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VOL. II.---WHOLE NO. 400. ST. JOHN, N. B., THUSRDAY, SEPTEMBER 5, 1889. PRICE TWO CENTS

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25 Boxes Corn Flour,
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Advertisements under this head inserted for 10 cents each time, or fifty cents a week. Payable in advance.
GENTLEMAN AND WIFE OR SINGLE GENTLEMEN can be accommodated with pleasant rooms and board in a private family, at 78 Sidney Street. 1-w.
BOARDING—A few single gentlemen can be accommodated with board at 49 Mecklenburg street, pleasant rooms, nice location. Apply on the premises.
MRS J. A. MILLIGAN, No. 137 Brittain St., can accommodate a gentleman and wife, or two ladies with board.

WANTED.
Advertisements under this head inserted for 10 cents each time or fifty cents a week. Payable in advance.
WANTED—A girl for general light house work. Apply at 17 Peter street between the hours of 2 and six.
WANTED—The use of $100.00 for one year for which liberal interest will be given. Address F. GAZETTE OFFICE.
WANTED AT ONCE—A man to sell the Patent Cone Rotary Ventilator. Apply to JAS. T. LIPSETT, 15 Haymarket Square.
BRICK LAYERS WANTED—To work on I. C. R. building at Moncton Steady work and one job. RHODES, CURRY & CO., Amherst.
YOUNG LADY, to attend Soda Fountain; Photograph Gallery Clerk, Lady Stenographer, 20 girls to do fancy work at home, Lady to make homemade bread for the trade, Office Clerk, at the LADIES' EXCHANGE, 134 Prince Wm. street.
WANTED—SINGLE MAN as Time keeper, to go out of the Province; Shipping Clerk; young enterprising Man as clothing stock clerk; Express Deliveryman; Fruit Packer; Billiardroom Clerk, at the BUSINESS EXCHANGE, 134 Prince Wm street.

TO LET.
Advertisements under this head inserted for 10 cents each time or fifty cents a week. Payable in advance.
TO LET—Two Houses, on King St. East, Nos. 219 and 221; containing all modern improvements. Will be let at a moderate rent for the present year. Apply to CHAS. PATON, corner of Princess and Pitt street.
TO LET—The residence of the ate Mrs. Robert L. Jardine, on the Marsh Road, one mile from the city, known as Woodside, with Stable, Barns, Garden and 23 acres land. Apply to JOHN BOYD, Market Square.
TO LET—In the Domville Building, large and small ROOMS, centrally located remember, pleasant and comfortable small families can be accommodated. Enquire of A. LESPENCER, on the premises.
TO LET—Brick Store, Corner Portland and High sts., Portland. A good stand for grocery store, provisions and country produce. John Connolley, Corner Portland and High sts.

KITCHEN FURNISHING GOODS.
New Goods daily arriving, including all the latest novelties.

Cake Coolers,
Pancake Griddles,
Apple Corers
Sole Agents for
THE TRIUMPH SELF WRINGING MOP.
SHERATON & SELFRIDGE.
38 King Street, opposite Royal Hotel.

WEATHER INDICATIONS—Rain.
HUNTER, HAMILTON & McKAY. 97 King St.
THE DAY OF SMALL THINGS.
SPECIAL SALE.
RIBBONS, LACES, COLLARS, FRILLINGS.
TO-MORROW.

—THE—
CANOPY HAMMOCK.
A new and useful Lawn Adornment. Easily set up and portable. Call and see it.
F. E. HOLMAN.

September 2nd.—The reputation so long enjoyed by the LONDON HOUSE RETAIL for keeping one of the best stocks of DRESS GOODS to be found in the city, will not suffer this year as we have purchased a larger variety than ever before shown in our establishment. Especially in ROBE DRESSES the improvement is very marked; our large sale of these goods during the past summer having warranted us in making a very handsome selection for the Fall and Winter trade. Great care has been taken in the buying of FASHIONABLE COLORS ONLY, and our customers can rely on STRICTLY FIRST CLASS DRESS GOODS.
DANIEL & ROBERTSON,
LONDON HOUSE RETAIL,
Cor. Charlotte and Union streets.

