REV. DR. TALMAGE DESCRIBES THE DEAD SEA AND THE JORDAN.

The Former Like a Wing of Doom Spread Over Liquid Desolation-The Sulphurous Atmosphere of Lake Asphal-

Dr. Talmage preached on Sunday rom the text, Psalm civ., 32: "He outheth the hills and they smoke." He

David, the poet, here pictures a vol-cano and what Church's Cotopaxi does on painter's canvas, this author does in words. You see a hill, calm and still, and for ages immovable, but the Lord out of the heavens puts His finger on the top and from it rise thick va-pors, intershot with fire. He toucheth the hills and they smoke.

God is the only being who can man-age a volcano, and again and again has He employed volcanic action. The pic-tures on the walls of Pompeil, the ex-humed Italian city, as we saw them,

God is the only being who can manage a volcano, and again and again has He employed volcanic action. The pictures on the walls of Fompell, the exhumed Italian city, as we saw them, demonstrate that the city was not fit to live. In the first century, that city, engirdled with palaces, emparadised with gardens, pillared into architectural exquisiteness, was at the foot of a mountain up the sides of which it ran with vineyard and villas of merchant princes, and all that marble, and bronze, and imperial baths, arboriculture, and rainbowed fountains, and a coliseum at the dedication of which 9000 beasts had been slain and a supermal landscape in which the shore gave roses to the sea and the sea gave crystal to the shore; yea, all that beauty, and pomp, and wealth could give, was there to be seen or heard. But the bad morals of the city had shocked the world. In the year 79, on Aug. 4, a black column arose above the adjoining mountain and spread out. Pliny says he saw it, like a great pine tree, wider and wider, until it began to rain upon the city, first thin ashes, and then pumice stone, and sulphurous fumes scooped, and streams of mud poured through the streets till few people escaped and the city was burned, and some of the inhabitants, 1800 years afterward, were found embalmed in the scoriae of that awful doom. The Lord called upon volcanic forces to obliterate that profligate city. He touched the hills, and they smoked.

Nothing but volcanic action can explain what I shall show you at the Dead Sea, upon which I have looked, and of whose waters I took a bitter and stinging taste. Concerning all that region there has been controversy enough to fill libraries, science saying one thing, Revelation another thing. Both admit volcanic action divinely employed and both testimonies are one and the same. Geology, chemistry, geography, astronomy, ichthyology, ornithology and zoology are coming one by one to confirm the scriptures. Two leaves of one book are Revelation and Creation and they smoked.

Take a detour and pass

the way of desperation than you have ever heard of, unless you have heard of that. Herod built a palace amid these heaps of black and awful rocks which look like a tumbled midnight. A great band of robbers, about on thousand, including their families, afterward held the fortress. When the Roman army stormed that steep and the bandise could no longer hold the place, their chieftain, Eleazir, made a powerful speech which persuaded them to die before they were captured. First the men kissed their families a loving and tearful good bye and then put a dagger into their hearts and the women and children were slain. Then the men were chosen by lot 40 slay all the other men, and each man lay down by the dead wife and children and waited for these executioners to do their work. This done one man of the ten killed the other nine. Then the survivor committed suicide. Two women and five children had hid themselves and after all was over came fourth to tell of the nine hundred and sixty slaughtered. Great and rugged natural scenery makes the most tremendous natures for good or evil. Great statesmen and great robbers, great orators and great butchers, were meanly all born among mountain precipices. Strong natures are hardly ever born upon the plain. When men have anything greatly, good or greatly evil to do they come down off the rocks. Pass on from under the shadow of Massada the scene of concentrated diabolism, and come along where the salt crystals crackle under the horses moofs. You are near the most Godrorsaken region of all the earth. Tou to whom the word lake has heretofore suggested those bewitchments of beauty, Luzerne and Cayuga, some great pearl set by a loving God in the bosom of a luxuriant valley, change all of your ideas about a lake, and see this sheet of water, which the Bible calls the Salt Sea, or Sea of the Plain, and Josephus calls Lake Asphaltites. The muleters will take care of the horses while we go down to the brink and die up the liquid mixture in the palm of the hand. The waters are a comminging of brimstone and pitch, and have six times larger per cent, of salt thar those of these them they are poisoned. Not a fish scale swims it, not an in

this dreadful mixture. A mist hovers over parts of it almost continually, which, though natural evaporation, seems like a doom spread over liquid desolation. It is the rinsings of abomination. It is an aqueous monster coiled among the hills, or creeping with ripples, and stenchful with nauseating mal-odors.

coiled among the hills, or creeping with ripples, and stenchful with nauseating mal-odors.

