

LYNCH LIBERATED.

But Has Not Yet Received the Royal Pardon.

Although He Was Liberated at the King's Request on the Application of Sir Thomas Lipton.

LONDON, Jan. 26.—Col. Arthur Lynch, who commanded the Irish brigade against the British forces during the war in South Africa, and who was afterwards convicted of treason and sentenced to imprisonment for life, was liberated yesterday "on license."

The Associated Press learns that the liberation of Col. Lynch is the outcome of an interesting series of events. When Michael Davitt was last in the United States he saw President Roosevelt, who mentioned Col. Lynch to him, saying he had once entertained him at Albany. The president expressed great interest in the case and regretted he could not suggest clemency without laying himself open to a palpable snub. On his return to England, Mr. Davitt mentioned his conversation with President Roosevelt to Sir Thomas Lipton and Mrs. Lynch, who has suffered bitterly since her husband's arrest. He also made a pathetic appeal to Sir Thomas, who then personally interceded with King Edward on behalf of his condemned fellow Irishman. Without any hesitation the King promptly informed the home secretary of his wishes in the matter and the prisoner was released.

BEGGED FOR MERCY.

Murderous Convicts Called Down by Women With an Empty Revolver.

NORRISTOWN, Pa., Jan. 24.—Wardens Abraham Gotwals and Night Watchman Samuel Beckwith of the Montgomery Co. Jail, were murderously assaulted tonight by two prisoners who made a desperate attempt to escape, but failed. Beckwith, who is 70 years old, was taken to the charity hospital with eight or ten severe scalp wounds. The warden has a half-dozen wounds on the head, none of them serious. The prisoners who made the assault are Fred Bond and Geo. Cornwallis, both said to be from New York. They were awaiting trial at the March term of court on the charge of larceny. Tonight Cornwallis called Beckwith to the cell, saying he believed that Bond, who occupied the same cell, was seriously ill. Beckwith summoned Warden Gotwals, who not suspecting anything, immediately entered the cell. The instant he stepped inside Cornwallis closed the door and both prisoners seized iron bars and pounded the warden until he became unconscious. Then the two prisoners left the cell and assaulted Beckwith, who had made a desperate attempt to help his chief. Mrs. Gotwals, with an unloaded revolver, met the prisoners on the way to the gate. Pointing her weapon at them, she ordered them to return to their cell. The warden revived enough to reach his office and telephoned for the police and the chief of police responded. Not being able to escape, the prisoners became thoroughly frightened and when the chief told them to throw up their hands they readily did so and begged for mercy.

Mill Supplies. Belting, Red Strip Rubber, Goodhues' Leather, Milo Canvas, Jenkins' Genuine Valves, Files, Waste, Saws, Oils, Packing, Emery Wheels. WRITE FOR PRICES TO W. H. Thorne & Co., Ltd. Market Square, St. John.

TOWN IN ASHES.

Aalesund, Norway, Swept Out of Existence by Fire—A Terrible Conflagration.

AALESUND, Norway, Jan. 24.—The fire which swept over this town yesterday morning destroyed every building except the hospital. The 11,000 inhabitants of Aalesund were compelled to camp in the open, as only a few damaged and uninhabitable houses were left standing. The children of the town had to be housed temporarily in the church at Borgund. The panic among the people was so great after the outbreak of the flames that all attempts at leadership or discipline became out of the question; no excesses, however, were committed. The destruction of the town was complete within a couple of hours from the time the fire started. Over twenty steam fishing boats and many sailing smacks were sunk in the harbor in order to save them from the flames, but three steamers and many smacks were burned. It is believed now that only three persons lost their lives. Succor has arrived from Molde, Berlin and other places and provisions are being distributed. Relief committees have been formed and have invited public subscriptions. The King has contributed \$1,500 to a relief fund and all the other members of the royal family have also subscribed.

FIRE AT CALAIS.

Two Buildings Gutted on Saturday Evening—Quite a Loss.

CALAIS, Me., Jan. 24.—Two buildings on Main street, owned by Francis Wright, and occupied by S. H. Phelan, flour and feed dealer, and Douglas Bros., marble workers, were gutted by fire last night. Phelan's loss is four thousand dollars, and the loss on the buildings is about \$1,000. Douglas Bros. suffered small damage. ST. STEPHEN, N. B., Jan. 24.—On Saturday evening a fire broke out at Calais in the wholesale flour and feed store of S. H. Phelan. The building and stock were practically a total loss. The value of the stock was \$3,000; insurance, \$1,700. The building is owned by Frank Wright; no insurance. The building next to Phelan's and occupied by Douglas Bros.' marble works, was also damaged.

PECULIAR ACCIDENT

On the Newfoundland Railway, Most Peculiarly Reported.

HALIFAX, N. S., Jan. 24.—The news comes by the str. Bruce of a peculiar accident on the Reid Newfoundland railway Saturday afternoon. When the express from St. John's was near the crossing of the snow plough, which was running ahead, suddenly left the track and turning round crashed into the mail car, which it demolished and then collided with the rear end of the first class passenger coach, which it badly damaged. The mail clerk had a narrow call, but escaped with few bruises. The snow was packed hard on the track and the plough was going at a high rate of speed when it bounded off the track.

BOBBING UP AGAIN.

TORONTO, Jan. 24.—A despatch received here from New York says that Speyer & Co. have completed the plans of the reorganization of the Consolidated Lake Superior Company, which will be published early next week. Consent has been obtained from the underwriters permitting shareholders to participate in the scheme of reorganization.

LYNN, MASS., JAN. 24.—A bottle of liniment, said to be deadly poison, if taken internally, was the only booty obtained by burglars who broke into the office of Curley Brothers, corner of Commercial and Charles streets, early today and broke open the safe. The liniment, in an unlabeled whisky flask, had been placed in the safe as a precaution against anyone using it by mistake.

HON. GEORGE E. FOSTER,

Who Has Recently Returned From England.

Where He Went in Mr. Chamberlain's Interest.

Spent Sunday in the City—Canada's Ex-Finance Minister

Talked to the Sun in an Interesting Vein of His Trip to the Old Country—Has

Great Faith in Chamberlain.

Hon. Geo. E. Foster arrived in the city Saturday on the noon train and was the guest of W. H. Thorne until Monday, when he leaves for Halifax, where he delivered an address Monday on Chamberlain's preferential trade policy. To a Sun reporter Saturday Mr. Foster expressed himself as being pleased with his recent trip to the old country. His meetings there were arranged by the Tariff Reform League executive, which is Hon. Mr. Chamberlain's working engine in the present campaign and has its headquarters in London. Mr. Foster was asked to spend a few months in the old country to give the Canadian view so far as he possibly could of the question of imperial preference and spent in all about six weeks in the old country. His meetings extended from Wales and the south of England to Edinburgh and Dundee in Scotland, and they gave him an opportunity of seeing and addressing all classes of the people. Although he addressed about 50,000 people in the four weeks he was actively at work. He found the door wide open to a Canadian with a most sympathetic and interested hearing. The people seemed to be anxious to know the views of Canada and her wishes in the matter. He considered the audiences as lively and enthusiastic as any he ever addressed. There are differences of opinion of course, but in the meetings addressed the great majority were in sympathy with the idea of closer relations between Britain and her colonies. Probably the most interesting meetings, said Mr. Foster, were those in which the workmen formed the overwhelming majority. They were quick to take the points of an argument and to respond quickly to the idea of closer union and consolidation of the empire. Whatever may be said of the imagination of the English, continued Mr. Foster, they have an imagination and it can be addressed in respect of empire and wide British sway. He had not expected to find the sentiment so favorable and the current so strong, bearing in mind the deep-seated nature of the economic plough was going at a high rate of speed when it bounded off the track.

WAR CLOUDS

Are Still Lowering Over Aggressive Russia and Defensive Japan.

Reports of an Alarming Nature Pouring in from the Far East—China

Will Not Take Part in the Conflict Except in Self Defence.

