed in at Tatooch, Wash, Jan 6, bark
Anomie, Saiter, from San Francisco, for
Tacomia. In port at Iquique, Dec 5, ship Andors Mergan, for Delaware Breakwater.

NOTICE TO MARINERS. GEORGE, SI, NY, Jan 6-The Light-Inspector here gives notice that the source paired beats have been unable to

adrift:
Burst Coat Harbor, Me.—Fairway bell
buey, black and white perpendicular stripes,
is reported adrift. It will be replaced as
soon as practicable.
Kennebec River, Me.—Perkins Island South
Ledge buoy, No. 1, a black second class can,
has been carried by the ice 500 yards north
of ity proper position.
Both bueys will be replaced as soon as
practicable.

parried away by ice. This buoy will be replaced as soon as practicable.

On Jan 5, 1904, the Larchmoth Harbor beacon light, shown from the southerly side of the catterness to Larchmoth Harbor, northerly side of the westerly end of Leng lained Sound, was extinguished on account of inaccessibility due to ice. The light will be relighted as soon as practicable.

NEW YORK, Jan 8—The Lighthouse Board gives natice that on Jan 7, 1904. Thron's

ed as soon as practicable

LONDON, Jan 10-Advices to Lloyds from Port Stanley, Falkland Islands, state that the captain and crew of the American ship Clarence S Bennet, which sailed from Phila- mer Clallam, of the Seattle-Victoria delphia Aug 16th, and Newport News Sept | fleet, sank this morning in the Straits 22nd, last, bound to San Francisco, have ar- of Juan de Fuca, and fifty-one persons rived there and report that their vessel was

HAMPSTEAD.

26th instant. The field secretary is to steamer went down.

SOUTHAMPTON, N. S.

SOUTHAMPTON, Jan. 7 .- While undertaking to put his team across the river before the frosts had rendered it Pugsley's woods back of Westbrook, Mr. Nelson and his daughter spent Christmas in Oxford with his father,

William Pugsley of Parrsboro, a native of Westbrook, has quite lost his

F. Taylor spent the holidays in Boston of them well known. Miss Murray.

olas, was so completely disguised that his own children did not know him.

Editor-in-chief (to office boy)-Ben-

City editor-Bennie, where's that Sporting editor-Bennie, what was

1888?

The doctor looked solemn "You must keep quiet," he said, talk as little as possible and under no circumstances speak above a whisper."

900 DROPE For Infants and Children The Kind You Have Always Bought Averente Preparation for Asinflating the root and Regula-Bears the INTENSIS CHILDREN Signature Promotes Digestion, Cheerfulness and Rest Contains neither Opnim Morphine nor Mineral NOT NARCOTIC. Prime of Old II SAMUEL PITCHER Pumpkin Sad-

Aperiect Remedy for Constitution, Sour Stomach, Diarrhoca

Worms, Convulsions, Feverish-

Chat Hetcher,

ness and Loss of SLEEP.

Fac Simile Signature of

NEW YORK.

At 6 month wold

Busis Busis

FXACT COPY OF WRAPPER

Steamer Founders Near Victoria, B. G.

Not a Woman or Child on Board Escaped—Maritime

SEATTLE, Wash., Jan. 9.-The steawere drowned.

It all occurred within three miles of where he lived the greater part of his the shore, but owing to the deadly seas life before going west. that were running it was impossible to carry the passengers ashore in boats. The attempt was different times made with the result that those who were in the boats went down in sight of their friends on the steamer. Every woman and child aboard the Clallam perish- House at Burton Tuesday

ed. The Clallam was a small though staunch steamer, and was in sight of members were in their places Hastings, S. M. Hamm, I. E. Vanwart, her destination when overwhelmed by a huge sea. The water swept her deck and flooded her hold. The first great wave carried many to their death | that there was an irregularity in and from that time till the foundering of the steamer those on board disappeared one by one. Those who had ventured out in boats had all been swamped and some forty persons remained alive on the steamer.

Heroic efforts were made to save those on board, and two tugs succeeded in taking away thirty-six before the As soon as it was learned at Victoria that the Clallam was in a dangerous

position a fleet of swift tugs was dispatched to her assistance. Only two succeeded in reaching the foundering for thirty years. He and George steamer and were just in time to save thirty-six of those on board. The bodies of several of the Clallam victims have been recovered. VANCOUVER, B. C., Jan. 11.-Str. Hamlin returned to port last evening from a cruise along the islands out-

lying the scene of the disaster to the steamer Classam, undertaken in the Geo. Armstrong; Northfield - J forlorn hope that one of the ship's Barnes, Wm. Eagars; Lincoln-Abr boats not seen to be capsized when Smith; Gladstone-A. J. Murray, launched with women and children Phillips; Blissville-L. B. Smith, J. H. from the sinking vessel might have lived to make some point on one of the adjacent islands. No sign of any doubtful, 1. such was obtained, and all are now forced to the melancholy conclusion that the total death tale of fifty-four treasurer's account showed a balance Of the victims a dozen at least were

