

RISE SOAP

best for uses. far or easy washing

REAL FIRE.

of Greenhills & Co. Also House & Co.

20-A fire which p. m. completely p. warehouse of & Co., one of the

the dry tyre, the other stopped flames. The loss \$300,000.

THE JUNIOR CLASS OF

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BALTIC CANAL.

D. R. Jack's Very Interesting Story of His Recent Trip

On the Steamer Zara Through Germany's Great Waterway From Kiel to the Elbe.

What Might Have Been But for Failure to Complete the Chignecto Ship Railway - A Giant Work - Windmills Galore - Saluting a Bare-headed Girl - Out in a Storm.

(Special Cor. of the Sun.) S. S. ZARA, EN ROUTE REVAL TO LONDON, Dec. 4.-Leaving Reval, the winter port par excellence of European Russia, on Tuesday, the 29th of November, with a cargo consisting principally of fresh meat, game, poultry and other perishable articles for the London market, our captain had orders to push the steamer for all she was worth, and consequently he determined to run through the Kaiser Wilhelm Canal to give the Baltic canal its correct name. After passing the Islands of Dago, Gotland, Oeland and Bernholm, we found ourselves in Kiel Bay, off Hottensee, the Baltic sea terminus of the canal and headquarters of the German navy, at about 8 o'clock yesterday (Friday) morning. The morning was quite bright, but the barometer, which had been quiet for the past 24 hours, commenced suddenly to drop. In the bay were two German torpedo boat destroyers, long, low, black looking things with short, squat funnels, manoeuvring with marvelous dexterity, turning almost in their own length and darting away at high speed, but unfortunately for making well out of range of my camera.

Soon our captain, impatient of delay, set up such a series of awful growls and shrieks from the steamer's siren that the Germans began to understand that we were in a hurry, and in a minute the arms of the gigantic semaphore commenced to move, and we steamed quietly through the open gates into one of the locks. Here we lay for about 20 minutes, the captain saying the canal dues, amounting in our case to about \$60, upon 706 tons register. Upon our right stood a large brick building, containing the offices where the canal records are kept and dues paid, while upon the left we saw a square brick tower about fifty feet in height, bearing a large dial upon each face, and looking almost like an enormous barometer. This is the tide gauge, and indicates the depth of water in each lock.

The present canal is by no means the first attempt to join the Baltic and the North seas, the earliest effort being made in the fourteenth century by the people of Lubek, one of the Hansa towns. There came a Christian VII. of Denmark, who made the Elbe canal, which is still in existence, and was used by the German gunboats in the Franco-Prussian war, 1870-71. This canal had no less than eight locks in its 100 mile course, and was only ten feet deep. Military reasons first directed the attention of the German Emperor to the great importance of a canal which would do away with the necessary division of the German navy in two lines, as a serious matter, as a hostile fleet could enter the Baltic from the Skager-Back and the Elbe and hold both portions of the German fleet in check. The construction of the Chignecto Ship Railway was closely watched by the German authorities, hoping that should that venture prove successful a similar enterprise on a much larger scale would meet their requirements, and save a part of the \$40,000,000 since expended upon this canal. However, the final abandonment of the ship railway scheme, caused the Germans to set to work in earnest, and the year 1895 saw the completion of the present canal. The total length is 61 1/2 miles, and there are only the locks at either end, which are double, to permit of the entering or leaving of vessels at the same time. The length of these locks between the gates is 492 feet, their width 82 feet, and the depth of water on the sill 31 feet.

It will therefore be seen that the largest man-of-war can go through, and if the locks are left open, even the largest Atlantic liner, as the water is practically level, the locks at the Kiel end being merely to counteract the effect of heavy gales from the North Sea, and those at the Elbe end to equalize the rise and fall of tide. But to resume our journey. The dues paid and the canal pilot on board, the inner gates of the lock slowly open and we enter the canal. The ground on either side is low-lying, and owing to the high banks of material thrown up during the work of construction, it is necessary to mount to the upper deck of the steamer in order to view the surrounding country. There have been no particular engineering difficulties to overcome, the country through which we pass being flat and low and little above the sea level. The most difficult part of the work was when the canal had to be taken through marshy ground. Great banks of sand were then made, and the part between them taken away. Over two and a half million cubic yards of sand were thus used in five and a half miles.

The waterway of the canal is about eighty feet in width, so that two ordinary ships can pass, and for larger vessels occasional bays are provided. Along the sides of the canal are lines of posts, those nearest the water carrying the electric light wires and those further away the telephone and telegraph wires. The electric lights are of the large incandescent type, and are about 100 yards apart and at night give the appearance of a large city thoroughfare.

Soon we approach a beautiful single span iron bridge, high enough to clear the masts of the largest steamer, and as we pass under we see a railway train move slowly across. Gradually we come to a more agricultural district, and the farm houses and barns, almost identical in size and construction, are seen. These are built of brick, the main wall 8 or 10 feet high, surmounted by enormous thatched roofs, some of them so old that the moss, which has grown upon them, looks as green as the grass in June.

Frequently our siren emits a horrid shriek, and a gigantic semaphore just in front of us moves its arms, and comes out of a cottage near by and stands in front of it, holding a green flag until we are safely by. Then two enormous iron railway bridges, three time low and down near the water, turn low and up as if on a pivot, and we pass along.

From time to time we pass ferries, an ordinary skiff boat if foot passengers only, and large flat steel raucers, which are used by the country people to convey from one side to the other with their teams of produce. Small smartly fitted up boats with a nice cabin run up and down the canal past the locks, the same square lower water as we glide swiftly by, the motive power evidently electric from a storage battery.

The sides of the canal are constructed with a batter of about one foot in three, and are carefully walled up with stone or brick, but from the water in the work testify to the unsubstantial nature of the foundation. Occasionally we pass a diver at work upon some repairs or bringing up a huge pile to the surface of the water. Water as we glide swiftly by, the slow turns and regards us placidly through his huge bulbous eyes.