ST. PETERSBURG, Jan. 24.—Reports of an alarming nature concerning the situation in the far east continue to pour in. These include the statements of European officers, beyond the great wall to preserve order in Manchuria, cannot be confirmed here, and the reports of the Japanese at Ma-San-Pho and the Russians at the Yalu are discredited. While the Russian government understands the situation in Korea to be disturbed and possibly threatening it has no information of a situation grave enough to warrant the landing of a large Japanese force there. Russia freely admits Japan's right under existing conventions, to land in Korea a reasonable number of soldiers to preserve order; but the landing of an army at this stage of the negotiations could not be viewed with equanimity. M. Kurino, the Japanese minister to Russia, says that Japan is not pressing upon Russia for an immediate reply to Japan's latest note. "Russia will be given all the time she needs," the minister is quoted as saying. The statement published in the Novoe Vremya that although Russia desires peace, she cannot surrender all, coincides with the distinct impression gathered by the correspondent of the Associated Press at the foreign office that Russia will continue to maintain the question of the sovereignty of Manchuria as solely a matter between Russia and China. The Svjet and the St. Petersburg Listok have raised an outcry over the reported sending of Chinese troops to Manchuria, and the latter newspaper declares that it is true that these troops go with the purpose of threatening the railway between Port Arthur and Vladivostok, it means war with China and not with Japan. In an interview Hoo Wei Teh, the Chinese minister at St. Petersburg, is quoted as saying: "The talk of China going to war with anyone is absurd. We have no intention of fighting. If Chinese troops are being sent north it is solely for the purpose of insuring confidence in our own people, who are alarmed and who would become panic stricken in the event of hostilities between Russia and Japan."

ATE "BLUE BUTTER"

In a Vain Attempt to Commit Suicide in His Cell.

PORTLAND, Me., Jan. 24.—George Johnson of South Harpswell, who was apprehended at Boston when on the point of receiving a death letter sent for the purpose of executing the person wanted in Portland for attempting to swindle a local firm, by using the name of another party, tried to commit suicide in his cell at the police station on Monday. He ate a quantity of mercurial ointment, commonly known as blue butter, but his condition was discovered in time to save his life. He had during the evening admitted his guilt to Deputy Prith and appeared much cast down by his plight.

A LAP AHEAD.

Newspaper Men Will Not Be Silenced by Quebec's Archbishop.

MONTREAL, Jan. 24.—Last September Archbishop Bruchesi placed Les Debates, a French newspaper published in the French language, under the ban of his displeasure, forbidding the faithful to read it. The paper promptly changed its name to Le Combat, continuing its attacks upon the clergy. Today a pastoral letter was read in the Roman Catholic churches, placing the ban upon Le Combat. The paper had evidently learned that the "cur" to be done for the morning's issue announced that it is the last of Le Combat, but that a new paper, L'Action, will appear next Sunday and that the present director of Le Combat will not be connected with it.

BRITISH REVERSES.

CHUMBI, British India, Jan. 24.—Col. Youngusband, the commander of the British expedition in Tibet, has had a friendly interview with a general from Lhasa and a number of Lamas who came out to meet the British mission. The general offered favorable terms for Colonel Youngusband to retire and on his refusal indicated that the British advance would be opposed.

OTTAWA NOTES.

OTTAWA, Jan. 24.—The writ for Montmagny, vacant by the death of Martineau, was issued yesterday. Nominations take place February 9th, polling a week later. Capt. Bay of the rifle brigade, a brother of Captain A. C. Bell, A. D. C., is coming out to Canada immediately to act on His Excellency's staff for a few weeks. Sir Louis and Lady Jette are in town, guests of the prime minister. There was no meeting of the cabinet on Saturday, but there was the usual daily conference between the prime minister and Messrs. Hay and

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BARGAINS IN PANTS

We have about 200 pairs of Men's Pants which must be cleared at once, and have cut the prices so deeply that they are just walking out. If you want a pair of the Bargain Pants, be quick.

\$1.50 Pants } Now 98c. } \$2.50 Pants } Now \$1.98 } \$1.25 Pants } } \$2.75 Pants } } \$2.00 Pants } Now \$1.49 } \$3.50 Pants } Now \$2.49 } \$1.75 Pants } } \$3.25 Pants } } Suits and Overcoat prices cut 10 to 50 per cent. Can you afford to miss this great sale?

J. N. HARVEY, MEN'S AND BOYS' CLOTHING, 199 and 201 Union Street, St. John.

FOSTER IN HALIFAX.

Was Greeted by a House Crowded to the Doors.

A Resolution Unanimously Endorsing Chamberlain

Passed by the Big Meeting.

HALIFAX, N. S., Jan. 25.—Hon. Geo. E. Foster addressed a great meeting at the Academy of Music tonight, some of whom came a few minutes late were unable to get in owing to the great crowd. Mr. Foster was given a magnificent ovation. He discussed the rapid growth of Chamberlain's idea in England and its importance to the empire and to Canada; the possibility of its soon becoming a reality in the tariff laws of Great Britain; its advantage to Canada compared with that of reciprocity with the United States and the absolute necessity there is for imperial unity. The following resolution was moved by Dean Weldon, seconded by John P. Starr and was unanimously adopted: "That this meeting cordially approves of the principle of mutual preferential trade between Great Britain and her colonies and desires to convey to the Rt. Hon. Joseph Chamberlain, its earnest wishes for his speedy success in the efforts he is making to have this principle embodied in the tariff policy of his motherland." A vote of thanks to Mr. Foster was moved by R. L. Borden, seconded by Attorney General Longley and carried.

PREFONTAINE ON TOP.

Cutting Into the Preserves of Hon. Henry R. Emmerson, Minister of Railways—Capital Notes—Election Events.

OTTAWA, Jan. 25.—When Hon. Mr. Prefontaine was appointed minister of marine and fisheries he promised his constituents that the department over which he was to preside would ere long become one of the most important to the public service. Mr. Prefontaine at the time did not seem to have any good authority for the statement. He was twitted about it in parliament in the early part of the session, but had little to say. Later on, however, this department was reorganized and he showed that he knew whereof he spoke, and a bill was introduced, and has now become law, authorizing the transfer of any public work from one department to another by a simple order in council. A sub-committee of council has been busy for some time considering the great problem as to how Prefontaine's ambitions shall be gratified without wounding the feelings of any of his colleagues. This week will determine what the shuffle is to be. Hon. Mr. Prefontaine is making a big cut into the functions of the minister of public works. Practically the entire engineering staff of that department will come under the aegis of the minister of marine, as it is understood that the St. Lawrence river navigation, including the ship channel between Montreal and Quebec, and the shipyard at Sorol will hereafter be administered by Prefontaine. In this connection it may be mentioned that already the Marconi station at Belle Isle has been transferred to the public works department. In addition to the works already specified, Prefontaine is to get a slice from the present department of railways and canals. Hereafter that department will be confined absolutely to the administration of railway matters, so that Prefontaine in future will be lord high admiral over the lakes and rivers, canals and seas in Canada, with all privileges and powers attendant thereupon. Ottawa's big fat stock show building.

BEHEADED HIS SISTER.

DUNKIRK, N. Y., Jan. 24.—Miss Hannah Hall, 30 years old, was murdered early at her home in VanBuren, by her brother, Isaac Hall, who shot her, cut her throat and cut off her head. Hall gave himself up after the murder and declares that he obeyed a divine behest when he killed his sister. He used four weapons, a pistol, a jackknife, a butcher knife and an axe. Hall and his sister lived alone, as their parents are dead.

MIDNIGHT TELEGRAMS.

NEW YORK, Jan. 24.—The building Nos. 546-548 Broadway, occupied by Northrup Bros., Japanese gods; R. E. Bonas & Co. hats, and Cranford & Quigley, Rosenwasser Bros. and Kinkellstein and Magat, clothing, was destroyed by fire early today. The total loss is estimated at \$250,000.

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

ST. STEPHEN

Re-elects Mayor Teed by Acclamation—The Councillors and Assessors.

ST. STEPHEN, N. B., Jan. 25.—Nominations for mayor, councillors and assessors closed tonight. Mayor Teed and Councillors W. A. Dinmore, A. A. Laflin, J. R. McClure and J. C. Henry are returned unopposed. Councillors E. M. Ganong and W. S. Stevens in Queens ward are opposed by a perennial candidate who obtains about twenty votes.

DISAPPOINTMENT.

"I hope," said the ducal bridegroom, anxiously, as he boarded the Cunarder with his American bride, "that your diamonds are safe in your bag." "My dear," replied she, "I am not the first of our family to marry into the British nobility. My aunt married a duke. My diamonds are safe at home in papa's vault."—Town Topics.





TO SUBSCRIBERS.

After the first of July all monies received for subscriptions will be acknowledged by changing the date stamped on the paper immediately after the name.

Should any subscriber notice that the date is not changed on the first, second or third paper after the money is sent, he should at once send a postal card to the Sun Office, stating when he sent the money and how it was sent, by registered letter, post office order or Express order—SUN PRINTING CO.

NOTICE.

\$1.00 per inch for ordinary transient advertising. For Sale, Wanted, etc., four lines or less, 25 cents each insertion. Special contracts made for time advertisements.

SUN PRINTING COMPANY, ALFRED MARKHAM, Manager.

NOTICE.

When a subscriber wishes the address on the paper changed to another Post Office, the OLD ADDRESS should ALWAYS be sent with the new one

THE SEMI-WEEKLY SUN

ST. JOHN, N. B., JANUARY 27, 1904.