25 CENTS--25 CENTS
DAMAGED KID GLOVES
FOR 25 CENTS.
KEDEY & CO.,
213 UNION STREET.

SHARP'S
Favorably known for upwards of forty years it has become a household name. No family should be without it. It is simple and very effectual. In cases of Croup and Whooping Cough it is marvelous what has been accomplished by it.
BALSAM
In its use the sufferer finds instant relief. How anxiously the mother watches over the child when suffering from these dreadful diseases, and would not she give anything if only the dear little one could be relieved—Be advised of
HOREHOUND
and keep constantly on hand in a convenient place a bottle of this Balsam. If you cannot get it of your dealer, send direct to us, in stamps or currency, 30 cents,
ANISE SEED.
with your address, and we will forward, carriage prepaid, one bottle of this wonderful remedy, so that you may try it and be convinced.
SHARP'S BALSAM MANUFACTURING CO.,
CONNOR & DINSMORE, Proprietors,
Saint John, N. B.

F. W. WISDOM,
Mill, Steamboat and Railroad Supplies, 41 Dock Street, St. John, N. B.
IMPORTER AND DEALER IN
Rubber and Leather Belting, Rubber and Linen Hose, Lace Leather and Cut Lacing, Cotton Waste and Steam Packing, Lubricating Oils, Mill Files Emery Wheels, Emery Cloth and Emery, Wrought Iron Pipe, Cast Iron Water Pipe; Steam, Gas and Water Fittings, Steam Pumps, Steam Gauges, Injectors, Bolts, Nuts and Washers, Babbit Metal and Antimony, Steam and Hot Water Heating supplies.
Lowest Quotations Given on Special Supplies

SECOND EDITION.

SHAH'S TRAIN ACCIDENT.

Jumps Into the Mud and His Persian Majesty has a Narrow Escape.

BY TELEGRAPH TO THE GAZETTE.

ST. PETERSBURG, Sept. 5.—The accident to the Shah of Persia's train near Har on Monday was caused by the collapse of an embankment. Seven carriages were overthrown. The Shah jumped from the window of his carriage. He fell in the mud and escaped injury, though for a moment he was in extreme danger.

Death of a Member of Parliament.

BY TELEGRAPH TO THE GAZETTE.

LONDON, Sept 5.—A despatch from Switzerland announces the death there of Joseph Firth Bottomley, fourth member of Parliament for Dundee. He sat for Chelsea for several years and was elected for Dundee in 1888. He was a Liberal and in favor of home rule for Ireland.

Australian Aid for Strikers.

BY TELEGRAPH TO THE GAZETTE.

MELBOURNE, September 5.—Meetings to express sympathy with the London dockmen who are on strike continue to be held throughout Victoria.

Subscriptions to the amount of £4,000 have been collected for their relief.

Ponsonby Tenants Paying Up.

BY TELEGRAPH TO THE GAZETTE.

DUBLIN, SEPT. 5.—The attempt to oust Smith Barry from the management of the Ponsonby estate by a refusal to pay rents has failed. Most of the tenants are paying up on threats being made to sell their holdings at auction.

Largest Bar of Gold in the World.

BY TELEGRAPH TO THE GAZETTE.

HELENA, Mont. Sept. 5.—The largest bar of gold ever cast in the world has been turned out at the United States assay office here. It weighed 500 pounds and is worth a little over one hundred thousand dollars.

The Dervishes Again in the Field.

BY TELEGRAPH TO THE GAZETTE.

SUAKIM, September 5.—The Dervishes defeated a force of "Friendliers" near here yesterday. The losses on both sides were very heavy.

Evicted Tenants re-instated.

BY TELEGRAPH TO THE GAZETTE.

DUBLIN, Sept. 5.—The tenants on the Gavin estate at Kildyhart, County Clare, who were evicted for having adopted the plan of campaign have been reinstated in their holdings.

Mrs. James Brown Potter Ill.

BY TELEGRAPH TO THE GAZETTE.

NEW YORK, September 5.—Mrs. James Brown Potter cables from Europe cancelling all her American engagements giving illness as the cause.

A Quay Falls Into the River.

BY TELEGRAPH TO THE GAZETTE.

VIENNA, Sept. 5.—One hundred and fifty yards of the quay at Szegedin fell into the river yesterday.

Her 86th Birthday Celebrated.

BY TELEGRAPH TO THE GAZETTE.

NASHVILLE, Tenn., September 5.—The widow of President James K. Polk celebrated her 86th birthday yesterday.

Relief Expedition Abandoned.

BY TELEGRAPH TO THE GAZETTE.