Along either bank are fixed, at intervals of about 100 yards, pairs of large iron mooring posts, set in stone and cement, ready for use if required. About one o'clock we sight a tall flag staff, with large cross yards, from one end of which hangs a big red ball. Just then we reach a sort of bay, where the canal widens out to double its usual width. Down the middle of this bay a row of big black buoys are moored, having a row of smaller ones on either side, those on our right painted black, while on the other side a bright red is used. On each of these buoys a light burns at night and day, being fed by gas which is stored within the buoy. These buoys burn steadily for about three months, at the end of which time they are re-charged. Just behind the outermost row of buoys are two rows of spiling, driven in to form mooring posts, and to these we stop and make fast, drawing quickly out of the channel, with the aid of our steam winches. We are no longer out of the way than looking ahead, and the way that leads to a large German heavily armored cruiser, the Berwolt. Slowly and majestically she moves along, no sign of life about her, and from in front of her a small boat, with two men, is carrying two large crabs, which are over her bows. She is painted a slate grey, her greatest width is at the water line, and she looks like an enormous crab as she comes awkwardly along.

As she draws near I bring my camera to bear upon her, and her officers crowd out upon her upper works and look at us with curiosity as they pass along. In her wake follow a line of steamers, large and small, like a line of butchers' and bakers' carts, at a funeral, not daring to pass the corpse. All this time our barometer has been steadily falling, and the wind rapidly growing heavier. We are again under a storm, and the captain leaving the pilot in charge on the bridge, orders me to dinner. We are nearly through our steamer, when looking out through the port-holes, the captain sees the other bank ahead, and the ship is thrown overboard, and the year 1895 saw the completion of the present canal. The total length is 61 1/2 miles, and there are only the locks at either end, which are double, to permit of the entering or leaving of vessels at the same time. The length of these locks between the gates is 492 feet, their width 82 feet, and the depth of water on the sill 31 feet.

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green, contrasting strongly with the monotonous brown of the landscape. As we pass a buxom German girl, with her hair piled up in a cotton dress upon the bank of the canal, she looks up as we pass along, and knowing nothing of the German language, I throw her a kiss, which she returns promptly and vigorously, returning, waving her hand until we are out of sight.

The country now becomes marshy and is intersected by frequent canals. Windmills, exactly as you see them on the old fashioned blue plates, are seen on every side, and I count no less than 25 of them from one point of view. They are used to pump the water out of the small drains and dikes into the large canal through which we pass.

Next we observe just ahead a cluster of boats, pontoons, etc., with the funnel and foremast of a steamer projecting above the water. A diver sat work here, too, and comes up out of the water until we pass. This steamer, of about 600 tons, was sunk recently in collision with one of the Wilson steamers, and we were required as to whether they intended to raise her, and am informed that such an operation would take too much time, and that they are destroying her. The steamer is being broken up, and the iron hull is being used for the construction of a bridge over the canal.

About two o'clock we made the Elbe end of the canal, where we see the same locks, the same square lower water as we glide swiftly by, the slow turns and regards us placidly through his huge bulbous eyes.

Children Cry for CASTORIA.

I. O. G. T. Meeting of Cumberland, N. S., District Lodge.

Cumberland District Lodge met in quarterly session with Bureau Lodge at Oxford on Dec. 14, at 10 p. m. Owing to the storm the delegation was small. Mr. H. M. Westbrock was appointed official reporter. The difficulty hitherto experienced in obtaining the signatures of the two magistrates requisite to the validity of a writ of prohibition under the Scott act, was pointed out by the speaker, which was ordered to be presented to Hon. T. R. Black, requesting the appointment of John Bryenton as a justice of the peace for the county.

A public meeting in the evening was addressed by the chairman, J. B. Black, Rev. Mr. Dawson, Geo. A. Weeks and others, while retortations and music interspersed the programme. It was decided to hold the next meeting at Westchester in March.

BARNUM'S WIDOW MARRIED. NEW YORK, Dec. 18.-The World says: "P. T. Barnum's widow, his second wife, has taken a third husband. Her second was Demetri Cailgas Bay, a Greek. He died Sept. 22, 1898. Now, according to the cards received by his friends in this country, she has been married to a certain Alexandrivi Oremian, a French nobleman."

CZAR'S REAL PEACE POLICY. LONDON, Dec. 26.-The St. Petersburg correspondent of the Daily Mail says: "The Russian government has ordered ten new destroyers for the Baltic squadron, to be completed within two years."

Up to date the bass fishing on the North Miramich has been the best for years.

DROPPINGS IN THE THROAT, The Most Annoying Symptom of Catarrh, is Entirely Stopped by Dr. Chase's Catarrh Cure.

The hacking and spitting which the catarrh sufferer goes through in the morning to clear his throat of the droppings, is a marked symptom of this distressing ailment. In the early stages of the disease the discharge may be slight, but it increases, and becomes so thick and tough that considerable effort is required to remove it from the throat. It is encouraging to victims of this distressing and dangerous disease to know that they can be perfectly cured by the use of Dr. Chase's Catarrh Cure, the world's most popular and most successful cure for "cold in the throat," droppings in the throat, and acute and chronic catarrh. Dr. Chase's Catarrh Cure goes direct to the diseased parts, breaks the mucus, clears the throat, and cures the disease. It is a simple, pleasant, and safe remedy. It is sold in all drug stores, or by mail, for 25 cents a box, 50 cents a dozen. Dr. Chase's new illustrated book "The Ills of Life and How to Cure Them," sent free to your address.

Shipwrecked Girls Tell Their Stories!

PICKED UP AT SEA BY THE PAWNEE.

(Monday's New York World.) Capt. C. W. Burns was a proud man as he sailed out of the harbor of St. John, N. B. His smart top-sail schooner, the Deer Hill, had on board two of the prettiest girls of St. John. One was Hazel Merritt, daughter of a wealthy shipowner, a charming heiress; the other was his own daughter. Each is sixteen years old.