THESE MODIFICATIONS.

The minister of railways has given his friends of Westmorland, and the province generally, the cheerful assurance that the additional concessions which the Grand Trunk Pacific promoters demand of the government are unimportant matters. It is true that they are of sufficient importance to cause the arrangements for a dissolution of parliament to be cancelled.

When Mr. Emmerson says that the difficulty is not serious or important it is not certain whether he has the least idea what the trouble is. When he says that the government has no idea of giving up the extension of the line to Moncton he may or may not have inside information. Last spring the Laurier government established the precedent of concealing from the minister of railways the negotiations in connection with this contract.

HARBOR IMPROVEMENTS.

Colonel Tucker will keep secret the result of his interview with the ministers until he has told the city council. The member for the city and county appears to be satisfied that the government will do all that is required, but it does not yet appear what official assurance he is authorized to deliver. No announcement can

be authoritative that is not based upon an order-in-council, and the city council cannot get along any farther with the winter port programme until it has such positive assurance. Time presses, and the winter is wearing away. The wharf contracts cannot be let, the arrangement with the railway company cannot even be completed, until there is a final understanding about the dredging.

Colonel Tucker's announcement about the new dredge "Fielding," now once more "approaching completion" at the government works at Sorel, may or may not have something to do with this case. Six years ago the promise was made that the entrance to the harbor would be deepened by the Dominion government. Year after year the promise was repeated. The explanation given for delay was that there were no government dredges available for the work, as all the deep water dredges were employed in deepening the St. Lawrence. For the last two years it has been repeatedly explained that a large and powerful dredge, intended for this special purpose, was under construction in the government shops. This dredge was to have been completed year before last. Mr. Tarte stated last summer that he had left the department the previous autumn the report of the superintendent was that the dredge "Fielding" would be completed in June of 1903. Mr. Tarte's successor did not state when he was asked whether the dredge would be ready by the opening of navigation in 1904.

THE PICTOU SUCCESSION. Though Chief Justice McDonald of Nova Scotia, who has resigned his seat on the bench under the pension act passed last year, has served nearly a quarter of a century as a judge, he was for a good many years before that a political power in Eastern Nova Scotia.

While Mr. McDonald was still a young lawyer he removed from Pictou to Halifax, where he had already served one term in the legislature, to which he was again elected in 1854. As a member of the assembly and of Sir Charles Tupper's government, he was an advocate of confederation, and he met his first defeat when he was a confederate candidate for the first Dominion parliament. Before another opportunity to run for Ottawa occurred he was elected to the provincial legislature. Elected to the second parliament of Canada, Mr. McDonald was defeated in the Pacific scandal election, but in the meantime had taken so strong a position in the house that he was called to the department of justice when the conservatives again took office. From this position he went to the bench. Mr. McDonald's retirement from the representation of Pictou was followed by the advent to that field of his son-in-law and previous law partner, Charles Hibbert Tupper, who also became a minister and has five times been returned in successive elections. Sir Charles Hibbert has now retired, and as the country is allowed only one member his colleagues, Hon. A. C. Bell, who has been twice returned, and has become in his turn one of the most conspicuous members of the house, is the conservative candidate.

MR. LOGAN AND THE TELEGRAPH.

"Referring to St. John he said we have not a morning paper there that we can trust. The power behind the Telegraph is conservative." This is from the Transcript's report of Mr. Logan's speech at the Emmerson reception. The member for Cumberland has gone a good deal out of his way to attack the St. John Telegraph, which is under the same control as it has been almost ever since the change of government. The man who owns the paper today has had the controlling interest for years. He has spent a good deal of money to uphold the cause of the Laurier government and the Tweedle government in this province, and outside altogether the influence of his paper probably did a good deal more than Mr. Emmerson to carry the party to victory in New Brunswick in the last federal and local elections. It is more correct, however, to say that the Telegraph found it could not trust the party than that the party could not trust the Telegraph.

THAT CRISIS.

Once upon a time a premier cried to his people of a danger that closely threatened their land, and, from a lofty oratorical height, threw out a life line to the sinking country with a fervent prayer to heaven that the means of rescue might not have been sent too late. The perishing people, with great recklessness, declined to be convinced of their peril. Moreover, they showed an inclination to argue that even if there was a danger the method of escape offered might, if seized, land them in even a more lamentable position. They pointed out what seemed to them many flaws in the line, and questioned the adequacy of its anchorage. But none of their suggestions was received with other than the great contempt due to persons who doubted the infallibility of those in authority over them.

And as the premier and the people with money bags, who whispere things in his ear, continued to praise the strength and the efficacy of the line, it fell to pieces of its own weight, for, as the people had supposed, it was rotten and the men who should have held it fast had their hands in their pockets sipping many coins.

THE QUESTION REOPENED.

Whatever may be the present demand of the Grand Trunk Pacific promoters, or of the shareholders of the Grand Trunk railway, it seems to be conceded that the contract is null and void, and that the act passed last year has lapsed. None of the conditions which the company were required to perform within a fixed time have been fulfilled, though the time has long since passed. Moreover, the very individuals whose names are on the document as representatives of the party of the second part are now at Ottawa to repudiate the agreement and demand modifications. They, at least, are not in a position to claim that the contract is a valid and binding instrument.

The government could not go to the country on this railway policy under these circumstances. The promoters, who were expected to help with the elections, would not do anything unless they were satisfied. All the indirect sources of campaign assistance based upon this gigantic enterprise became unavailable. The measure was sufficiently unpopular in the liberal party when it was supposed to be useful for election purposes. Without that advantage it was too hard a load to carry.

Now the whole question has been reopened. There is no Grand Trunk Pacific contract. There is no definite transcontinental railway policy. Everything has to be made over again. The new measure must be submitted to the party caucus, and members who have heard from their constituents since last September may think that they have a much right as Mr. Hays to suggest modifications. They may go further, claiming and exercising the right to oppose the scheme altogether. It is well known that many liberal members condemned the contract on business principles and were only induced to support it on the ground that it was good politics. The events of the last few months show that it is neither good politics nor good business. It is not unlikely that a strong desire will be expressed in favor of dropping the scheme altogether and trying something else that will come cheaper.

A NOTE OF ALARM.

Something has happened, or is happening, or is about to happen, in St. John which gives alarm to the usually sanguine Frederick Herald. The liberal organ at the capital points out that Mr. Blair's large majority in St. John was abnormal, due to the personal influence of the minister and to other influences. It goes on to say: "The seat is now vacant, and there is every reason to expect that the appointment of the St. John liberals is the duty of the liberals to move cautiously in the matter of selecting their candidate. The names of several gentlemen have been mentioned in connection with the nomination, and it is stated that one of them is actually in the field canvassing for the favor of the men likely to compose the nominating convention. The St. John liberals are quite capable of making their own choice without direction from outside, but it is not out of place for liberals in other constituencies to advise prudence and caution in the matter. The strongest possible recommendation is chosen, for no doubt the conservatives will put up the best man they can secure. Let the liberals who are willing to stand, submit their names to the caucus. The seat is let the man who was in fact gathering the united support of the party. It is not a time for division and jealousy, when the enemy are at hand. The seat is a liberal one and should be held for the party, and only carelessness will lose it."

OUR VISITOR.

Hon. H. R. Emmerson, minister of railways, is very welcome to the commercial capital of the province on this visit of his as a federal minister. While the Sun cannot wish him a long tenure of office, or an altogether untroubled career as a party leader, it ventures to hope that the minister may find personal enjoyment and comfort in his present position, and that no ill-fortune, other than political, may befall him. Nor does it seem to be necessary to greet Mr. Emmerson, as conservative ministers used to be greeted when they came here, with a sneering reference to his use of a private car. The minister of railways has a right to travel in this way, and, since New Brunswick has had no member of the cabinet for half a year, the province demands that the new representative be given all that the law allows for at least a fortnight.

AN EASY MINISTER.

"It is unquestionably true that certain modifications have been asked for in connection with the contract which was for many months discussed in parliament, but they are, on the whole, of a very moderate character. In fact, the people of Canada will be both glad and surprised, in view of all they have heard when they learn of the few and reasonable alterations which are being asked for." So says Mr. Emmerson at Moncton. His announcement that the demands of the promoters are "few and reasonable" indicates that he, at least, is disposed to give Senator Cox and Mr. Hays all they ask. Perhaps he knows what they want, but in any case he is satisfied. Mr. Blair's successor will not follow Mr. Blair's example by adopting a critical attitude.

This will be a good time for Hon. A. T. Dunn to have that matter of the collectorship closed up. There may be a disappointed candidate for nomination or a defeated-by-election candidate to be compensated.