In these regions once stood four great cities of Assyria: Sodom, Gomorrah, Adma and Zeboim. The Bible says they were destroyed by a tempest of fire and brimstone after the cities had filled up of wickedness. "No, that is absurd," cries some one; "it is evident that this was a region of salt and brimstone and pitch, long before that." And so it was. The Bible says it was a region of sulphur long before the great catastrophe. "Well, now," says someone, wanting to raise a quarrel between science and Revelation, "you have no right to say the cities of the plain were destroyed by a tempest of fire and sulphur and brimstone, because this region had these characteristics long before these cities were destroyed." Volcanic action is my reply. These cities had been built out of very combustible materials. The mortar was of bitumen easily ignited, and the walls dripped with pitch most inflammable. They sat, I think, on a ridge of hills. They sat, I think, on a ridge of hills. They stood high up, and conspicuous, radiant in their sins, estentatious in their debaucheries, four hells on earth. One day there was a rumbling in the earth and a quaking. "What's that?" cry the affrighted inhabitants. "What's that?" The foundations of the earth were giving way. A volcano, whose fires had been burning for ages, at God's command burst forth, easily setting everything affame, and first lifting those cities high in the air, and then dashing them down in chasms fathomless. The first of that eruption intershot the dense smoke, and rolled into the heavens, only to descend again. And all the configuration of that country was changed, and where there was a hill there came a valley, and where there had been the pomp of unclear ness came widespread desolation. The red hot spade of volcanic action had shovelled under the cities of the plain. Before the catastrophe, the cities stood on the top of the salt and sulphur. Science eyer frightened believers i

No science ever frightened believers in Revelation so much as geology. They feared that the strata of the earth would contradict the Scriptures, and then Moses must go under. But as the Dead Sea instance, so in all cases God's writing on the earth, and God's writing in the Bible are harmonious. The shelves of rock correspond with the shelves of rock correspond with the shelves of the American Bible Society. Science digs into the earth and finds deep down the remains of plants first. Science digs down and says, "Marine animals next," and the Bible says, "Marine animals next," and the Bible says, "Marine animals next," and animals next," and the Bible responds, "Land animals next," and the Bible responds, "Land animals next," and the Bible responds the Bible. Science digs into the regions about the Dead Sea, and finds result of fire, and masses of brimstone, and announces a wonderful geological formation. "Oh, yes," says the Bible: "Moses wrote thousands of years ago, "the Lord rained upon Sodom and upon Gomorrah brimstone and fire from the Lord out of heaven,' and David wrote, 'He toucheth the hills and they smoke.'" So I guess we will hold unto our Bibles a little longer.

But the dragoman was rejoiced when he had seen emough of this volcanic region of Palestine, and he gladly tightens the girths for another march around the borses which are prancing and neighing for departure. We are off for the Jordan, only two hours away. We pass Bedouins whose stern features melt into a smile as we give them the salutation Salaam Aleikoum. "Peace be with you," their smile sometimes leaving us in doubt as to whether it is caused by their gladness to see

times leaving us in doubt as to whether it is caused by their gladness to see us or by our poor pronunciation of the

us or by our poor pronunciation of the Arabic.

Now we come through regions where there are hills cut into the shape of cathedrals, with altar and column, and arch and chancel, and pulpit and dome, and architecture of the rocks that I think can hardly just happen so. Perhaps it is because God loves the church so well He builds in the solitudes of Yellowstone Park and Yosemite, and Switzerland, and Palestine these ecclesiastical piles. And who knows but that unseen spirits may sometimes worship there? "Dragoman, when shall we see Jordon?" I ask. All the time we were on the alert and looking through tamarisk and willows for the greatest river of all the earth. The Mississippi is wider, the Ohio is deeper, the Amazon is longer, the Hudson rolls amid regions more picturesque, the Thames has more splendor on its banks, the Tiber suggests more Imperial procession, the Hyssus has more classic memories, and the Nile feeds greater populations by its irrigation; but the Jordan is the queen of rivers and runs through all the Bible, a silver thread strung like beads with heroics, and before night we shall meet on its banks Elijah, and Elisha, and David, and Jocab, and Joshua, and John, and Jesus.