The Deer Hill is now a wreck in midocean. Allow each maid to tell the story: MISS MERRITT'S STORY. I had been to sea before. I went to Boston, N. B. It did me so much good that my doctor advised my parents to let me go again. I took clothes, books and luxuries along, enough to last eight months. When the gale got violent and the waves came into the cabin and wet the floor of our room all we could do was to lie in bed. That was the only place aboard the ship. We were to stay in bed there all the time! No, I don't know how we could get up in that place without any air. So when the weather moderated, as it sometimes did, and the captain said we could, we put caps around us and went on deck to get the fresh air. There was plenty of water on the deck. I didn't feel afraid at all. I was not afraid I got on the steamer. When the Pawnee came up to us and Capt. Burns shouted to Capt. Aikenhead to anchor, the schooner was in the water. Then we knew we were in trouble. The sea during the six days' blow was just like a big boiling pot. The big waves were like walls.

When it came time to leave the schooner, we were told to get our things in charge of the captain's son, Mr. Burns, who was the mate. When we were told to get our things in charge of the captain's son, Mr. Burns, who was the mate. When we were told to get our things in charge of the captain's son, Mr. Burns, who was the mate. When we were told to get our things in charge of the captain's son, Mr. Burns, who was the mate.



MEMRAMCOOK. The Sad Case of Mr. and Mrs. Thedi Leger. Judge Gaudet Almost Trampled to Death by His Horse - College Closing for the Holidays.

ST. JOSEPH, Dec. 21.-While the joyous Christmas time brings happiness to many to others sorrow accompanies its coming. A very sad instance of such occurred in this village during the past week. The mind of one of our prosperous farmers, Thedi Leger, having become deranged last April, he was conveyed to the Provincial Lunatic asylum. This was a great sorrow to his wife, the late Mrs. Leger, who had been confined to her bed for several months, and who was in poor health. Her husband began to show signs of renewed insanity, and it was deemed advisable to place both husband and wife in the asylum, whence they were taken last week. This unfortunate couple have one child, which is being cared for by relations. The Rev. Fr. Longeler, C. S. C., who fractured his knee cap Sept. 5th, was able to be around his room for the first time Dec. 18th, having been confined to his bed for three months and ten days.

The college will close for the Christmas holidays on the 23rd, and studies will be resumed on January 3rd, 1899. A serious accident occurred at McGinley's Corner on Monday. Honore Gaudet, brother of Judge Gaudet, superintendent of the college farm, was found lying insensible and bleeding from the legs of his horse in his barn. Where or how the accident occurred is not known, but it is supposed from the deep wound in Mr. Gaudet's forehead that while he was working around the stall the horse kicked him in the forehead and he fell under its feet. The horse then trampled him, leaving his head and neck a mass of wounds and bruising his chest and back severely. Dr. Gaudet, the attending physician, has hopes for the recovery of the injured man.

EQUITY COURT. In the equity court yesterday Judge Barker, in Miles v. Patten, dismissed the application to continue the injunction and appoint a receiver. In Murohle v. Theriault, his honor decided that the marriage contract, which was in French and was registered in Madawaska county, was interpreted on the records, and ordered that it be removed therefrom unless the parties should agree upon the amounts due, without regard to that instrument. The case was sent to a referee for report.

In Leonard v. Leonard his honor decided that the plaintiff takes an absolute interest in all the property, both real and personal, subject to be divided by his marriage, except as to the leasehold property and the two insurances of \$1,000 each, which are

A CANADIAN OUTLOOK.

From Hon. Mr. Foster's Speech at Lindsay, Ontario.

The great American republic and Canada are so closely united geographically that their relations are a subject of constant study, and have been, from the dawn of their existence. Again and again we have been in danger of absorption. In the days of the American revolution our forefathers rejected seductive invitations, and repelled the attack of arms. In 1812 French and English alike stood up to defend their country. At various times since then, absorption has threatened us.

The crisis in this tendency occurred in 1891, when that great political battle settled forever the question of our future relations with the United States. If in 1891 we had accepted unrestricted reciprocity, the vast commercial relationships which would have sprung up would ultimately have led to political absorption. Not only with this the speaker's view, but men of all parties in both the United States and Canada supported that view. The question of annexation was now absolutely dead, and will never be resurrected. We admire the United States sincerely, but on the blackboard of history we shall put these words: "No absorption, no scanty friendship, relations, friendly rivalry." As to independence, should we sever our ties with Great Britain and set up for ourselves? Not one per cent. of the present attached to this question that are within fifteen years ago. What would we gain by independence? A larger national life, they say, with greater sense of responsibility to call out a stronger national character. Possibly. But for certain, we should get the right to elect our governor-general, the right to build a great navy, and support a great army.

IMPERIAL FEELING DOMINANT.

But this feeling of independence has been given place to a larger feeling, that has been obliterated by the imperial feeling. Without any propaganda, this imperial feeling has grown, submerging even the large idea of independence. We have a heritage of a thousand years, her records of struggles on the battlefields and in the council halls, her literature and her art, are the heritage of a Canadian as much as they are the heritage of an Englishman, a Scotchman, or an Irishman. Canadians refuse to sever themselves from that long, glorious history of past great deeds, which strengthens us for today and inspires us for tomorrow. Our links and bonds to the Empire are two-fold - our glory and our past, and our hopes in her future. We are playing our part in the Empire. Our voyagers have done true service on the Nile; our contributions poured into India in her hour of famine; in the great progress of Ontario, where British arms carried British progress and civilization, side by side with Kitchener labored the son of one of Canada's judges, constructing the railway that gave to the Empire an equal rate of speed with the fastest army; and when the West Indies raised a cry of distress, Canada was not unresponsive. Every day we are becoming imperialists, and we refuse to be content with our share of power in the Empire. Canada's idea behind it forever any idea of losing its existence in absorption; and the idea of separate existence has merged into the idea of imperialism - the idea which today dominates not only Canada, but the whole world. If all these be true, what then?

RESPONSIBILITIES OF CANADIAN DIPLOMATS.