A MINISTER COMES DOWN.

The minister of agriculture, speaking last evening at Sherbrooke, declared that the government was ready to take up the tariff and deal with it, if it contained discrepancies. This seemed to be a bid from Mr. Fisher for the protectionist vote in the Quebec by-elections. Two of these are to be held in great industrial centres, Hochelaga and the St. James division of Montreal. St. Hyacinthe is also a manufacturing district. These vague and general statements of ministers and their organs are an evident recognition of the strong local demand for better protection for home industries. Mr. Tarte is getting in his work to some purpose.

MR. FOSTER'S GREAT THEME.

A mass meeting in Halifax, after hearing Mr. Foster, passed a resolution warmly endorsing Mr. Chamberlain's policy. There is no doubt that as the people of Canada come to appreciate the full significance of this Imperial movement their interest in it will increase. It means more to Canada, perhaps, than to any other part of the empire, except the British Islands. Mr. Foster has had a share in this campaign at home and in the mother country, and has studied the question in both countries. Whether his audience in St. John will be of one mind remains to be seen, but no people in Canada would be likely to find the subject more attractive and interesting than a St. John audience. We in St. John may not all agree as to what is best for the empire, but we, according to our lights, are for the empire against the world.

TAKE NOTICE.

Government organs and orators are amusing themselves making the statement that certain ministers and other influential candidates will be elected by acclamation. The Journal of the freeds takes the opportunity to remind them all that the privilege of placing candidates in the field belongs to the party caucus, and the privilege of electing opposition members belongs to all constituencies that feel like it. The people who decide whether members of the government or of the house shall be elected without opposition, or elected at all, have yet to be consulted.

The retirement of the chief justice of Nova Scotia left a vacancy which will be filled by the appointment of Professor R. Russell, the sitting member of the twenty-seventh and twenty-eighth parliaments. Hon. D. C. Fraser, now representing Gagetown, is to succeed Judge Henry, who retires on account of illness. Unless some other patriot gets ahead of these Nova Scotians they will be the twenty-seventh and twenty-eighth members supporting the Laurier government to take office.

The Laurier government is having trouble over the selection of a candidate in the St. James division of Montreal. To many leaders this problem was a difficult one. Sir Wilfrid is, however, equal to the occasion. He has already disfranchised the constituency for about a year and a half, as a punishment for those who objected to the Brunet seat. All he has to do now is to postpone the election for another year or two.

The Ontario government has lost no time in filling the place of Railway Commissioner Mills, by the appointment of Mr. George C. Creelman. It is even known that the minister, Mr. Creelman in the office which he has held. Evidently the Dominion government has rendered considerable assistance to the Ontario ministry by making the reorganization possible.

PARISIAN AT HALIFAX.

HALIFAX, N. B., Jan. 24.—The mail steamer Parisian arrived at 5 o'clock this afternoon with 234 passengers, 144 of whom are steerage, 77 second class and 113 saloon. Among the saloon passengers were A. E. McIntyre, formerly of the St. John Telegraph, and his bride. They were recently married in Quebec. The steerage passengers, with the exception of twenty, were British, the majority are bound for Toronto and other points in Ontario, and a few are for Sydney. The steamer was within two hours' sail of her dock on Wednesday evening, but the gale, which blew in very thick and heavy at that time, compelled her to put about and run for sea. The mail train with the first and second class passengers left at 8:35 and the others will leave at midnight. She has about 1,600 tons of freight for the west.

CASHEL CAPTURED.

OTTAWA, Jan. 24.—Comptroller White, of the Northwest Mounted Police, was gratified today on receipt of a telegram from Supt. Saunders, at Calgary, announcing the recapture of the Kansas desperado Ernest Caschel, who was to have been hanged for murder at Calgary on December 18th. For over a month Caschel had dodged the police. Time and again they were on his track, but Caschel having terrorized settlers, managed to dodge his pursuers. For the past week it has been known that he was in the vicinity of Calgary. Details of his recapture have not been received here, but it is known that Inspector Duffus was in charge of the party which recaptured him, and that none of the police were hurt, although Caschel was shot. After Caschel's escape from jail, Chief Justice Sifton held a special court and granted the condemned man a respite. It will now be in order to hold court again and fix the date for Caschel's execution. John Caschel is to be sentenced tomorrow for assisting his brother to escape.

It is stated that the Star Line is negotiating with Upper Canadian people for the purchase of a steamer to replace the David Weston. There is also talk of another boat for the Fredericton-Gagetown route.

The Ex-CONSUL GENERAL TO AUSTRALIA

Advertisement for Consul General to Australia, featuring a portrait of Hon. James M. Morgan and text describing his qualifications and the benefits of the Peruna medicine.

CHICAGO THEATRE HORROR.

Coroner's Jury Holds Mayor of the City Responsible for the Great Loss of Life in Not-Enforcing the Civic Regulations Regarding Theatres.

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MURDERED SON AND FATHER.

Ontario Hired Man Killed His Employer and Young Son Over Wages.

GOLDEN WEDDING.

On the evening of January 19th sixty invited guests met at the residence of Mr. and Mrs. R. D. Akroyd.

DR. FED HIMSELF

Found the Food that Saved His Life

SUSSEX MATTERS.

SUSSEX, Jan. 21.—There came near being a serious fire in Geo. W. Fowler's new brick building in the office of William Holman's meat shop.

ST. JOHN'S, Nfld., Jan. 25.—Pigeons showing the total export of codfish from St. Pierre and Miquelon for the year 1903 prove that the last year was the worst in the history of the colony, being only 46,800 tons, against 66,600 pounds the previous year.

CITY NEWS

Recent Events in a John

Together With Council Correspondent Exchange

To cure Headache in KUMFORT Headache

The western end of interment yesterday first which has occurred since on the Sabbath service was conducted by O'Donovan in annual burial of Wm. Conroy.

Capt. R. H. Weston of the May Queen, Gagetown Friday afternoon the Sabbath service was conducted by O'Donovan in annual burial of Wm. Conroy.

The Norwegian ship The Atlantic was for Kuroki owned by C. Wolfville.

The community learned that one of the residents of the West Main Street, Mrs. Petera Peters, widow of one who passed away years ago, has been taken by Mrs. J. McAlpine, Queens Co., N. B., and since her marriage, Mrs. James W. Petera, of St. John, N. B., are the most devoted mother.

Chronic Constipation may be cured by taking a few drops of Dr. Williams' Pink Pills for Pale People.

OTTAWA, Jan. 24.—Hyacinthe and Moncton place on February 9 the 16th.

DIED IN C. MONCTON, N. B. Melzer, brakeman, died on Saturday at St. John, N. B., of pneumonia, aged 35. He was a native of Mexico, deceased in 1898. He was in St. John in September hoping to be benefited by the water cure, but last week word in a dangerous condition and Frank Dixon, of St. John, N. B., was called to attend to him and leaves a wife and daughter.

TO DISINFECT Saturday's Federal Board of Health with local board of health will be disinfected. It was made necessary to disinfect a street, the formaldehyde was used, and the disinfection was completed by the Inspector Phillips.

HEALTH AND DISINFECTMENT, failure and with the use of Dr. Food there comes new hope, and the ability to apply to hand in hand with the health of the city to success and happiness.

BANK CLEAR Some of the banks in the city are clearing up their affairs, and the amount of the clearing is about \$100,000, or in a year, while in another amount were considerable.

SCHOOL TEACHER BEDFORD, Ind., a teacher in a stable today, was killed.

HON. H. R. E. The Newly Appointed Ways and Canals, Before He

Hon. H. R. Emmerson yesterday after visiting the city, he was expected and caused some political circles as to what he would do. He is a secretary, J. L. Payne is stopping at the Hotel. To a representative evening, Mr. Emmerson had nothing to say present. He was expected to have some duties connected with as there was already man to learn, he was expected much interest in the matter. He was not said that he had to see how matters attended, and in When asked in regard to the matter, Mr. Emmerson not then in a positive manner. Mr. Emmerson will soon as possible.

RALIA

Which Affected by Pe-ru-na. No. 332 John street, one of the leading...

To cure Headache in ten minutes use KUMFORD Headache Powders.

The western end of the city saw an interesting yesterday afternoon...

The Norwegian ship Atlantic, 1,524 tons, has been fixed to load deals at Halifax...

The community learns with regret of the death of one of the most respected citizens...

Chronic Constipation surely cured or money back. LAXA-CARA TABLETS never fail.

MORE EYE-ELECTIONS. OTTAWA, Jan. 24.—The writs for St. Hyacinthe and Montmagny elections have been issued.

BURIED SATURDAY. The funeral of the late Mrs. Emma L. Schofield was held at three Saturday afternoon from Trinity church...