former Eastern Canadians—a number

sister-in-law of E. M. Burns, general agent of the Great Northern R. R. at Victoria, was from the neighborhood of Toronto. Mrs. A. J. C. Galletly and her daughter were, like Mr. Galletly, former Montrealers. Mrs. S. T. Bolton, of Alberta, was returning from a honeymoon visit to California. Her husband saw her placed in the second boat, and then stood back to take his ments were made yesterday at a conlesser chances with the other men. He ference between Ambassador Choate saw the boat swept away in the darkness and engulfed. prose, who claimed Toronto as her (the American who was convicted at home, had been for eighteen months Liverpool on the charge of poisoning pital. Tacoma. She was a daughter of whose sentence of death was commuted R. Diprose, of Strathroy, Ont., and to imprisonment for life) it is pointed was on herway to visit her sister, Mrs. out that the status of the case is just W. L. Challoner of Victoria. Mrs. as cabled to the Associated Press, on Charles Cox was a Haligonian, and R. March 23, 1903, when it was announced Turner and his wife, the husband be- on the authority of the home office, ing a conductor on the Victoria Elec- that she would be released in 1904. The tric railway, were former residents of exact date of her release is not yet Woodstock, Ont. Mrs. H. W. Laplant fixed. of Riday Harbor, who was drowned clasping her little boy, in earlier life resided at Lachute, Que. Captain Maybrick, is in better health since she Thomas Lawrence, master of the str. Scotia, and well known as a sealing skipper during years past, was from paper reports relative to our business the maritime provinces, and R. G. interests and future fortune," fully, "you must keep my husband Campbell, the Seattle timber cruiser, was a native of Lunenburg, N. S. Na- profit to us. Quite the contrary."

thaniel P. Shaw was head of a Dawson-Victoria cattle firm, and son-inlaw of Charles H. Lugrin, from Fredericton, N. B.

Use

For Over

Thirty Years

Other well known personages among the lost included Miss Louise Harris of Spokane, daughter of W. J. Harris, one of the original owners of the Leroi mines; Mrs. Leonora Richards, of Port Townsend, the first woman resident of the Mount Sicker mining district, and name giver of the Leonora mine and camps; Captain Livingston Thompson, a retired army officer and explorer and a surveyor of repute, residing in Victoria: Col. C. W. Thompson of Tacoma, president of the Washington Co-operative Mining Co., and two members of the Kansas City Vaudeville team of Prince and Daniels MONCTON, N. B., Jan. 11.-Among the reported lost in the wreck of the str. Clallam is Harvey Sears, a native of Sackville, a seaman on the lost steamer. Deceased was a son of Harvey Sears, of the Intercolonial baggage department here. Mr. Sears this morning received a telegram from another son, Albert, in Victoria, telling of the loss of the steamer and stating that Harvey had not been reported Harvey Sears was twenty-four years

SUNBURY COUNTY COUNCIL

of age and well known in Sackville,

BURTON, Sunbury Co., Jan. 5.-T municipal council met in the old Although the mercury was hove the vicinity of 20 below zero, Wilmot was named warden and too his seat and presided over the con during the first day, when it leaked out manner in which he had filed his nor nation. A crisis was now in sight f it looked as if all the deliberations the first day would be null and void Accordingly Mr. Wilmot step and Thos. P. Taylor was elecden, with the tacit understan on Mr. Wilmot's return to the in the orthodox way Mr. Tay vacate the wardenship. The the council of Tuesday was section by section. After the cr past the serio-comic phase of matter began to dawn on all Warden Taylor has sat at the are the unfrocked bishops of the cil and answer all questions of nature. Geo. F. Banks and C. J. pee are also to be reckoned among fathers of the council.

The following is the list of memb Maugerville-Thos. P. Taylor, Burnee: Burton-Thomas J. McEl Patterson. The political complexion of the council is Cons., 9; Libs., 8; . As soon as convenient the vacancy in Lincoln will be filled. The secretary-

on hand of \$941.91. On Thursday, 7th, council adjourned.

MRS. MAYBRICK'S RELEASE.

Famous Murderess Will Be Set Fre

in April-Was Convicted Fifteen Years Ago. LONDON, Jan. 9.-Referring to the statement published in the United States yesterday, that final arrangeand the home officials for the release Miss Ethel Di- in April of Mrs. Florence Maybrick nurse at the Fannie Paddock Hos- her husband, James Maybrick, and

> Baroness de Roques tells the Associated Press that her daughter, Mrs. became aware of the certainty of being released. "All sensational newsbaroness, "have not resulted in any

VOL N. B. I. Into Eight In: Distric tol John K. Storey Issuers of Ma Essence

> FREDERICTO vince has been spector school di Inspector Me county, except 1 two districts in berland, except of Stanley, York Inspector Do Madawaska cou moral, two distr gouche. Parish Grand Falls and of Perth, Victor Inspector Northumberland ford, Shediac an Moncton and land.

Inspector Oble morland, Sackvi Dorchester and counties, parishe well and part county. Inspector Stee of River St. Joi Waterford, Card

lock. Parishes Cambridge, Wat man, Queens co John county. Inspector Cart St. John; except lotte except Clar St. James. Inspector Brid west of River Petersville, Han Canning. Clare St. James, Ch except Stanley, bury, North La Falls. Parishe Lake, McAdam Incorporation has been grant

phone Co., Tatd

chant; W. J. C

neer of Montre

Montreal; Wm.

and H. H. Jame

Richard O'Lea

bucto, are appl as The Kent E the purpose of trical plant at : Ital stock of \$20 Supplementary been issued to Sackville, incres from forty tho thousand dolla Chemical Fertili ing the capital sand to one hur and to Mah-Pu Ltd., from ter five thousand do J. E. Ganons W. Andrews, Mills, accountar superintendent. barrister, all c plying for inco lotte Telephone ital stock of \$7,5 establishing a Charlotte count St. Stephen. The resignatio liquor license c warden for Ma

beeen received.

following appoi

health.

E. O. Steeves, a member of th

John K. Store

Fred B. Carve

David H. Nase

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The local gov

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W. H