If, when in speaking of Canada as occupying a central position, we recognize her imperial place; if, when we consider Canadian grain as a great source of Britain's food supply, and her navy as a great possibility for her navy, we again emphasize the imperial idea - what are our responsibilities as citizens of Canada and of the empire? First, we must hold fast to an absolute integrity. There must be no compromise of those Puritan principles of honor, uprightiness, scorn of meanness, and manliness, which have given so much to the American republic. A high moral and religious fibre is absolutely essential to a country's permanence. Secondly, we need an enlightened public spirit. This is a real lack in Canada, but we are poor men if we do not preserve our heritage from the past and transmit it intact and strengthened to our successors. If every man and woman be a politician, if not a partisan, there are magnificent opportunities in Canada for public spirit, not only in national and provincial affairs, but in municipal matters. Once you have an enlightened public spirit diffused through this country, you have struck the knell of public corruption. We need improvements in political ideals. These are not all they ought to be, but they are growing higher, and the speaker was certain they would be allowed all the benefit of a growing time. (Laughter.) Political life in Great Britain was on a higher plane than in Canada, due to the presence of a leisured class and to the contact of British statesmen with world wide problems. Our legislators, however, are unexcelled in the practical common sense fashion with which they meet their difficulties. Fourthly, we need patriotism - the fire that burns off the dross and leaves the metal pure. We need the shock and clash of contention, great questions. The flag is more than a piece of bunting, it means all that is best in the history of a people. With a magnificent picture of Canada as a goddess, robed with the flag, and covered with maple and oak, waving her wand, and calling forth agricultural, commercial, mechanical, educational, and moral life, the speaker concluded a noble address.

DYING OF HEART FAILURE.

SAN FRANCISCO, Dec. 20.-Dr. Horatio Stebbins, the most prominent Unitarian minister on the Pacific coast, and pastor of the First Unitarian church of this city, is believed to be dying of heart failure. He has been at the head of the First Unitarian church for nearly thirty years, having succeeded Dr. David Starr King.

CITY NEWS.

Recent Events in and Around St. John, Together With Country Items from Correspondents and Exchanges

When ordering the address of your WEEKLY SUN to be changed, send the NAME of the POST OFFICE to which the paper is going as well as that of the office to which you wish it sent.

Remember! The NAME of the Post Office must be sent in all cases to ensure prompt compliance with your request.

THE SUN PRINTING COMPANY, issuing weekly 5,000 copies of THE WEEKLY SUN, challenges the circulation of all papers published in the Maritime Provinces. Advertisers, please make a note of this.

C. A. Plummer and W. H. Kimball of Waterville, Carleton Co., have snared 93 foxes this season.

Daniel L. Keith of Kinnear Settlement, Kings Co., died last week. Death was the result of an accident.

Mr. and Mrs. Isaac Fleming of Truro passed the 60th anniversary of their married life on December 10. Both are hale and hearty.

Among the articles of freight at Sand Point is a long hardwood canoe, consigned to Capetown, South Africa. The canoe was made in Peterboro, Ontario.

At a recent meeting of the graduating class of the Faculty of Applied Science of McGill University, Montreal, Walter W. Colpitts of Moncton was elected valedictorian.

Duncan Morris Advocate Harbor and Angus McDonald of P. E. I., both passed for mate of the examination held on Tuesday at the Custom house before Captain Smith, R. N. I.

David Watson of St. John, the well known horseman, and Miss Ida Morris of Milltown are to be married in the Presbyterian church at Milltown on Wednesday, Dec. 23th, says a Calais letter to the Bangor News.

Harold Laird and Miss Louise Laird left P. E. Island on Saturday en route to Winnipeg to join their father, the Hon. David Laird, Indian commissioner. Previous to his departure from Georgetown Mr. Laird was banqueted by a number of friends.

Referring to the arrival of an English lead buyer on the Miramichi, the World says: "There is a great eagerness to buy lumber now, on the part of English brokers, at prevailing prices, but the producers are generally holding back for better prices."

The wedding took place on Tuesday evening of John Robinson, steward of the steamer Trusting, and Miss Florence Clarke of Grand Manan. Rev. R. McKim was the officiating clergyman. Mr. and Mrs. Robinson will reside on Main street, north end.

Consular freights are still tending upward. Vessels are wanted to carry plaster from Hillsboro to New York or Newark, and \$1.35 is freely offered. The summer rate was \$1.20 to \$1.30. A schooner was chartered to the other day at \$1.50 to carry cargo from New York to Boston.

F. P. Reid of Moncton has received a letter from J. W. F. Smith, the party with whom Mr. Smith and wife were travelling when at Cairo, Egypt, planning a trip up the Nile in a house boat. He said they were having a very pleasant time and enjoying the best of health.

The Rev. H. A. Oddy of Greenwich, Kings county, will preach a sermon to Court Warden, No. 1394, I. O. F., on Wednesday night, Dec. 23th, at 7 o'clock, in the new hall at Cady's. Members of adjoining courts, as well as the general public, are cordially invited to attend.

Mrs. James E. Perkins of Lower Gasquet died suddenly on the 20th inst. She had been ill for four days of pneumonia. The deceased leaves four sons, two of whom reside in this city, Cecil and Thomas Perkins of north end. The deceased was 64 years of age and was well known in this city.

James Bell, formerly of Cape Traverse, P. E. I., died at Moncton, N. B., on Dec. 22nd. He leaves two surviving brothers, Walter Bell and George Bell, both of Cape Traverse, also one sister, Mrs. Cornelia Howland of St. Elizabeth's. F. H. Bell of Summerside is a nephew of the deceased.

J. P. Mowat and John Mair have purchased the lumber of the Athol house, property, above Campbellton, and have erected the first shingle mill on the new line, containing two machines, which will run day and night. J. P. Mowat is now handling, in addition to these, eight other machines, and shipping largely.

The Dominion Pulp Co. says the Cleatham Works is experimenting with hemlock. Two batches of hemlock fibre were cooked the other day, and the pulp looks white and of good quality. Should it prove to be as valuable to the paper makers as pulp made from spruce, it will be a big thing for the owners of hemlock lands.