BEAR IN SAFE DEPOSIT. A few days ago while Newcombe Parker of Wicklow, Carleton Co., N. B. was getting out some logs on his farm...

TO DISINFECT U. N. B. Saturday's Frederick Gleaner says: In compliance with an order from the local board of health...

HEALTH AND SUCCESS. Weakness and disease cause discouragement, failure and unhappiness...

BANK CLERKS SORRE. Some of the bank clerks in the city are feeling sore over what they regard as the failure of the bank...

SCHOOL TEACHER MURDERED. BEDFORD, Ind., Jan. 23.—Miss Sarah A. Chaefer, a teacher of Latin in the high school, was found murdered in a stable today.

HON. H. R. EMMERSON. The newly appointed Minister of Railways and Canals, Wants Orders Before He Speaks.

Hon. H. R. Emerson arrived in the city yesterday afternoon, in his private car, attached to the maritime express.

Mr. Emerson will leave for home this evening and will go to Ottawa as soon as possible.

NOTICE.

The canvassers and collectors for the SEMI-WEEKLY SUN are now making their rounds as mentioned below.

EDGAR CANNING is in Albert Co. and Westmorland.

F. S. CHAPMAN in Kings Co. N. B.

ST. JOHN BOY'S SUCCESS. The Daily North Side News of New York, under date January 14th, contains the following paragraph...

The Tremont branch of the Hamilton bank, which opened May 1st under the management of W. R. Montgomery...

The fields in Tremont are large and with its splendid record, substantial surplus, conservative methods and exceptional management...

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TOBIN INQUEST.

Number of Important Witnesses Examined Last Monday.

Caretaker of the Epidemic Hospital Told of Deceased Breaking a Window in the Institution—Enquiry Will Be Continued Next Monday.

The inquiry into the death of the late John G. Tobin, which took place at the coroner's inquest at the epidemic hospital...

The first witness examined was Oscar Augustin, caretaker of the epidemic hospital. He testified that the young man Tobin could talk to him when taken in.

The nurse in charge gave a written report to the superintendent of the hospital. The latter gave a verbal report to the coroner.

Ernest Staples, of Millidgeville, said that he was at the house of the deceased on the day he died.

John Tobin was at his house on the day he died. He was very ill and had been in bed for some time.

John Tobin, who was the caretaker of the epidemic hospital, was examined as a witness.

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DOUBLE MURDER.

An Ontario Tragedy That Rivals Dime Novel Exploits.

Confession of a Brute Who Killed Father and Son, but Was Beaten Off by a Brave Woman.

(Special to the Sun.) ALFRED, Ont., Jan. 25.—A Wooded double murder was committed on Sunday evening at the farm of Samuel Colligan, about a mile from this place.

The victims were Colligan and his fifteen-year-old son, and the murderer Clement Goyette, employed by Colligan.

Goyette has made a full confession of his crime. He says that on Saturday afternoon he went to the farm of Samuel Colligan...

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GRAND TRUNK DISCRIMINATION.

St. John Merchants Find Difficulty Getting Goods from Ontario—Portland, Me., Favored.

Merchants in this city are complaining bitterly about the difficulty of getting goods down from Ontario, owing to the apparent unwillingness of the Grand Trunk railway to handle freight for this port.

One merchant who has been waiting for weeks for a large shipment of four has been informed by the Ontario miller that it is almost impossible to get cars for shipments in this direction.

The impression is that, as usual, the Grand Trunk is discriminating against St. John in favor of Portland, Me.

"And this is the company for which the government proposes to build a new transcontinental railway," said the business man this morning.

WOLFVILLE, Jan. 25.—The Wolfville board of trade held its annual meeting this week, at which several questions of local interest were discussed and arrangements begun for the celebration of the centennial of the settlement of the town.

W. D. Purdy of St. John, who is staying at the Wolfville sanitarium, finds a daily driver after his handsome chestnut horse, Battery, of great benefit to his health.

The formal public reception of the new Baptist pastor, Rev. T. D. Morse, occurred on Thursday evening in the Baptist church.

Following is a list of patents recently granted by the Canadian government through the agency of Marion & Marion, patent attorneys, Montreal, Canada, and Washington, U. S. A.

Declines Positively to Accept Liberal Nomination. Hon. H. A. McKewen told the Star today that he would not be a candidate for the liberal party in the approaching election.

Mr. McKewen said, "I will not think of entering the arena where the Liberal party is contending for power."

Mr. McKewen's retirement from the public arena is causing a renewed activity among the friends of Col. McLean, who for the past week or so has been rather quiet.

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WANTED.

WANTED—Local agents and salesmen to sell "Canada's Greatest Nurseries," largest and best assortment of plants, flowers, trees, shrubs, etc. Apply to W. H. BROWN, NURSERY COMPANY, Toronto, Ont.

WANTED—RELIABLE MEN—\$50 per month and expenses \$2.50 per day to reliable men in every locality, introducing our goods, selling all kinds of goods, steady employment to good, honest, capable men; no experience needed; write at once for particulars. THE EMPIRE MEDICINE CO., London, Ont.

LADIES' SYRINGES—Fountain and Bulb "Marvel Whirling Spray." The "Ladies' Perfect," and other Rubber Goods. Send for Price List to the LADIES' SPECIALTY CO., 13 Westworth Street, St. John, N. B.

LEGISLATIVE NOTICE. Notice is hereby given that application will be made at the next session of the General Assembly of the Province of New Brunswick for an Act to incorporate the Citizens' Telephone Company, Limited, to be incorporated in the Province of New Brunswick, and to operate a general telephone system in the County of Charlotte, York, Carleton and St. John.

PEACE OR WAR?

Russia Is Nervous From the Financial Standpoint. The Principal Danger Now Due to Alleged Disorderly Elements in Corea—Japan Silently Sawing Wood.

LONDON, Jan. 25.—A despatch to Reuter's Telegram Co. from St. Petersburg says that while the bourse there has been nervous owing to the uncertainty of the situation, the progress of the negotiations inspires increased confidence and in some quarters there is a confident belief in a favorable issue.

Other despatches say the Japanese are embarking ten thousand laborers at Tien Tsin in order to hasten the completion of the Seoul-Fusan railway.

ST. PETERSBURG, Jan. 25.—A despatch from Port Arthur says that according to the official papers, general Mts with twenty regiments of Chinese-Hai-Kwan, Chi Li province, in order to occupy strategic points on the peninsula.

ST. PETERSBURG, Jan. 25.—The exchange of communications between the foreign office, members of the committee of the Far East, Vice-minister of the Russian navy, Baron De Rosen, the Russian minister at Tokio, is still going on. A diplomat who is close to such negotiations expresses the opinion that the Russian reply will possibly be ready this week.

The Korean minister has received advice that his government will soon open the port of Wiju at the request of the United States, to the commerce of the world.

BERLIN, Jan. 25.—The American government is arranging to send its general mission to the Far East, under the leadership of Mr. Dalmay and Anting to act as American vice consuls.

A small detachment of Russian cavalry has passed through Kaopang on the way to Ichon. The Russian force was retroceded to China long ago.

Advices received from Port Arthur are to the effect that a battalion of Russian troops is moving from that point towards the Korean frontier.

LONDON, Jan. 25.—A despatch to the Daily Mail from Warsaw says arrangements have been made to call out 85,000 reserves in the Ekharoff and Odessa districts should it become necessary to do so.

LONDON, Jan. 25.—The Tokio correspondent of the Daily Telegraph has sent the following cablegram: "The official Gazette publishes an imperial ordinance empowering the government to assume control of all private railways, etc., for military purposes. The situation is very grave and developments are hourly expected."

LONDON, Jan. 25.—The Chefoo correspondent of the Daily Mail cables that Victory Alexieff's illness grows more serious. It has been supposed and that his absence has caused a vast accumulation of matters with which his subordinates are unable to cope.

Cabling from Tien Tsin, a correspondent of the Standard says that 2,000 Chinese who had been enlisted by the Russians, deserted on being ordered to Port Arthur.

LONDON, Jan. 25.—The St. Petersburg correspondent of the Daily Mail reports that the first reserves resident there have been warned to hold themselves in readiness for service. This is possibly a step taken with the object of preparing the public for eventualities, the correspondent says, and for obtaining the support of public opinion which the war party hitherto has lacked.

DIED AT AMHERST. (Special to the Sun.) AMHERST, N. S., Jan. 25.—Captain Richard Lowerson, registrar of probate, died at his home here this morning after an illness of ten days. Captain Lowerson was in his 83rd year and was one of the best known and most highly respected citizens of the town. He was a justice of the peace, commissioner of the supreme court and commissioner of sewerage of marsh lands.