LONDON, Sept. 5—Dr Peters has been recalled from East Africa. The expedition for the relief of Emin Bey has been abandoned.

The Weather.

WASHINGTON, Sept. 5.—Indications.—Rain, preceded in Maine and New Hampshire by fair, slightly warmer; southerly winds.

The Weather Report.

POINT LEPREAUX, Sept 5.—9 a m, wind south, thick fog, therm: 55.

LEGITIME BOUND TO NEW YORK.

Gen. Saloman Was There About One Year Ago.

NEW YORK, Sept. 5.—The steamer Manhattan, which is expected on Thursday or Friday from Santiago de Cuba, will probably bring as passengers Gen. Legitime, the unsuccessful contestant for the presidency of Hayti, and a dozen or more of his followers, who fled with him when Gen. Hippolyte came knocking at the gates of Port-au-Prince with 12,000 northern troops to back him. It is just about a year ago that Gen. Saloman arrived here on an excursion that was started in much the same way. The difference is that all of Hayti was for once unanimous in wishing to see the last of Saloman, while there is no doubt that Gen. Legetime leaves behind him many friends who believe he was the legitimate President of the black republic. Like Saloman it is said Legitime will tarry long with us. "I have not heard any thing about Gen. Legitime's movements directly," said Minister Stephen Preston today, "but I expect he will go from here to France. A black man does not find himself in a comfortable place in this country, while in France there is no prejudice against a man of color." Mr. Preston will be on hand to receive his late chief. "It will be my duty and pleasure to receive him," he said, "just as I did Mr. Saloman when he came, although the latter was no more the President. I presume Gen. Legitime will live in the Hotel Martin while he is in this city, as it is a French hotel."

Police Court.

Charles Craft and James Cunningham, drunks, were fined $4.

Hans Rein, given in charge by Capt. C. Dunn of the Barque Eriminta for refusing duty, was remanded until tomorrow.

Base Ball.

The Shamrock—Moncton (second) game is being played this afternoon at the grounds of the Shamrock club.

The score, at the end of the third inning stood 4 to 3 in favor of the Shamrocks.

WHO BACKED JOHN L. SULLIVAN?

Wakely and Johnston Hear Some Reports and Say That They Didn't.

NEW YORK, Sept. 3.—Gov. Lowry's sheriff and deputies will not have plain sailing in taking Jim Wakely and Charlie Johnston back to Mississippi, as a report published today said they would try to do. Wakely and Johnston had a talk tonight. They had read the report that the Governor was after them, and Johnston came over from his place in Brooklyn and joined Wakely uptown. Wakely was the spokesman to a HERALD reporter later. He said there was no evidence that either he or Johnston was Sullivan's backer. Nobody on earth knew who put up the money that induced the Boston man and Kilrain to meet in the ring at Richburg. Wakely said not even John L. himself could tell who his backers were. Neither of the alleged backers has as yet hired a lawyer to represent him in the prospective legal proceedings. They think that Gov. Lowry has gone off half-cocked. It will be different with Billy Madison, Mike Cleary, Mike Donovan, Frank Stevenson and the Murphys, Dan and John. All but Donovan were out of town tonight. Some had not returned from Boston, where they attended the funeral of Mrs. Sullivan on Monday. Mike Donovan does not take kindly to the situation. He threw up the sponge for Kilrain, and says that in doing so he saved Kilrain's life. He thinks that he should be considered the Good Samaritan of the occasion, and should be let alone.

The New York Athletic Club will do everything possible for Donovan. The members think they ought to be liberal, as they have had enough fun out of Mike. Every time he has entered the club they have followed him about, telling him that a gentleman wished to see him in the reception-room. Each time Donovan has fell sure the visitor was one of Gov. Lowry's minions. They do say genial Mike has of late taken to hiding in wardrobe closets rather than face the alleged stranger.

Nuptial Ties

An interesting affair took place at the residence of Mrs. Capt. Willingale, on St. James street last evening.

The occasion was the marriage of Mr. Wm. Forsyth, a well known citizen and officer in Her Majesty's Customs, to Lizzie, daughter of the late Jos. McDonough, merchant of this city.

The nuptial knot was securely tied by the Rev. Charles J. James, rector of St. James church, and the best wishes of hosts of friends follow the happy couple in their new departure.