A Richibucto despatch of Dec. 20 says: "Dr. M. F. Keith was married this morning to Miss Annie Lillian Black, daughter of J. F. Black of this town, at the home of the bride's parents, Rev. Wm. Hamilton, Presbyterian pastor. The newly married couple left on the morning train for an extended wedding tour across the border."

A turkey weighing twenty-five pounds was the most remarkable exhibit at the Charlottetown Christmas market.

C. S. Miles of Missoula, Montana, arrived at Fredericton on Wednesday, having been summoned by the serious illness of his father, John T. Miles of Maugerville.

A Machesia letter says: E. I. White had ten vessels between Sand River, N. S., and New York during the great gale, and out of that number three were lost and two badly injured.

Thomas Jeffrey of Salmon River, Yarmouth county, died suddenly at Bear River on Monday. He was employed by the D. A. R. and had been working on the bridge.

The sch. Chas. Haskell, Capt. Casey, at Yarmouth on Monday, had 8,000 lbs. of mixed fish; the Ernest F. Norwood, Captain Longmire, 8,000 lbs.; the Parnell O'Hara, Captain Wm. Snow, 8,000 lbs.

Capt. Hiram Farris of the schooner Hazelwood and Miss Florence Powers, daughter of the late William R. Powers of north end, were married last night, by G. Rev. J. A. Gordon at the residence of the bride's mother, Durham street.

It is estimated that at least 3,000 men are at present working on Kennebec waters, and the seasons cut will foot up 100,000,000 of 100,000 feet, against 70,000,000 feet cut last year. This includes both saw and pulp logs.

The Sun's Richibucto correspondent, in chronicling the marriage on the 20th of Dec. 21st, the examination of the daughter of F. L. Black, adds that the wedding presents included a seal saque and a check for two thousand dollars.

William Armstrong of Lakeville, N. B., has arrived in Bangor with three tons and a half of turkeys for the Christmas trade. Mr. Armstrong says that his business has been good all the fall, but profits are small on account of the duty, which is five cents per pound—Bangor News.

One of the oldest residents of Rochesay died on Monday evening, 19th inst. in the person of Mrs. James Steag. The deceased was 76 years of age, and had been ill for some time of general debility. She leaves several children, one of whom was the wife of John Mitchell, who resides in Rochesay. The funeral took place on Wednesday afternoon from the deceased's home at Rochesay. The interment was in Fernhill cemetery.

Coun. F. G. Mahoney of Westmorland Co., says the Moncton Times, has done a larger business this year than in any of the previous years of the United States market, having forwarded over 12,000, principally from Antigonish and other parts of eastern Nova Scotia. He has also imported a large number of turkeys, which have been distributed free of charge to the farmers for improvement of this class of stock, to be returned to Mr. Mahoney at the end of three years.

The death took place on 23th inst., at the ripe old age of 84 years, of H. J. Rooney, one of the best known residents of the north end. Born in Ireland and coming here when a young man, Mr. Rooney has lived for 66 years in St. John, bringing the greater part of which time he worked at the tailoring business, outfitting all his old employers, the father of James Reynolds among the number. He leaves four children to mourn the loss of a kind and affectionate father.

James Mah of Siskiyou county, California, left on Sunday for the Kootenay, thence will go on a visit to his old home in Kent county, N. B. Mr. Mah is a New Brunswick man, who has made a name for himself in the west. He is heavily interested in the county which is his home in California, in mining and timber affairs, being the proprietor of several large properties. During a part of the time of his visit in this city he was a guest of Mr. and Mrs. John Johnstone—Vancouver World, Dec. 13th.

At the last meeting of Court Maugerville, I. O. F., on Saturday evening, Dec. 17th, the following officers were elected: A. R. Miles, G. R. G. A. Parley, P. C. R.; F. O. Parley, V. C. R.; C. A. Harrison, F. S.; A. A. Treadwell, R. S.; Walter Smith, treas.; A. Sewell, chap.; H. DeVeber, C. D. H. C. R.; James Ward, S. W.; Gilbert Harding, J. W.; Dr. B. N. Mullin, C. Phys. Inspector Kingsley was present and explained the new extension of the order tax. The court is in a healthy condition.

At the last meeting of Court Warden, I. O. F., No. 1394, the following officers were elected: J. A. Fowler, G. R.; T. A. Stevenson, V. C. R.; H. W. Woods, R. S.; W. Howe, F. S.; M. O. McKennie, treas.; and Robert McDonald, chap. were all re-elected. P. E. McKennie & W. Wm. McKie, J. W.; R. Reid, S. B.; L. Naze, J. B. were elected and D. H. McDonald chosen physician. The court has added eight new members during the year. The members will have their annual New Year's supper on Monday evening, January 2.

Willis Lodge, No. 70, L. O. O. A., of Fairville has elected the following officers: Worshipful master, Frederick Trafford; deputy master, Samuel Chambers; chaplain, William Hamlyn; recording secretary, H. P. Allingham; financial secretary, William Stymest; treasurer, Robert Catherinewood; director of ceremonies, James Moore; lecturer, Thomas Stout; committee, William Quinton, foreman, Oscar J. Tippley, Harry Duncon, Thomas Reed, Alfred Clarke; inside tyler, William Catherinewood; outside tyler, James Lockhart; hall committee, Alfred Clarke, H. P. Allingham, Harry Duncon, East County Master McFarland occupied the chair, conducted the election and installed the officers.

Subscribe for the "Semi-Weekly Sun."

The death occurred Dec. 20th of Millard, wife of David Carr of Geary, Sunbury Co. She was 24 years of age and leaves a husband and two children.

Before Judge McLeod, in chambers, yesterday, the case of Ferguson v. Hanrahan, a review from the parish of Harcourt civil court, was argued. L. P. D. Tully for the plaintiff, and A. Wilson for the defendant. Judgment reserved.

At the Baptist church, Hantsport, N. S., on Dec. 18th, the marriage took place of Miss Alice M. Shaw, daughter of the late David W. Shaw, and Rev. H. B. Montgomery, pastor of Kingsclear, N. B. Mr. and Mrs. Clements will reside in Los Angeles.