Monkey Brand Soap removes all stains, rust, dirt or tarnish—but won't wash clothes.

Str. Edith Heyne, 1,528 tons, has been fixed for a crew trip in the spring from Pictou, P. I., to W. C. England at \$15.60, and Miramichi at \$10.



# ENGINEERING DIFFICULTIES

## To Be Surmounted at Panama.

BY MERRILL A. TEAGUE.

COLON, R. P., Dec. 28.—There is nothing in the nature of the work that is to be done on the isthmus before the ship canal can be opened to navigation to tempt an American. I have made three excursions over the canal route taking in the sea level sections at either end and the middle portion, which runs through dry cutting, and will not pretend to speak expertly of the engineering aspects of the problem. I should say that the building of the canal will be a comparatively easy task for a knowing and enterprising and energetic American.

The activity of the American engineers who have dealt with this problem with a view to its solution by the United States has been in the direction of amplification. Great success has attended their efforts. In our scheme we have gone many strides ahead of anything the French and British in their final plans, contemplated. Instead of a canal with five locks and six levels, we shall build a waterway with two sets of locks, a tide gate and three levels. Instead of a complicated arrangement for controlling the torrential flow of the Chagres river, with auxiliary canals and storage reservoirs to provide water for certain low levels, our plan is to build one monster dam and then let the natural swamps take care of the Chagres.

### THE AMERICAN PLAN.

Should we build this canal there will be a sea level section 690 feet wide on the surface, 120 feet wide on the bottom and deep enough to safely accommodate vessels drawing 35 feet of water, extending from the entrance of the Chagres river to the entrance of the Panama Canal. In this section we will utilize the bed of the Chagres river at certain points, and the entire section can be partially solved by the dam at Colon. This section is now open for its entire length to very light draft vessels, and the soil underlying it is soft mud and still softer alluvial deposit, so that the dredges can work readily and without encountering any serious obstruction. One problem alone presents itself on this portion of the work, and the French project had the same. We shall have to make effective the plan to divert the current of the Chagres and Gatun rivers. The French constructed the diversion canal; it remains for us to put it in practice. This done—and the doing of it will be a simple matter—there will be no difficulty encountered beyond that of preventing all the water from obstructing the channel. The latter will entail constant dredging, an item which will come within the annual cost of maintenance, and the engineers are now paying no attention.

### THE GREAT BOHIO DAM.

The plan for the Bohio dam will be a greatly simplifying the whole canal project, minimize the amount of work that will be required to keep the sea-level section from being washed away by the action of the water washing constantly against it, yielding mud banks, for this dam will restrict the current in the Chagres river until it has no more force than a gentle breeze at Colon, which rises only 18 inches. The dam at Bohio will be one of the largest ever constructed. It will be 200 feet wide on the bottom, narrowing to about 25 feet on the top, which will be about 75 feet above the level of the Chagres river. The only problem now bothering engineers who have given careful attention to the dam is in the construction of the dam. The French, in prospecting the country about Bohio to secure a suitable location for the dam, did their work in a careless manner, and the result was wholly inadequate, and Americans have not gone sufficiently into the matter to better to any appreciable extent what the French did. Investigation on this particular detail will be necessary to sink caissons to a depth of 128 feet in order to secure a suitable foundation for the dam. This depth is greater than has yet been reached by the pneumatic process—the only available one of constructing foundations, the nearest approach to it having been a depth of 113 feet, which the caissons for the new Williamsburg bridge across the East river at New York were sunk. Caisson work is a very difficult and expensive operation; the engineers are confident that the caissons at Bohio can be sunk 128 feet if necessary, they are equally confident that the caissons will be sunk to a depth at a shorter distance down. To find that foundation either north or south of the dam will be one of the first things to be done. The French worked themselves up under the impression that the construction of the canal.

### PURPOSES OF THE DAM.

Should it be discovered that the caissons will not have to be sunk 128 feet, and an extensive system of boring will be required to the depth of 128 feet, the time required to complete the dam, will be greatly minimized. The dam must be built, however, no matter to what depth the caissons have to go. In building it there will be solved the problem of the Chagres river, which is the key to the whole Panama canal problem. The dam, when completed, will call into existence Lake Bohio, an artificial body of water whose bottom will be about 50 feet above the sea level and whose area will be approximately 14,000 acres. The Chagres river will enter this body of water from the east, bringing to it the surface flow of nearly 500 square miles of high ground that the river drains. In the winter season the Chagres river rises with almost incredible rapidity and to an enormous height. To control this sudden rise, there will be a dam at Lake Bohio, a monster dam—way in the Bohio dam (the easy-way furnishing water power sufficient for the operation of the double set of locks that will be built in the dam). The smaller dam around the locks at Pedro Miguel, and a spill-way far over on the western side of Lake Bohio. This spill-way will be a mile long, and when the water of the Chagres becomes greater than the capacity of the lake, the water will rush over the top of the spill-way

down into the Penn Blancas swamp, and then over the surface of the swamp, discharge into the Caribbean sea, far to the westward of the present mouth of the Chagres river.

### HOW WE HAVE CHANGED PLANS.

With these accommodations for torrents in the Chagres that problem will be effectually solved, and, with the completion of the Culebra cut, the completion of the canal (the summit level) will be created as soon as the water from the Chagres can fill Lake Bohio. This lake, stretching from Pedro Miguel to Pedro Miguel, will be 2 miles long. Its sides, east and west, will be formed by natural hills, while on the south it will be controlled by the Pedro Miguel dam. At no point along the route to be followed by ships in passing from ocean to ocean will its depth be less than 35 feet, so that vessels will be able to pass over it with ease of any length. The only place where serious difficulty will be encountered in navigation will be through the narrow mountain defile of the Culebra cut. In creating this like the Americans will accomplish their greatest work of simplification, for they will be abolishing the Bas Obispo-Panama and Paraiso-Pedro Miguel levels, which are projected by the French, entirely obviate the necessity of constructing, at enormous cost, the auxiliary canal to the Chagres river at Alhajuela, and of storage reservoirs to furnish water for these levels through the dry season. Instead of these levels will be only one of Lake Bohio, into which the natural and extraordinary currents of the Chagres can discharge without restriction, to lose themselves through the sea level section, and then become too great for the capacity of the lake. Another immense advantage secured by the creation of this lake will be the submergence of virtually all the favored breeding spots on the isthmus interior between Colon and Panama, for with the lake in existence the canal will touch in selected country only on the sea level sections, in neither of which it is expected ships will ever have to tarry.

### THE LOCKS OF BOHIO.

For these enormously valuable advantages we pay an engineering fee of only one minor problem. That deals with the locks to be built in the Bohio dam. As presently planned the level of Lake Bohio will be 75 feet above the level of the Chagres, or the sea, at the dam. This means that to pass from the sea-level section on the north to the surface of the lake, or vice versa, ships will have to be elevated or lowered 75 feet. To accomplish this it is proposed to have two sets of two locks each, so that vessels may simultaneously pass in either direction, the lift in each single lock of each set being 37.5 feet.

The engineers of the United States army who are stationed here say—and I accept their statements, for they have an intimate study of the entire project—that locks have never been constructed and successfully operated to lift vessels of the size of those that will use canals so great a distance. Whether we can do what others have never before done in this particular respect remains to be determined when our engineers actually begin to construct the locks. It is their every phase along line of entire practicability. Should it be found, however, that locks to lift these ships 75 feet cannot be successfully constructed, there will be an easy way out of the difficulty.

That will be by carrying the summit level of the Culebra cut, and along the entire line of dry cutting, down a little lower. It is now proposed to excavate at Culebra until the level shall be 50 feet above sea level. This level, if necessary, be carried out until the summit level will be not more than 30 or 35 feet above the sea, thereby reducing the size of the lift in the locks from 75 to 55 or 60 feet, and solving the lock problem as it now confronts the engineers.

### THE GREAT CUT AT CULEBRA.

The Culebra cut is by far the greatest undertaking on the entire route of the canal. Its immensity can only be appreciated when seen. Originally the summit of the depression in the Cordillera mountain which forms the line of the canal crosses was 333 feet above the sea. To bring this summit level down to 50 feet, according to present plans, the undertaking before the Americans.

The French have already cut it down to about 160 feet, so that it remains for us to excavate a further depression of 173 feet before we shall have broken the isthmian backbone and made it possible for ships to sail from ocean to ocean over a distance of only 47 miles. In their busiest days the French worked thousands of men on this cut. They have there now a plan of great magnitude, consisting of hundreds of small locomotives for hauling trains of dump-cars, of which there are thousands; construction railroads built on many different levels on either side of the mountain which is to be cleft; steam shovels, drills, loading apparatus, fully equipped cable ways and all the other appliances of a gigantic excavating undertaking.