At last between two trees I got a

sanks Elijah, and Elisha, and David, and Jocab, and Joshua, and John, and Jesus.

At last between two trees I got a glimpse of a river, and said: "What is that?" "The Jordan." was the quick reply. And all along the line which had been lengthened by other pligrims, some from America, some from Europe, and some from Asia, the cry was sounded, "The Jordan! The Jordan!" Hundreds of thousands of pligrims have chanted on its banks and bathed in its waters. Many of them dip a wet gown in the wave and wring it out and carry it home for their own shroud. It is an impetuous stream and rushes on as though it were hastening to tell its story to the ages. Many an explorer has it whelmed, and many a boat has it wrecked. Lieut. Molineux had copper-bottomed crafts split upon its shelvings. Only one boat, that of Lieut. Lynch, ever lived to sail the whole length of it. At the season when the snows of Lebanon melt the rage of this stream is like the Conemaugh when Johnstown perished, and the wild beasts that may be near run for the hills, explaining what Jeremiah says: "Behold he shall go up like a lion from the swelling of Jordan." No river so often changes its mind, for it turns and twists, traveling 200 miles to do that which in a straight line might be done in sixty miles. Among banks now low, now high, now of rocks, now of mud, and now of sand, laving the feet of the terebinths, and oleanders, and acaleas, and reeds, and pistocchios, and silver poplars. The river marries the Dead Sea to Lake Galilee; and did ever so rough a groom take the hand of so fair a bride?"

This is the river which parted to let an army of two million Israelites across. Here the skilled major general of the Syrian host at the seventh plunge, dropped his leprosy, not only by miraculous cure, but suggesting to all ages that water and plenty of it has much to do with the sanitary improvement of the world. Here is where some theological seminary, and an axe-head not sufficiently wedged to the handle flew off into the river and sank, and the young man dep

gravitation, the iron axe-head came to the surface and floated like a cork upon the water and kept floating until the young man caught it. A miracle performed to give one an opportunity to return that which was borrowed, and a rebuke in all ages for those who borrow and never return, their had habits in this respect so established that it would be a miracle if they did return it. Yea; from the bank of this river Elljah took team of fire, showing that the most raging element is servant of the good, and that there is no need that a child of God fear anything; for, if the most destructive of all elements was that day fashioned into a vehicle for a departing saint, nothing can ever hurt you whe love and trust the Lord. I am so glad that that chariot of Elijah was not made out of wood or crystal, or anything ordinarily pleasant, but out of fire, and yet he went up without having so much as to fan himself. When, stepping from amid the foliage of these cleanders and fan himself. When, stepping from amid the foliage of these oleanders and tamarisks on the banks of the Jordan, he put his foot on the red step of the equippage, and took the red reins of vapor in his hands, and spurred the realloning steeds towards the wide over vapor in his hands, and spurred the galloping steeds towards the wide open gate of heaven it was a scene forever memorable. So the hottest afflictions of your life may roll you heavenward. So the most burning persecutions, the most fiery troubles, may become uplifting. Only be sure when you pull on the bits of fire, you drive up to towards God, and not down towards the Dead Sea. When Latimer and Ridley died at the stake, they went up in a charlot of fire. When my friend P. P. Bliss, the gospel singer, was consumed with the rail-train that broke through Ashtabula bridge, and then took fire I said: "Another Elijah gone up in a charlot of fire."

But this river is a river of baptisms.

I said: "Another Elljah gone up in a charlot of fire."

But this river is a river of baptisms. Christ was here baptized, and John baptized many thousands. Whether on these occasions the candidate for baptism and the officer of religion went into this river, and then, while both were standing the water was dipped in the hand of one and sprinkled upon the forehead of the other, or whether the entire form of the one baptized disappeared for a moment beneath the flood, I do not now declare. While I cannot think without deep emotion of the fact that my parents held me in infancy, to the baptismal font in the old meeting-house at Somerville, and assumed vows on my behalf, I must tell you now of another mode of bap tell you now of another mode of bap-tism observed in the river Jordan, on that afternoon in December, the par-ticulars of which I now relate.

ticulars of which I now relate.