The pretty little church of St Andrews at Petitcodiac, last evening, was the scene of another of those pleasant and interesting ceremonies which unfailingly call for a large attendance, particularly, on the part of the ladies. The wedding of Mr. J. H. Morrison, Manager of the Halifax Banking Co's agency at Amherst and Miss Helen J. Humphreys, youngest daughter of Mr. H. Humphreys of Petitcodiac was a brilliant one, and the bride, having as maids Miss Maggie Morrison and Miss Allie Trites, looked indeed charming. The groom was supported by Mr. C. B. Robertson of the firm of Daniel and Robertson of this city was the recipient of many congratulations on the choice of his life partner. Mr. T. Murray, agent of the Halifax Banking Company at Petitcodiac, and Mr. David Smith fulfilled the duties of ushers. Friends and relatives confined themselves not only to congratulations, but presented many and valuable tokens of their regard to the happy couple. After the ceremony Mr. and Mrs. Morrison left for St. John. This morning they departed on their bridal tour to the States where they will visit the principal cities.

Mr. Hiram Finlay was married to Miss Annie Logan daughter of the late Wm. Logan, at noon to-day by the Rev. L. G. Macneill at the residence of the bride's mother, Paddock street.

There was no groomsman but the bridesmaid was a neice of the bride.

The happy couple left on the C. P. R. Train this afternoon on a honeymoon trip to Montreal.

AN AUSPICIOUS CIRCUMSTANCE.—The seal, which guarded so well the King square fountain through carnival week, whose inimitable gymnastics were a source of never-ceasing wonderment to hundreds of children and thousands of grown up people during that time, and whose back was decorated with the name of that highly appreciated article "The Bell Cigar," was let loose into the harbor this morning. A large number of excited citizens saw the launch, and the monster gave vent to a sigh of relief as it once more frolicked in the brine. It will likely be heard from yet.

The supply of fresh water on Partridge Island has not been so low for some years as it is at present. The supply in all the wells was so completely exhausted, that the tug Neptune had to be sent yesterday to replenish the supply, which she did by stretching a long hose from her tank up over the cliffs to the reservoirs, and forcing up about 5000 gallons with her pumps. Unless rain comes soon the supply will soon have to be replenished again in the same manner.

NEW SCHOONER.—Mr J Willard Smith's new schooner Osceola will be launched at Advocate Harbor, N S, on Monday next. She is a fine vessel of 123 tons measuring 87 feet keel, 28 feet beam and 8 feet hold. Capt W A Downing, late of the Chantaquan, will sail her. The Osceola is all rigged and will be ready for sea when launched. She will load piling at Advocate Harbor for New York.

A LARGE NUMBER OF SHEEP from Prince Edward Island, for shipment to the States, arrived here today and were fed at the I. C. R. cattle yard before being forwarded further.

The Short Line train was half an hour late today.

The trades union Congress at Dundee yesterday, adopted resolutions in favor of increased representations of labor in parliament.

Mrs. Delia Stewart Parnell is reported to be slowly dying at her home in Bordentown, New Jersey. Her distinguished son, Charles Stewart Parnell will reach her side as speedily as possible.

The editor of Cocarda at Paris was sentenced yesterday to four months imprisonment and 500 francs fine for proclaiming court documents.

HARBOR COMMISSION.

THE OPINIONS OF PROMINENT CITIZENS ON THE SUBJECT.

Good Reasons for Adopting a Measure That has been Long Delayed.

WE ARE BADLY HANDICAPPED.

In answer to the question why he favored putting the Harbor in commission Mr. C H Fairweather of the firm of Hall & Fairweather said:—

"Because the harbor imperatively needs a large outlay to make it suitable for the trade, and the city either cannot or will not do what is necessary. We are badly handicapped by not already having provided the facilities for steamers and for handling grain, and other cargoes. To say that we need not provide facilities until the business actually is pressed on us is equivalent to a merchant neglecting to provide a stock of goods until customers come in and demand them."

IT IS OUR DUTY TO GO AHEAD.

Mr. C. M. Bostwick said: "The harbor should be put in commission because the trade in the country is changing, and we cannot run in the same old ruts, and it is our duty to go ahead and progress, because the harbor is handled in a slipshod way and there is nothing done. We cannot make it worse if we try it, and I believe it to be in the interests of the city. With the local prejudices existing there is little hope of anything ever being accomplished to provide accommodation for the trade that will come here unless this move is taken."