The construction railroads run for miles in different directions over the low-lying country on either side of the mountain range, and the dumpings have raised the surface of the land many feet. In all something like 50,000,000 cubic meters have been removed by the French, leaving about 33,000,000 cubic meters, with the summit level 50 feet, to be excavated by us. Just now the French are working only about 800 men at the cut, taking out 7,000 cubic meters a month, and the work is progressing with a hideous lack of alacrity.

### DOWN TO SEA LEVEL AGAIN.

What we shall be able to do at Culebra can only be guessed at. Nobody supposes, however, that we will fall to complete this portion of the task in less than eight years, as with the modern machinery we shall introduce, the greater facility resulting from the use of electricity, the possibility through the use of electric lights of prosecuting the undertaking with the shifts of men working eight hours each, and the generally energetic manner in

which we will undoubtedly grapple with the undertaking, we can easily make greater progress than the French ever dreamed of making.

From the deepest part of the Culebra cut, through which the waters of Lake Bohio will flow without restriction to Pedro Miguel, the southern extremity of the lake, a distance of only about two miles. At Pedro Miguel will be another double set of locks to lower or raise the ships. These locks will have a lift of about 50 feet, and that they can be constructed so that their successful operation will never be a matter of doubt is freely admitted.

From Pedro Miguel to Miraflores will be a short level—the distance is less than two miles—necessitated by the excessive tide on the Pacific side of the isthmus. Water for this level will be furnished by overflow from Lake Bohio, but at the foot of the Pedro Miguel locks the sea-level section on the Pacific side actually begins. The Pacific tide has an average flow of about 13 feet, ranging from 14 to 22 feet ordinarily, and reaching 26 feet with the spring tides. It becomes necessary, therefore, to introduce tides gates, or Miraflores to simplify the transit of ships and to protect the Pedro Miguel dam and locks from the tidal action.

### NOTHING MORE SERIOUS THAN DIGGING.

The lift at Miraflores will not be more than 18 feet at high tide, and from that point to the ocean there will be a perfect sea level section, which has only to be dredged to the required width an depth to be ready for commercial use. On this sea-level section there is no engineering problem except that of keeping the channel open, the rush of the tides forming a silt-carrying current which will have to be guarded against. This will be done by the use of dredges, and the same condition on the northern end.

On this route, which has been entirely traversed in the foregoing description, the shortest route is about 6,000 feet, giving almost entire freedom in the handling of ships along the entire line, and reducing the problem of navigating the canal to a minimum. Through Lake Bohio, except in the Culebra cut, it will be possible for ships to sail practically at full speed, while the great width of the lake, and the freedom from obstructions, will make possible nearly full speed in those portions. By submerging the country between the Bohio dam and the Culebra cut, the bridge over a good portion of the route will be largely done away with. The lake will form a channel, it being necessary, instead of cutting along the entire route, merely to take off the top of the ground at such places as present elevation will interfere with a depth of 35 feet of water.

Dredging and blasting will have to be done under the management of the enterprise, as now, at Culebra, but everywhere else the excavation will be in soft mud or soil, so that the work will be a simple question of digging. Within the lake will be ample room for ships to anchor during storms, securing all the advantages of a protected harbor, and the lake itself will make it possible by dredging in future years to bring the waterway into one continuous route down to the sea level, should that be deemed advisable, without interfering with its commercial usage.

### KING OSCAR II.

His 75th Anniversary Celebrated in Sweden and Norway.

STOCKHOLM, Jan. 21.—The king's birthday was generally celebrated throughout the realm today.

King Oscar II. of Sweden and Norway was born in Stockholm, Jan. 21, 1829, and succeeded his brother, Charles IX, in 1872. Destined for the navy, he took an active part in several expeditions, commanding the squadron. He is at present an admiral in the Swedish navy and his flagship is the Drott. He also took the course in the university of Upsala where he was graduated doctor of philosophy. The people of Sweden claim that not only is he the best learned king today, but he is the best-traveled man among the royal actors of Europe.

He was crowned king of Sweden and Stockholm May 12, 1873, and became king of Norway at Dronheim on July 18 of the same year.

King Oscar is Bernadotte, son of Oscar I. and of Josephine of Leuchtenberg, who was the daughter of Beauharnais, the stepson of Napoleon. His wife, whom he married in 1857, is the sister of the grand duke of Luxembourg.

King Oscar is often praised as an orator, and has some reputation as a poet. His literary efforts include a monograph on Charles XII, two volumes of poems entitled Recollections of the Swedish Fleet, and Poems and Leaves from My Journal. He has also translated The Cid, of Herder, the works of Tasso and of Goethe, and has edited the memoirs of Charles XII, and has written a drama, entitled The Castle of Kronborg.

Among the men knighted by the king during the past few years are a large number of residents in the United States, among them being G. L. Lott, consul of Sweden-Norway at Boston, knight of the Order of St. Olaf; Dr. Richard Hooper, knight of the Order of Wasa; Alfred Anderson of Minnesota, knight of the Order of St. Olaf; and a number of other western editors.

### BOILED TO DEATH AT VANCOUVER.

VANCOUVER, B. C., Jan. 22.—Jan. McLenan, while working near a vat of boiling water used for loosening bark on logs in the British Columbia Manufacturing Co. saw mill, at the island, fell into the vat, and before he could be extricated was boiled to death.

### HOW THEY TALK.

"I want to give my fiancée a surprise on my birthday. Can you give me a suggestion?"

"You might tell him your age."

### LITTLE JOKE.

The Bride-Elect Rallied Ludwig Rubin—Brookton Bridgroom Not at Marriage Feast.

BROCKTON, Mass., Jan. 20.—Ludwig Rubin and Miss Annie Slavenski of 24 Porter street have been married, and Rubin's nonappearance at the altar at St. Roch's Lithuanian church Sunday noon when the couple were supposed to have been married in the presence of hundreds of friends, has been forgiven.

He did not repent of his hasty change of mind in time to take part in the major portion of the wedding feast of the past few days, but there was still something left of the celebration, aggregating in cost more than \$100, when he presented himself as the tardy, but repentant bridegroom. He was given a seat, as it were, at the second table.

The couple had a rehearsal of the marriage ceremony Saturday, and it was at the rehearsal that things were said which were not to be recalled, but which are being recalled, and somewhat sensitively, owing to the difference of opinion as to the propriety of the young woman. When the couple approached the altar, as they were to do Sunday noon, the bride laughingly said to the bridegroom, "You are not here, but I am here, and I am waiting for you."

After the mass at St. Roch's church the wedding march was about to be played, and Miss Slavenski and her attendants were ready for the march, when those who were to attend Mr. Rubin were bestirring themselves with haste to find the missing man. He was finally located, but refused to put in an appearance, saying that the bridegroom was "all off." It was learned that he had called at the place where the bride's trousseau had been ordered, at the wedding feast, and that he had taken the garments to the home of his sister, for his sister's use.

Remonstrance was in vain, and the wedding was not held. He was seen the next day in a Lithuanian grocery had Rubin arrested on meane process, fearing he would leave the state, as it was not his intention to do so, except the criticism of those who did not like his desertion of the bride at the altar. He owed the grocery more than \$100, it was said, but refused to do so, except the criticism of those who did not like his desertion of the bride at the altar.

There was also talk of breach of promise proceedings in behalf of the bride-elect, but Rubin did not participate. He declared that, although the eatables had been ordered in his name, he had not paid for them, and that since he did not marry the girl, he did not marry the bill.

He stated this afternoon that he had seen the bride, and that he had wedded to Miss Slavenski at 5 yesterday morning, and things would be settled to the satisfaction of all concerned.

He was to make an appearance in court otherwise Jan. 30.

### DOG SEES HIS FATE.

Jury Gives Mrs. Ross Her King, and the Heavly Lose Their Celt.

Experts Called to Swear to Animal's Age—One Admits a Dog Is a Mammal and Another Offers to Bet Judge \$100.

NEW YORK, Jan. 21.—It seemingly did not interest a big, mid-aged Irish settler when a jury in the municipal court at Broadway and One Hundredth street decided last night that his name was "King," and that his owner was Mrs. Mahala Ross of No. 440 West End street. Equally indifferent seemed "King" to the grief and chagrin of Patrick J. Healy, the restaurateur at Sixty-sixth street and Columbus avenue, who was the rival claimant.

Throughout the long day in court the Irish settler had maintained an attitude of genial impartiality. He recognized each claimant with a noncommittal wag of his tail, but neatly steered all charges of the litigants.

DOG LIKES "STEVE" MULVEY.