The marriage is announced of Miss Alice Scarsell, formerly of Fredericton, to Whitely Gray, of the same place. The wedding took place at Los Angeles, where the bride has resided for some years. Miss Scarsell was a daughter of the late Capt. Scarsell and a sister of the wife of the Rev. H. B. Montgomery, pastor of Kingsclear, N. B. Mr. and Mrs. Clements will reside in Los Angeles.

Mrs. Nancy Stoddard, formerly of Jacksonville, Carleton Co., N. B., died after a three weeks illness Monday morning at the home of her daughter, Mrs. Amy Gray, at 307 Broadway, Bangor. Her age was 85 years and six months. Prayers were said over her remains by Elder Thompson of the Second Advent church on Monday afternoon, and the remains, accompanied by Mrs. Gray, were sent to be buried in Jacksonville—Bangor Commercial.

The Sun's Hopewell Cape, Albert Co., correspondent writes under date of Dec. 21st: "The examination of the public schools here took place yesterday and today. Great interest was manifested by the residents, large numbers of whom attended and congratulated teachers and scholars on their records. Miss Evelyn Bennett has charge of the primary and Miss Margaret Lynds of the advanced department."

Hon. George J. Colter of Keswick, shipped eight tons of cheese lately to St. John, for export to Liverpool. This is the largest consignment to Mr. Colter and Keswick.

We are very glad to learn that our respected and enterprising townsmen, Patrick McGinn, has lately forwarded a copy of his famous combination of the sundries of the island, to Mr. McGinn expects to forward a cargo of farm wares, etc., to the Pacific Coast in the spring—Capital.

I. C. R. MEN'S PRACTICAL GRATING. (Moncton Times.)

On Monday, Dec. 19, Mrs. Geo. Anderson of Bellefleur, was presented by I. C. R. Driver Carson with a purse of \$24 on behalf of the I. C. R. engineers and firemen in recognition of her kindly services and attendance on Driver Hayward and Fireman Smith, who had a narrow escape from death in the recent Bellefleur wreck. Mrs. Anderson did every thing in her power to relieve the sufferings of the injured men, and the donors recognizing her hospitality desired in some small way to express their gratitude. Geo. Anderson was also indefatigable in his efforts to support the unfortunate, and through his energetic work a cartload of freight was saved. The railway presented him with \$20 as a recompense for his assistance. It is understood that the conductors and brakemen are taking up a subscription for Mrs. Anderson in recognition of her kindness to Brakeman Harvey.

PERSONAL MENTION.

John Manchester, the well known veterinary surgeon, who is taking a course in medicine at McGill college, is home at Apohaqui for the holidays. He came via Boston and was accompanied by his sister, Miss Emma Manchester, from Newton, Mass.

John A. McGillivray, Judge Warden, Wm. Kingsford, F. W. Egan, Albert W. P. Eastman, left yesterday afternoon for Moncton, where a Forestry meeting was held last night. Mr. McGillivray goes to Halifax and thence to Newfoundland. On his return he will visit Wolfville and possibly Antigonish. He expects to spend New Year's day in this city, on his home journey.

THE MANHATTAN LINE.

N. L. Newcomb, general manager of the Manhattan S. S. Co., writing from New York under date of Dec. 15th to a friend in Yarmouth says: "Owing to the loss of two steamers within six weeks and a series of delays in getting our steamers down here from the lakes (two of them are in Shelburne today) our business plans have been much retarded. The case of the Pentagot, with all on board, is something terrible. The loss of the steamer does not cause us any anxiety, but the sudden taking off of eighteen souls is something horrible to think about. I hoped against hope that something might be heard of the steamer, but it is so long since we had any tidings not a ray of hope remains."

LETTERS FROM THE PEOPLE.

Perpetrators of Bulls.

BENTON, Carleton Co., Dec. 21. To the Editor of the Sun: Sir—Are the members of the safety board all Irishmen? I notice that in your report of the proceedings of the board you state: "After the retirement of the chief from the room, the board decided to recommend to the council that, as vacancies occur in the permanent force they be filled up by the appointment of men doing duty as specials and that no more specials be appointed." Where the device are the police in constant front? Can you appoint what you have not got? Yours, THE O'NEIL.

The Yarmouth Telegram says the reported find of \$10,000 in old coins at Weymouth was untrue, and that the box contained only two old coppers.

ST. STEPHEN.

Trying to Make the Street Railway Pay Expenses.

Hard Coal Very Scarce—News from Both Sides of the St. Croix—Business Matters.

ST. STEPHEN, Dec. 22.—The clothing firm of C. J. Lyford & Co., Calais, has been dissolved. Mr. Lyford retiring from the business.

Joseph H. Mersfield has purchased the book and stationery business conducted at Calais for many years by C. P. Treat. Mr. Mersfield's long connection with similar business should insure his success.

F. W. Andrews is driving a two-year-old out by Edgar, from his pacing mare, that moves along well and is very handy.

The marriage of L. J. G. Hannington, formerly of Shediac, but now head book-keeper for the lumber firm of H. T. Eaton & Sons, to Miss Annie Collins, stenographer for the same firm, is announced to take place in January.

Alfred Saunders, manager of Armour & Co.'s cold storage plant at Calais, has returned from Chicago, where P. D. Armour, head of the firm, took advantage of his presence to present him with a fine gold watch and chain, in recognition of his efforts to advance the firm's interests in western Maine.

H. S. Pettit, manager of the Bank of Nova Scotia at Calais, will spend his Christmas holidays in St. John. The Viking brought quite a large party to town on Wednesday from the islands and St. Andrews. They returned home this morning.

N. Marks Melis is confined to his home by illness. The Imperial Manufacturing Co. will commence operations here early in January. They will start with fifty hands. Richard W. Sawyer, president of the company, will have charge of the buying and selling, and Geo. E. Elliott, treasurer, will oversee the manufacturing department and the financing.

The Boston Rifle Club will hold a turkey shoot on Monday morning, commencing at half-past eight, open to all.

The quiring rink will be open for skating on Monday evening.

Daniel O'Brien has left the employ of W. H. Donovan, plumber, after being with him for nine years.