It was a scene of unimaginable solumnity. A comrade in our Holy Land journey rode up by my side that day, and told me that a young man, who is now studying for the Gospel ministry, would like to be baptised by me in the River Jordan. I got all the facts I could concerning his earnestness and faith, and through personal examination made myself confident he was a worthy candidate. There was among our Arab attendants two robes not tion made myself confident he was a worthy candidate. There was among our Arab attendants two robes not unlike those used for American baptistries, and these we obtained. As we were to have a large group of different nationalities present I dictated to my daughter a few verses, and had copies enough made to allow us all to sing. Our dragoman had a man familiar with the river wade through and across to show the depth and the swiftness of the stream, and the most appropriate place for the ceremony. Then I read from the Bible the accounts of baptisms in that sacred stream, and implored the presence of the Christ on whose head the dove descended at the Jordan. Then, as the candidate and myself stepped into the waters, the people on the banks sang in full and resounding voice:

On Jordan's stormy banks I stand, And cast a wishful eye
To Canaan's fair and happy land,
Where my possessions ile.
Oh, the transporting, rapturous scene

Where my possessions lie.
Oh, the transporting, rapturous scene
That rises to my sight;
Sweet fields arrayed in living green,
And rivers of delight.

And rivers of delight.

By this time we had reached the middle of the river. As the candidate sank under the floods and rose again under a baptism in the name of the Father, and the Son and of the Holy Ghost, there rushed through our souls a tide of holy emotion such as we shall not probably feel again until we step into the Jordan that divides earth from heaven. Will those waters be deep? Will those tides be strong? No matter if Jesus steps in with us. Friends on this shore to help us off. Friends on the other shore to see us land. See! They are coming down the hills on the other side to greet us! How well we know their steps! How easily we distinguish their voices! From bank to know their steps! How easily we distinguish their voices! From bank to bank we hall them with tears and they hall us with palm branches. They say to us, "Is that you, father?" "Is that you, mother?" and we enswer by asking, "Is that you, my darling?" How near they seem, and how narrow the stream that divides us.

"Could we but stand where Moses stood,
And view the landscape o'er,
Nor Jordan's stream, nor Death's cold

Could fright us from the shore.' Reflections of a Bachelor.

Most married men would admit, if they dared, that they would rather have a rat terrier than a baby.

A girl always has an idea that a man can never tell her a lie and took her straight in the face at the same time. The first year after he gets married a man addresses his wife as "darling;" after that he generally says "Say!"

You can generally tell how long a woman has been married by watching the way she treats old bachelors. For the first two years she acts sorry for them.

them.

A man will generally find at the basis of his wife's good opinion of the man next door the fact that she once saw him out in the front yard helping his wife water the flowers.—New York

Breaking a Brooder.

To break up broody hens make a statted coop 2 by 3 feet wide, a frame 5 inches high fitting loosely in the bottom, strung with wires 3 inches apart and held in place by two cross wires; by having the frame moveable it can be taken out and the coop cleaned. The hens cannot sit on the bottom of the coop, but must stand between the wires or balance themselves on the wires.

"Mrs. Duckley is very much afraid of

"Mrs. Duckley is very much arrand or germs."
"Yes."
"Always boils the water, even that which she uses for washing her face and hands."
"Indeed!"
"But I noticed to day when she paid her car fare that she had been carrying her nickel in her mouth."—Cleveland Leader.

Statue of Neptune. Statue of Neptune.

A life-sized bronze statue of Poseidon was recently discovered in the sea near Mount Cithaeron by a fisherman. Though it is badly rusted the head is untouched and only the hands are nissing. Near it was a splendid marbie pedestal with an inscription. The statue is assigned to the sixth century before Christ by archeologista, who say it is as fine as the Jupiter Olympus found at Delphi.

BOARD OF TRADE,

Fifteen New Members Elected at Last Week's Meeting.

The Winter Port Business Discrimination in Marine Insurance.

Navigation and Life Boat and Lighthouse Service-Kind Words from Halifax.

The board of trade met on the 4th nstant. In the absence of the president, D. J. McLaughlin, the vicepresident occupied the chair. There were present G. S. Mayes, H. C. Tilley J. S. Knowles, John Montgomery, Charles Drury, H. B. Schofield, W. G. Scovil, J. S. Gibbon, J. N. Sutherland, Chas. Lane of Halifax, W. F. Hatheway, A. D. Hewitt of the D. A. R. THE COUNCIL'S REPORT.

The secretary submitted a report of the doings of the council of the board since last meeting.