DON'T SEE THAT WE CAN MISS IT.

Mr. Emerson, of Messrs. Emerson & Fisher said, "I feel as strongly as ever I did that we should put the harbor in Commission. If this is not done, it would run on in the future as it has in the past, and I don't see where we can miss it, by trying it. If the government had hold of it, they would give us good wharves and docks; vessels in the government's employ, or under their influence would naturally be brought here, and in many ways there would be an expenditure of money which we would get the benefit of."

STRONGLY IN FAVOR OF IT.

Mr. John McMillan, head of the eminent publishing house of J. & A. McMillan was too busy to submit to an interview, but he stated most emphatically that his views on the harbor commission question had not changed. He was in favor of the harbor being placed in commission, as he always had been and he would vote for it.

IT WILL BE UNDER ONE MANAGEMENT.

Mr. George Robertson said: "I am in favor of harbor commission because it brings the interests of the harbor under one management while now there are three-fold interests, government, corporation and private. The government, in the interests of the Intercolonial, may do away with the wharfage at their property. That of course is against the interests of private wharf owners and also of the city through the corporation property. For instance, a vessel brings a cargo of sugar to the government pier for the Moncton refinery. She discharges the cargo without wharfage. Then she has to take in her return cargo. That may be only in part deliverable at the government pier, as the private wharf owners will not permit the balance of the cargo to be loaded at the government pier, the vessel has to be removed to a private or corporation wharf to finish loading. This is so destructive to the interests of the port that one of the largest shipping concerns in Canada or America, who have vessels carrying their own freight, have experienced this difficulty and have told me that it is so annoying and unbusinesslike that they would not send a vessel of theirs to this port unless the freights or circumstances were strong enough in their interests to entirely overbalance this annoyance and expense. I confirm this statement by letters written to me as a member of the Board of Trade by D. J. McLauchlan, Esq., and F. Tufts & Co., who are large shippers of deal from places on the Intercolonial railway.

Owing to the three fold interest, no uniform system of harbor improvements can reasonably be carried out. Suppose in the case of

THE MERITT WHARF,

where the water was once 27 to 30 feet deep and is now only between 11 and 12 feet, that the estate for their own benifit undertake to dredge in front of their property, they would simply be digging a hole that would immediately be filled up. Therefore, unless the harbor is under the control of a central power with authority, and a common interest, it is impossible to carry out the necessary improvements in dredging and arresting this filling up and destruction of deep water facilities.

Some few years ago some of our leading ship brokers and commission merchants doing business in shipping, complained about the harbor dues, the anchorage and other charges. One of the firm of Messrs. Wm. Thomson & Co. wrote one or two able letters to the Globe setting forth the difficulties they had met with in connection with the shipping consigned to them, and as a consequence these rates were reduced. A friend of mine had three vessels in the harbor not long ago and each of those vessels paid different wharf rates, one being at the Corporation wharf and the other two at private wharves.

Opponents of harbor commission in general have reiterated the statement that the facilities that we have are sufficient for the trade we have. I can prove that the present facilities are not sufficient for the trade we have here. The only wharf that the corporation of St. John can offer to a steamship with sufficient water, is the new pier, and that is without railroad connection. That pier is occupied by the Furness line, the only line of British steamers that we have at this port. As a matter of fact the freight brought by these steamers has been of a local character for the reason that they could not give through bills of lading for the west in competion with Halifax with its superior facilities. A Furness line steamer has been delayed 24 hours waiting for warehouse facilities before they could begin to discharge, and I know merchants who have imported through freight by way of Portland, Me. rather than take the risk of having it destroyed by rain storms on the wharf here.

When on the joint deputation from the Board of Trade and Common Council to the government of Canada, Sir John Macdonald said to us, "Gentlemen, while it may be questionable as to whether the Atlantic fast mail service may come to your port the government recognize the peculiarly advantageous position of your port in relation to the trade with the West Indies." The government have asked for tenders for a route from St. John to the West Indies and touching on South America, and I have every reason to believe will accept the most suitable tender for that service and that it will be commenced not later than November of this year. Now then I ask in the event of that line of monthly steamers being put on, what facilities have we at this port for them? Let us suppose that one of the steamers arrives here loaded with 2,000 tons of West Inda and South America produce; part of it for St. John and part of it for different sections of New Brunswick and Nova Scotia, and the great bulk of it for the provinces of Quebec and Ontario. Where will that steamer go to discharge? Sand Point in Carleton? There is nowarehouse on Sand Point. There has not been a ton of freight landed there yet and will not be if it was ready to move. An expenditure of $100,000 is needed over there to give the facilities required.