W. H. Whitlock has added two hand-sawed lumber double and single, to his well equipped livery stable. The street railway company finds it difficult to make the road pay, and has given notice that all free passes will be cancelled after January 1st. It is said that twenty thousand fares were paid for last year with passes.

The great abundance of goods along the coast have made it difficult to secure schooners for freighting purposes, and as a result hard coal is very scarce here. Egg size is entirely exhausted. Vessels are detained along the coast by rough weather.

Shaughnessy who was injured by falling from a window at the college at Orono, Maine, has arrived home and is confined to his bed with a broken hip. He is a son of P. Shaughnessy, livery stable keeper.

VIEWERS OF ST. JOHN INCLUDED. (Vancouver World, Dec. 15.)

There is a very fine selection of oil paintings now on view at Rankin's auction rooms. They are the product of the skill of H. J. De Forest, who is well known to Vancouverites as an artist of great ability and taste. The sale commenced yesterday and all afternoon the store was crowded with visitors, who had many words of praise for the excellent work done by Mr. De Forest. The paintings are from scenes in New Brunswick, Nova Scotia, England, Normandy and other European countries. They are of various sizes, which makes the collection all the more valuable to select from. Two large Norman pictures of rural scenes in Normandy are particularly fine. The artist's name is Alfred Lemieux, Quebec, and he has been appointed liquidator of the company, and as such obtained in May last leave from the court to sell the property. The sale was advertised to take place on the fourth of July last, but on that date the bidding was postponed, and on the following day the court again granted Mr. Lemieux's petition to sell the property on the 17th of August last. On the latter date the sale took place, and H. R. McLellan purchased the property for \$20,000. J. M. Fortier was a shareholder and creditor of the company when the latter assigned, and took action in September last against Messrs. McLellan and Lemieux to have the sale of the latter annulled on the ground that notices required by law were not given previous to the sale and that the property was worth more than the price obtained. Notwithstanding this action the liquidator notified the shareholders and creditors that the property had been sold, and published notices to that effect in the Quebec Official Gazette. Mr. Fortier then presented a petition to the court, praying that all proceedings upon the ratification of the sale to Mr. McLellan be suspended until a decision was obtained in his case against Messrs. McLellan and Lemieux, and Judge Routhier granted the petition and ordered that all proceedings respecting the ratification of the sale to Mr. McLellan be suspended as requested.—Canadian Lumberman.

An important decision has been rendered by Judge Routhier in the matter of the Cascapeidia Pulp and Lumber Co. of Cascapeidia, Que. In liquidation, Alfred Lemieux of Quebec has been appointed liquidator of the company, and as such obtained in May last leave from the court to sell the property. The sale was advertised to take place on the fourth of July last, but on that date the bidding was postponed, and on the following day the court again granted Mr. Lemieux's petition to sell the property on the 17th of August last. On the latter date the sale took place, and H. R. McLellan purchased the property for \$20,000. J. M. Fortier was a shareholder and creditor of the company when the latter assigned, and took action in September last against Messrs. McLellan and Lemieux to have the sale of the latter annulled on the ground that notices required by law were not given previous to the sale and that the property was worth more than the price obtained. Notwithstanding this action the liquidator notified the shareholders and creditors that the property had been sold, and published notices to that effect in the Quebec Official Gazette. Mr. Fortier then presented a petition to the court, praying that all proceedings upon the ratification of the sale to Mr. McLellan be suspended until a decision was obtained in his case against Messrs. McLellan and Lemieux, and Judge Routhier granted the petition and ordered that all proceedings respecting the ratification of the sale to Mr. McLellan be suspended as requested.—Canadian Lumberman.

A quiet wedding took place at the residence of John Sullivan, March Bridge, on Thursday. His daughter, Eliza, who has been living in Boston for some years, was united in marriage with Winfield S. Phillips of that city. Only the immediate relatives of the bride were present. The marriage ceremony was performed by the Rev. W. O. Raymond, pastor of St. Mary's. The happy couple will reside in Boston.

SEE THAT THE FAC-SIMILE SIGNATURE OF EVERY BOTTLE OF CASTORIA. Vegetable Preparation for Assisting the Food and Regulating the Stomach and Bowels of INFANTS CHILDREN. Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. NOT NARCOTIC. Perfect Remedy for Constipation, Sour Stomach, Diarrhoea, Worms, Convulsions, Feverishness and Loss of Sleep. Fac Simile Signature of J. C. Ayer & Co. LOWELL, MASS. NEW YORK. 35 Doses 35 CENTS. EXACT COPY OF WRAPPER.

TO LOWER THE FLAG.

Major Russell B. Harrison Reprimanded for Putting Up the Stars and Stripes.

HAVANA, Dec. 22.—Major Russell B. Harrison, the provost marshal who on Tuesday raised the Stars and Stripes over Fort Atares without orders, and in contravention of the promise of the United States evacuation commission that no American flag should be raised in Havana, or its suburbs until January 1, was today formally reprimanded by Major General Lee and instructed to lower the flag. Lieut. Lee reported a few hours later to headquarters that the flag had been lowered.

Nevertheless at the hour of filing this despatch, 4.30 p. m., it is still flying on a tall mast over the fortifications, plainly visible from the harbor and city.

Major General Lee has received a cable despatch from Gen. Alger stating that the secretary of war understood there were thousands of persons starving in Havana, and directing him to feed them "without delay."

Gen. Lee immediately ordered Col. Wood to distribute rations, and to make an effort to feed the helpless, carefully applying waste. There are hundreds in Havana today who, though not actually starving, are in a deplorable state of weakness, and disease, the effects of the cruel reconcentration policy.

The U. S. transport Minnowaska, which left Savannah for Cuba on Dec. 19th with the 49th Iowa regiment, arrived here this afternoon.

Today the Spanish transport, Ciudad de Cadix and the Neustria sailed for Spain, the former with 1,288 men and officers, bound for Santander, and the latter with 1,033 men for Cadix.

H. R. McLELLAN'S PURCHASE.

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RETIRING FROM BUSINESS.

HARNESS!