A conference had been held with the representatives of St. John in parliament relative to matters concerning the city, harbor, trade of the port, etc. Copies of memorandum relative to ocean steamship subsidies for the coming winter; the local and interprovincial steamship subsidies; dredging the harbor; improvement of protection at Blonde Rock; lifeboat service; pilotage and other matters, were forwarded to the several departments of the dominion government, as well as furnished to the representatives for the city and county. The following among other matters also had the consideration of the council: The extension of the I. C. railway to Montreal, the decision of the minister of marine in reference to the stranding of the s.s. Warwick and the suspension of the certificate of the captain of the steamer, the extension of the railway from Edmundston to Moore's mills.

In reference to the better protection of ravigation at Blonde Rock, the council passed this memorandum: "In view of the continued disasters at this point (Blonde Rock), which invariably result in the total loss of steamers which strike the rock, and are also frequently attended by loss of life, the board considers that some additional safeguard should be placed by the government in that vicinity: and after various consultations with ship masters and pilots who frequent the locality, the board is of opinion that the best protection to shipping

(by night and day) would be the building of an additional lighthouse on Seal island (as at present at Machias island), which could be placed behind the present light house, in exact line with Blonde Rock, and thus enable ship masters to locate the position of the rock by the bearing on island from their vessels. ent the only protection is an autowhich was the case when the steamship Ottawa was lost there in the year 1891, although the steamer was to leeward of the buoy and the evidence showed that a good look out was kept on board. Besides this the buoy frequently goes adrift, and its absence from the rock of course increases the danger very materially with ship masters, who are unaware of its disappearance, and are therefore relying upon its being in proper place. The fine steamship Assaye which was lost there in this present month, as well as the Ottawa, which was lost there

and had very valuable cargoes on board, involving serious losses to the owners and underwriters." Also the following regarding the

in 1891, were both bound to St. John

"The board is anxious that this dangerous turning point at the entrance of the bay should be better guarded than it is at present, the only protection being a whistling buoy, which is frequently out place. The general opinion is that a lightship should be properly moored there, as in many such places around the coast of England, and the board would recommend that idea for con-sideration by the minister of marine It has frequently been suggested by captains visiting this port, and would doubtless be a most valuable assist-ance to steamers as well as sailing vessels when entering the bay."

Also the following memorandum regarding dredging and straightening the channel at the entrance to the St.

"In view of the fact that the increase of business of this port de-mands the use of a larger class of steam tonnage than in the past, the council feel it is imperative that the channel at the entrance of the har-bor should be dredged to a depth suf-ficient to enable the steamers to enter ficient to enable the steamers to enter and leave the harbor at all tides. The council feel that this is a question of national importance, in view of the fact that St. John has now established fact that St. John has now established its position as the winter port of Canada. The board therefore trust that this work may be proceeded with at the earliest moment possible, in order to prepare for the probable increased trade of the present season."

Also this memorandum to the minister of marine and fisheries, urging the necessity for having suitable life boat service and stations at the South Head of Grand Manan, at the North

Head of Grand Manan, at the North Head of Grand Manan, and also at the entrance to the harbor of St. John,

N. B.:

1st. Between Hall'ax and Seal Island, along the Nova Scotia shore, there are six life boat stations, equipped and maintained by the government. These stations afford great assistance in cases of disasters on that coast. The value of such assistance was specially mentioned this month, when the steamship Assaye was wrecked on Blonde Rock, at which time the life boat from Seal Island rendered valuable aid.

2nd. When the steamship Warwick was wrecked at the Lurcher Shoal, seven miles from South Head of Grand Manan, N. B., it was only by a lucky chance that a small schooner happened to be near and rescued the crew from the over-laden boats. There is no life boat service in that vicinity, and if the had not been for the timely arrival of this small schooner, loss of life would probably have resulted.

3rd. Vessels going out of the bay have been wrecked on the cliffs at North Head,

Grand Manan, and in many cases some lives have been lost. The island is about sixteen miles long. A life boat service at South Head would be an aid to inward-bound vessels. A like service at North Head would be of advantage to outward-bound vessels. Both stations could be maintained at small cost, as many fishermen live in the vicinity who cculd be got on call.

4th. Most of the large towns on the New England coast have life boat stations maintained by the United States government, whereas the New Brunswick coast in the Bay of Fundy and Grand Manan have no such stations. It would seem necessary to properly complement the present lighthouse system at Grand Manan and the smaller islands in the vicinity with two thoroughly equipped life boat stations, similar to those on the Nova Scotia shore.