What about the return freight? This is not centered in any one place. It would be drawn from all parts of the Dominion and must be ready at the port of shipment that the steamship may not be kept waiting for it. Rapid transit is the idea. Steamships do not lay up for weeks waiting for cargo.

If the port of St. John was the only Atlantic sea port of Canada and if the United States ports were not used by the trade of Canada we might well fold our arms and say "There is the port. You must have it. Spend your money on it, and take advantage of it." But it happens that the trade of Canada has been and is in the winter season passing through United States ports and through the port of Halifax and will continue to do so if St. John does not furnish the facilities for doing the trade. It is a question of competition.

If the harbor is put into commission five men are appointed to hold it in trust for the purpose of making it suitable in every respect for not only the trade of the port of St. John but the trade of Canada that would pass through St. John. These men would soon become scientific in their department through continued experience. What is done by these commissions? Look at Quebec, Montreal, Glasgow, Sydney, Melbourne, the Docks of London, Liverpool and Cardiff. If we are going to rise up to the standard of a great city and become known for some special worth or greatness it will never be by listening to the barnacles who have never accomplished anything but obstruction.

There are are some people who have an idea that if harbor commission is adopted it will be a burden upon the port. Take the port of Montreal that is closed 6 or 7 months in the year, that nature has done, you may say, nothing for, but a great deal against. When we recognize what the commissioners there have had to contend with and the tremendous expenditures they have had to make and then, look at the charges, what do we find? Their report for the year 1886 says "The tonnage dues of the port of Montreal in 1880 were equal to 12½ cents per ton against 6 cents in 1886, or over 50 per cent reduction. The dues on imports were respectively 18 cents. and 13½ cents or 25 per cent reduction."

When the harbor commissioners of Montreal have made such an enormous reduction, is it reasonable to suppose that, with our comparatively concentrated harbor, where the difficulties are not anything like those Montreal has had, the commissioners of the harbor of St. John should have to increase the rates beyond what they are at present. Is it not more reasonable to suppose that with increased facilities the increased trade following that it would greatly lessen the harbor taxes."

Capt. H W Chisholm of the International steamship company said:—"I am in favor of putting the harbor in commission because it requires a large amount of money to be spent in improvements, and the Common Council is such a changing body they will never be able to do anything with it. All the wharves need dredging and improving. Reed's point wharf alone requires an expenditure of $100,000 to put it in proper condition and I see no other course for the city to better its condition than by adopting the harbor commission scheme."

W. C. T. U. of the Maritime Provinces.

The eleventh annual convention of the W. C. T. U, of the Maritime Provinces is in session at St. Stephen.

The officers for the current year are Mrs. W. W. Turnbull, St. John. president; Mrs. Steadman, Fredericton, corresponding secretary; Mrs. S. P. Robinson, Halifax, recording secretary; Miss Lockhart, St. John, treasurer; Mrs. T. G. Allen, St. John, auditor.

The morning session yesterday was devoted chiefly to routine work. In the afternoon Lady Tilley had a seat on the platform.

The revision of the constitution and by laws occupied the convention until the close of the session. The most important amendments were that county superintendents shall take the place of the divisional superintendents who now have charge of four counties, that two delegates instead of three be sent from each local union and that the date of meeting be the third Wednesday instead of the first Wednesday in September.

Last evening a public meeting was held which was addressed by Mrs Turnbull, followed by papers by Mrs. Smith of Windsor and Mrs. Trenholm of Hantsport.

Just received from Havana La Habanera, La Venis, El Amber, Angel Queens and Vicente Suarez Queens, wholesale and retail at Whitebone & Co. City Market Building, Charlotte street.

SECOND EDITION.

THE LONDON STRIKE.

IT IS EXPECTED TERMS WILL BE AGREED UPON TODAY.

Five Employers Concede the Men's Terms and Their Wharves are Working to Full Capacity.

BY TELEGRAPH TO THE GAZETTE.

LONDON, Sept. 5.—There was a slight break in the rank of the employers today. Five wharfingers agreed to the men's terms and upon their wharves work is now going on to the full capacity. At the other wharves the men are congregated in large numbers ready to go to work at a moment's notice.