The subscriber will sell his entire stock of superior Harness from the highest driving to the heaviest Express, Farm and Lumber Harness. Horse Collars, Whips, Blankets and Saddle Stools at a great reduction for cash. All city and country orders, as the entire stock must be sold during the winter. Address: J. W. Block, Harness Tools and Beautiful Display Horse for sale.

DAVID BROWN, -- 9 Charlotte St.

WANTED.

WANTED—Cavalrymen, a few more in Canada not occupied. Must have good ability, preference to the right arm, and good for \$800 to \$1000 a year. Address: THOS. H. OBUCHIZLA, Truro, N. S.

THE CHRISTMAS MARKET.

A Fine Display of Hens, Thomas Dean is in the Front.

(From Thursday's Daily Sun.)

The market was thronged with people yesterday and everybody expressed themselves highly pleased with the display of poultry. There was an abundance of every kind of chicken and pork, and poultry was present in quantities fully equal to the demand. The prices which prevailed in the market of the morning were as follows: Turkeys, 25 to 30 cents; chickens, 15 to 20 cents; ducks, 10 to 15 cents; geese, 10 to 15 cents; and geese, 10 to 15 cents. The market was very quiet, and the buyers of the purchase of the day were not very active.

Mr. Dean's big stall on the southern side of the market is the centre of attraction, and the poultry is sold at 10 to 15 cents a pound, and the buyers of the purchase of the day were not very active.

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UNCLE CALEB'S WILL.

"You mean that you can't put yourself out to give your mother's brother a night's lodging?" said Caleb Cheverel bitterly. The March wind, bearing dust and grit and bits of flying paper on its restless wings, came whistling around the corner, lifting the old man's faded combed ends and turning his blue nose a shade bluer still, while Mrs. Larkins, his eldest niece, stood in her doorway, filling up the aperture with her ample person in such a way as to suggest the familiar legend, "No admittance here."

TWO KILLED.

WORCESTER, Mass., Dec. 21.—A fatal accident happened on the Worcester and suburban road near Leicester, on Thursday afternoon, when two cars came together, head on, both moving at high speed. One passenger, John Kerrigan of Cherry Valley, was killed outright and another, Walter H. Holbrook of Leicester, died on removal to the hospital. Five or six others received dangerous injuries.

A Dozen Other Passengers Injured in Electric Car Collision.

WORCESTER, Mass., Dec. 21.—In an electric car collision on the Worcester and suburban road near Leicester this afternoon John Kerrigan, aged 45, of Cherry Valley and Walter H. Holbrook of Leicester, died on removal to the hospital. Five or six others received dangerous injuries. The accident was caused by fog, which made it impossible to see an approaching car.

MARCHIONESS OF DONEGAL.

LONDON, Dec. 21.—The Marchioness of Donegal applied yesterday for admission to the Great Northern Hospital, from which place she was removed to the Islington workhouse infirmary. She explained that she was homeless and not willing to communicate with her wealthy friends, or with her husband, who is suffering from pneumonia.

EARN A WATCH. Earn this valuable Watch, Chain and Chain by selling weekly Topical News Papers at 15 cents each. Send your address and we will send you a watch and chain. No money required. These fine watches are made in England and are guaranteed for five years.

AFFAIRS IN SPAIN.

SANTIAGO DE CUBA, Dec. 21.—Senator Becard, the mayor, on behalf of the city council, will present a testimonial to Major General Wood, congratulating him upon his recent promotion, and thanking him for the great work he has done here.

CALIFORNIA GREAT ROCK ISLAND ROUTE. LOW RATES ON OUR PERSONALLY CONDUCTED TOURIST EXCURSIONS. Leave Boston and New England points every Wednesday via Chicago, Colorado Springs and Denver.

Santiago City Council to Present Testimonial to Gen. Wood.

SANTIAGO DE CUBA, Dec. 21.—The City Council of Santiago will present a testimonial to Major General Wood, congratulating him upon his recent promotion, and thanking him for the great work he has done here.

Effigies of Gen. Weyler in Havana Ordered to be Removed.

HAVANA, Dec. 21.—Effigies of General Weyler hanging this afternoon in Gerro, the suburb, surrounded by jeering crowds, while small processions march and countermarch along the street, shouting constantly. Business is virtually suspended in consequence of the riotings over the evacuation.

FARMERS' INSTITUTE MEETINGS.

- UNDER THE MANAGEMENT OF The New Brunswick Department of Agriculture AND The Farmers' and Dairymen's Association of N. B. Meetings will be held at dates and places indicated below: STAFF NO. I. Jan. 10.—Campbellton, Restigouche Co., Evening session.

THE STARS AND STRIPES RAISED OVER FORT ATARES BY MAJOR R. B. HARRISON.

HAVANA, Dec. 21.—The Stars and Stripes were raised over Fort Atares yesterday by Major R. B. Harrison, commanding the United States military commission.

RAILWAY GROWTH.

NEW YORK, Dec. 21.—Preliminary estimates made by the Railroad Gazette show an increase of 2,865 miles during 1898 in the railroads of the United States. This is the largest increase reported since 1894, when 4,419 miles were added.

SIX KILLED.

SEATTLE, W. T., Dec. 20.—News has just been received of a slide of the Chilkoot Pass, in which six people were killed. Five bodies have been recovered, as follows: Mrs. Darling and two sons, of Lake Linderman; Bert Johns, Juneau; Harry Shaw of Skagway.

FISH FOR BRAZIL.

A feature of the business of Halifax just now that is deserving of special notice, says the Herald, is the effort that are being made to regain a part of the northern Brazil fish trade.

CHILDREN CRY FOR CASTORIA.

"You don't say so!" cried out the astonished matron. "I saw it with my own eyes," said Mrs. Larkins, resolutely.

WANTS OF THE PART... DR. R. M. READ, SPECIALIST, 175 Tremont Street, Boston, Mass. DR. R. M. READ, SPECIALIST, 175 Tremont Street, Boston, Mass. DR. R. M. READ, SPECIALIST, 175 Tremont Street, Boston, Mass.

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