5th. The city of St. John has proved its ability to compete regainst Portland and Boston in accommodating steamers to carry on the export trade of Canada. The increase of steamship tonnage to this port requires the best possible provision to be made for ald to such steamers if in distress, and the Board of Trade urge upon your department to provide suitable life boat service and station at the entrance to St. John, harbor, where men can be got at any time to man the boats.

Also the following: "Resolved, That

Also the following: "Resolved, That this board urge upon the department of marine and fisheries the neessity for having a suitable life boat service and station provided at the South Head of Grand Manan, and North Head of Grand Manan; also at the entrance to the harbor of Saint

During the month a number circulars have been issued to the citizens calling upon them to support the board by becoming mem thereby assisting in the general work, and already quite a number of responses have been received.

As a result of the large number of pepers and letters which were disributed by the board, containing a report of the special meeting regardthe winter port quite a large number of western province papers have made most complimentary references to the success of St. John as a winter port. Letters have also been received from boards of trade and private firms referring to the enterprise of the city; also promising assistance in promoting the trade.

Owing to the increased amount work to be done by the secretary, it was resolved that the secretary's salary be made \$500 for the current year. This amount includes the expenses of stenographer, collector and attendant

The council are pleased to report that the president has accepted an invitation from the London, England, chamber of commerce to be presen at a dinner to be given by that body during the celebration of the Queen's jubilee for the entertainment of the premiers of the British colonies.

THE DAY'S PROCEEDINGS. The report of the council was motion received and adopted.

A letter was read from Mr. Ellis M. P., enclosing a copy of Hansard, giving the answer to a question in the house relative to the terminus of the fast Atlantic line. The statement of Sir Richard Cartwright was that Quebec in the summer and Halifax in winter would be the terminus. Some other letters, of minor importance, were also read.

G. Sidney Smith, Gerard G. Ruel, John A. Chesley, Chas. K. Cameron W. F. Burditt, R. W. W. Frink, Robt matic whistling buoy, which is doubtless useful at times, but more frequently can neither be seen or heard. Roop and A. L. Spencer members of the board.

J. N. Southerland, general freight manager of the C. P. R., said he had some time ago brought up the ques tion of discrimination against John in the matter of marine insurance. He had since written to G. M Bosworth, their Montreal general freight agent, who communicated in turn with Archer Baker, their Euroean agent in London. In reply Mr. Baker had written, showing that Lloyds made a discrimination of nearly 100 per cent against St. John as compared with Boston. Mr. Sutherland said there could be no ques tion of the accuracy of the comparative statement of rates sent by Mr.

Baker, as follows: London to Boston, per steamers tea (all risks), 7s. 6d; dry goods, do., 5s.; F. P. A., 4s. London to St. John, per steamer:

tea (all risks), 15s; dry goods, do., 10s.; F. P. A., 7s 6d. The chairman observed that American companies made no discrimina

Mr. Montgomery spoke of a firm who do all their insurance on this side. The best thing to do would be of sugar soaked in water were their to advise all shippers to insure with greatest delight, but these they would American companies. The chairman said action should be

taken to remove the discrimination, In answer to Mr. Mayes, Mr. Sutherland said he did not think recent disasters had in any way affected public general lack of information. Doubt-less Mr. Fisher when in London, along with the C. P. R. agent, Mr. Baker will be able to do something in the matter.

On motion the letter of Mr. Baker was referred to the council of the board, with a recommendation that President Fisher look into the matter while in London.

Mr. Sutherland submitted the following statement, showing the quantity of the most important commodi-ties which have been forwarded on steamers which sailed from west St John, N. B., during the winter season of 1896-97:

Ge	Helai Melchandise.
Oatmeal	21,495 sacks
Apples .	14,528 bbls.
	butter 48,780 pkgs.
Provisions	23,853 pkgs.
	Live Stock.
	Head.
Cattle	7.958
Horses	
	12,537
	Grain.
	Bush.
	554,477
Wheat	
	58,695
Buckwheat	7,825
Total	

outwards was 77,435, which at an average of 15 tons to the car, would nean 5,162 cars. The tonnage Beaver line steamers for the season was 26,312; Donaldson, 18,391; Fur-

ness, 23,191; Head line, 6,473; Aberdeen line, 3,068 tons. There were 15 Beaver line steamers, 10 each of the Donaldson and Furness, 9 of the Head

and one of the Aberdeen line. A telegram from the Toronto Globe. sking that the best photograph available of St. John for use in their jubilee edition be sent them, was on motion handed over to the Tourist association. W. C. Godsoe, Geo. Kimball, Wm.