LONDON, Sept. 5.—Lafone who advanced the rate of wages at his wharf yesterday employs 700 men. It is expected a number of other wharfingers and the Mill Wall and Albert dock companies will agree upon terms to-day.

The wharfingers being reported ready to make terms with the strikers, the aspect of affairs along the Thames is livelier than for weeks past. The men who have obtained work contribute one day's pay to the relief fund.

John Burns declares that the dock men have given the dock companies a crushing blow.

A Significant Speech.

BY TELEGRAPH TO THE GAZETTE.

BERLIN, Sept. 5.—At the Army Veterans fete at Ueberlingen the Grand Duke of Baden exhorted the military to be vigilent against socialists and anarchists.

The national liberal organs comment upon the speech as important coming as it does from the uncle of the Emperor.

Rumored Russo-Franco Alliance.

BY TELEGRAPH TO THE GAZETTE.

LONDON, September 5.—A despatch from Odessa says the rumor is current there, that an alliance between Russia and France will be formed.

Bulgarians Recalled.

BY TELEGRAPH TO THE GAZETTE.

BUCHAREST September 5th.—L' Independence Roumania asserts that the Bulgarian government has telegraphed to all Bulgarians in Roumania to return home and join their colors.

COUNT DE PARIS' MANIFESTO.

Appeal to the French People for Support During the Coming Election.s

NEW YORK, Sept. 2.—A Herald special cablegram, dated Paris, Sept. 1, says: The manifesto which the Comte De Paris has addressed to the French nation is purely and simply an affirmation of the policy pursued by the monarchists. He appeals to the monarchist Catholics and Christian Imperialists and to moderate-minded men who have sought in vain to found an honest Republic to band closely and firmly together under the banner of revision, and if they should come out of the battle with the spoils of victory, the part which their majority in the Chamber would have to play is, first, that the "most pressing evils will have to be remedied and then the great question of a revision of the constitution will be taken in hand." It is not however, the coming chamber which will give France her new constitution. According to Comte De Paris, plan the nation will be called upon to form a government. The Comte supposes that when this moment arrives the French people will be touched to the heart by the superior merits of monarchy as represented by his family which has reigned the longest in France and that preference will be given to this traditional monarchy, rejuvenated by the suffrage of the people. He believes more than ever that the supporters of every other monarchy or regime will bow meekly to

THE VERDICT OF THE NATION,

and particularly the Imperialists. The Comte de Paris does not take into consideration, in his manifesto, the possibility that the French nation should, as it has done before acclaim a sovereign dictator, a ruler who is not born of the dynasty which has sat on the throne of France for centuries. Gen. Boulanger's name does not appear in the manifesto, which is not surprising. He is not, however, overlooked. One part of the document is evidently soft soap to the Boulangist party "Where you have candidates," the Comte de Paris tells the Monarchists "support them energetically, Elsewhere be guided by the necessities of the combat, and do not consider as enemies those who are fighting the same foes as you." This can be read only as an approval of the resolve of the committee of twelve not to contest the election of MM. Laguerre, Laisant and others of the same party. This is a conservation of the electoral coalition between the Monarchists, Imperialists and Boulangists. M. Cassagnac, one of the warmest upholders of the coalition, fully approves of the manifesto. "It is an absolute confirmation of the policy which the Autorite has preached all along.

London Markets.

LONDON, Sept 5.

Consols 96 3-16 for money and 96 7-16 for account.
United States Fours.....
Do. do. Fours and a half.....
Atlantic and Great Western firsts.....
Do. do do seconds..... 57
Canada Pacific..... 66½
Erie..... 26
do. Seconds..... 106
Illinois Central..... 119
Mexican ordinary..... 56¾
St Paul Common..... 75½
New York Central..... 110½
Pennsylvania..... 54¾
Reading.....
Mexican Central firsts..... 70½
Bar Silver.....
Spanish Fours.....
Money 2½ @ 2½ per cent.
Rate of discount in open market for both short and 3 months bills is 3½ @ 3½ per cent.

Liverpool Markets.

LIVERPOOL, Sept 5—Cotton steady with fair demand. Am middlings 6 11 16 bales; sales 8000 bales; spec and export 1000 bales; receipts 6000 bales, all American. Futures firm.

SHILOH'S CATARRH REMEDY—a positive cure for Catarrh, Diptheria and Cankermouth.