Peters, J. M. Johnson and Thos. L.

Hay were appointed examiners under the general inspection act to examine applicants for the position of inspector of hides and leather rendered vacant by the death of Chas. Clerke, Chas. Lane of Halifax, being called on, said that the citizens of Halifax were proud of St. John's success in the freight business, and felt that the people of St. John deserved very great credit for their enterprise. While there was a little controversy over the fast line, if St. John continued to go on increasing its freight business Halifax would be very glad to divide the mail service to get some of freight in return. The Halifax board and citizens were glad to see St. John drawing trade from Boston and Portland. They felt that it was coming their way. The mail and passenger business had thus far not been a bonanza. He was very glad to meet with the board and convey kindly greetings from Halifax. Just now their people were more interested in West India trade and the tariff than any other matter. Mr. Lane was heartily applauded.

Mr. Mayes asked if the judgment of Hon. Mr. Davies reversing the decision of Capt. Smith in the Warwick case, was satisfactory to the board. The chairman replied that the council of the board had considered the matter, but as the finding in the case was that of a legally constituted court and beyond their jurisdiction, therefore it had not been deemed judicious

to take any action in the matter. S. Schofield, who came in just as the board adjourned, after looking over the rates of marine insurance above quoted, said he thought the St. John rates were higher than at least some shippers paid. He had no doubt there some discrimination against St. John, but thought lower rates are secured than those quoted in Mr. Bakers' letter.

HUMMING BIRDS

About Two Hundred of Them Swept to Sea in a Fog by a Land Breeze Board a Ship.

San Francisco, April 30.-A horde of pirates boarded the steamer Walla Walla, just now in port here, when she was fifteen miles off Cape Mendocina. There were about two hundred of them, and they swarmed over the vessel, laving about them to right and left, and plunging their long swords into everything that seemed of value. Their gorgeous plumage fluttering about the deck made the ship seem like a bird fanciers' shop, for these pirates were a big flock of humming birds with a stiff land breeze behind them. They had burst suddenly out of a dense fog, and alighted on the vessel at dusk on Fri-

The hirds seemed so nearly dead with hunger and fatigue that they had lost all fear of human beings. They probably had been driven off shore by the land breeze and lost in the fog. Some of them perched on the first solid article they saw, gave two or three little gasps, and then tum-bled over dead. Some went straight for the heads of two or three women passengers who wore flowers in their hats, and began buzzing about them as industriously as if the flowers contained nectar. One flew into the ear of W. S. McFarland, and lodged there so tightly that it could not get out without assistance. Third mate Hogan caught one in his ear and one on his moustache, and neither bird lost a moment before it began to drill

The captain, and the passengers quickly did all they could to care for the half-starved creatures They brought out pans of water and bread crumbs and lumps of sugar, and the birds made haste to fill themselves. Some of them are until they were so full that they rolled oved on their sides and lay on the deck blinking happily at all around them. Lumps not eat unless the lumps were held

in some one's half-closed hand.

Capt. Wallace held a lump of sugar in his mounth, and two of the birds buzzed about his face and sucked at the sugar greedily. The captain kept twenty of the birds in his cabin over opinion on the other side. The distance of the birds in his cabic over crimination was probably due to a night, and many of the passengers had a dozen each in their rooms.
When the vessel was close to Point Reyes the next day most of the birds were liberated and as soon as they looked about and saw land many flew directly to it. But about fifty 3ld rot care to risk even so short a journey over the occar, ways, and devided to over the ocean wave, and decided to stick to the ship. But the sea voyage, following the hardships and exhaus-tion of the day before, was too much for the frail little things, and they gradually drooped and died. When the Walla Walla came into port here yesterday the captain still had four humming birds alive and the passen-gers had as many more.

EXPORT DUTY ON PULP WOOD.

Toronto, Ont., May 6.—It is stated here on good authority that the dominion government will place an export duty on pulp wood before June 1st. The conservative government would have done so had it not been for the opposition of the lumbermen. latter are now a unit in favor of

"Oh, her mother-in-law has been awfully good to her." "How so?" "Quarrelled with her on her first visit, and never been near her since."-



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