But to big "Steve" Mulvey, an old veterinarian to whose care the dog had been entrusted pending a final settlement of the question of ownership, "King" was an adoption. He snuffed the keeper's feet most of the time, and once, when everybody laughed at a clash between counsel and witness, he ran on his hind legs, planted his fore paws on Mulvey's chest, and gave a few muffled barks, as if he understood the joke.

The trouble over "King's" identity dates back to Nov. 4, when Mrs. Ross came across him in Eighty-first street, wearing a collar upon which the name of Patrick J. Healy was engraved. Mrs. Ross, having lost an Irish setter in the street, at which Earl Roberts is to be the guest of honor, will have charge of the dog. The guests at the two dinners will exchange messages of good wishes and sentiments of the kind which promoted the formation of the Pilgrim Society three years ago.

The dinner in this city will be given to Henry Mortimer Durand, the British ambassador. All of the members of the cabinet and many prominent Americans have been invited.

### RUSSIA'S REPLY IN TWO DAYS.

PARIS, Jan. 22.—Information reaching the foreign office during the last 24 hours shows a decided improvement in the Russo-Japanese situation. The Russian government will be expected within two days. The question of the limitation of Japanese settlements in Manchuria has been one of the most difficult under consideration. The Russian government has several points in the real issue is the maintenance of white supremacy in northern Asia. It is maintained that Russia's insistence that reasonable limits be placed on the settlement of Japanese settlements in Manchuria has the same end as the American and British laws, the latter in Australia, in protecting the white race of whites from the Mongols. If it appears that Russia is chiefly apprehensive of the springing up of large Japanese settlements and villages along the lines of the Russian Manchurian railway, it is not surprising that the Russian government has been so active in its efforts to restrict Japanese settlements in Manchuria.

The Dowager Empress of China is thoroughly alive to the peril threatening the eyes of the Chinese, and unless a Russian ultimatum is received, she is determined at all costs to fight for the eyes of Manchuria, with the Russian control. Conferences between the Dowager and the leading statesmen, it is added, have convinced her that any other policy would be tantamount to dynastic suicide as the dishonor of the ancestral tombs, implied by foreign domination, would be unpardonable in the eyes of the Chinese, and unless a Russian ultimatum is received, she is determined at all costs to fight for the eyes of Manchuria, with the Russian control.

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### THE FARMER IS FORTUNATE.

(Logansport Pharos.)

The farmer who is out of debt and has his corn crop in the crib, his stock well housed and his larder supplied with buckwheat flour and fresh sausage is in a position of greater independence than Pierpont Morgan, Chauncey Depew, John D. Rockefeller or any other fellow. There may be times when the lot of the farmer is full of care and anxiety, but most of them are content and very independent these cool days.

A full grown whale weighs one hundred tons—that is, as much as eighty elephants or four hundred bears. Seventy feet is the utmost length of a whale.

### 20 YEARS OF VILE CATARRH.

WONDERFUL TESTIMONY TO THE CURATIVE POWERS OF DR. AGNEW'S CATARRH POWDER.

Chas. O. Brown, Journalist of Duluth, Minn., writes: "I have been suffering from Throat and Nasal Catarrh for over 20 years. During this time my head has been pained up and my condition truly miserable. Within 15 minutes after using Dr. Agnew's Catarrh Powder I obtained relief. Three bottles have almost, if not entirely, cured me. DR. AGNEW'S OINTMENT RELIEVES SORES INSTANTLY."

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### NUPTIAL KNOTS IN A DIVORCE TANGLE.

Martins and Hubbells Suing One Another Back and Forth in Brooklyn.

(N. Y. World, 21st.)

Martin v. Martin—Absolute divorce.

Martin v. Hubbell—Allegating attentions.

Hubbell v. Hubbell—Absolute divorces.

Hubbell v. Martin—Allegating attentions.

Martin v. Martin—Absolute divorce.

These five cases illustrate how the February calendar of the supreme court in Brooklyn is laden with the family troubles of the Martins and the Hubbells, but their titles give only the faintest idea of the domestic mix-up that has resulted in a wholesale appeal to the courts. In addition to the five suits already brought, two others are said to be in contemplation.

The Martins and Hubbells used to be the best of friends. They formed a happy group in Brooklyn's social life, and all went well until certain discoveries were made that soon had the Martins suing each other, the Martins suing the Hubbells and the Hubbells suing the Martins.

Henry T. Martin, Jr., is head of a big land company in Cuba, where he owns a sugar plantation and a coat farm. He lives at No. 177 Seventh avenue, Brooklyn, and his New York business address is No. 153 Maiden lane. Wilbur Flak Hubbell is a broker, and his home is No. 441 Thirteenth street, Brooklyn.

The Martins and Hubbells were once born. Mr. Hubbell was once wealthy. Mr. Martin is still wealthy.

Walter Gerken, a first cousin of Mr. Martin, was the initial cause of the tangle. Mr. Martin thought his wife and his cousin liked each other too well. He has detailed some interesting evidence that effect.

Mrs. Martin was married in 1892 to Miss Frances E. Roe, who had a reputation for beauty. His cousin, Mr. Gerken, called to see them quite frequently. The husband suspected nothing until 41 three years ago, when he chanced to find a letter from Gerken to his wife. This enraged him so that he went to Gerken's home and demanded that Gerken tried to thrash him. History does not say which was the victor. From that time Martin had detectives watching his wife. He alleges that Gerken had found her with Gerken in the Montauk hotel, in Brooklyn. He brought suit for absolute divorce.

Mrs. Martin brought a counterclaim for absolute divorce. She named as co-respondent her former dear friend, Helen May Hubbell, who, as Miss Armstrong was one of the most popular girls in Brooklyn's society.

Wilbur F. Hubbell, the broker, was so stirred up by Mrs. Martin's allegations that he immediately brought suit for absolute divorce, naming Henry T. Martin as co-respondent. He employed Francis B. Mullin of Brooklyn to represent him. Mr. Mullin was already counsel for Mrs. Martin in her suit accusing Mrs. Hubbell.

Hubbell felt so injured by his friend Martin that he began suit for \$25,000 damages, and the court granted him a divorce. He named as co-respondent Mrs. Hubbell. Mrs. Hubbell didn't sue any one, but went to Lawyer Harry E. Lewis of No. 16 Court street, and employed him and Foster L. Backus to defend her. By a consent, Messrs. Backus and Lewis were counsel for Henry T. Martin in the original suit for divorce. At first the suit presented no very serious legal tangle, but after the lawyers had made a few motions and had demanded bills of particulars the confusion of titles drove them and the court officials into a half-crazed state. Mr. Lewis finally simplified matters by turning over the suit of Henry T. Martin to William Adams Robinson. The cases will come up for trial next month.

Mr. Hubbell alleges that the indications he complains of took place at the Eastern hotel on Feb. 23, 1893, and at divers other times and places.

Mr. Gerken, who is a school teacher, resented his cousin's assault upon his person and his character, and determined to punish him for it. He went with Jack Roe, Mrs. Martin's brother, to a place in Long Island, where Martin was going. The party met on the train. There was a quarrel and a fight in which Martin claimed the honors over both men.

The Hubbells were married on April 14, 1888. They have three children—Ethel, aged thirteen; Mildred, aged eleven, and Charlotte, aged ten. There was never the slightest unpleasantness until the papers were served in Mrs. Martin's counter-suit against her husband.

Martin is of Spanish blood, and his father is prominent in Cuba as a landowner and sugar man. Recently Mrs. Martin formed a company to raise goats on a large scale in Cuba. They have stocked an immense ranch and look forward to a crop of kids that will more than supply the demand. Martin's sister died two days ago and was buried yesterday.

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# TWO HUNDRED MINERS

## Entombed Over Two Hundred Feet Below the Surface.

### By an Explosion in Harwick Mine, of Western Pennsylvania.

### Some Escaped, but the Great Bulk Must Be Dead—Heroic Attempts to Rescue the Victims.

PITTSBURG, Pa., Jan. 25.—An explosion in the Harwick mine of the Allegheny Coal Co. at Cheswick, 16 miles from Pittsburgh, Western Penna., promises to add one of the greatest tragedies of years to the already long list of mine fatalities. Even the officials of the Allegheny Coal Co., the owners of the mine, do not know at this time the number of men still entombed 220 feet below the surface, but a conservative estimate places the number at 184.

General Manager George Scheetz, of the coal company, who is in charge of the mine, gives little hope that many of the men will be brought to the surface. The first ray of hope that any of the men had escaped came at 4 o'clock tonight when Adolph Gunia was brought out alive.

The explosion occurred at 8:20 o'clock this morning at the bottom of one of the shafts, presumably caused by fire-damp. It was four o'clock this afternoon before it was possible to make the first attempt at rescue. Robert North and Jack McCann, one of the engineers employed by the Allegheny Coal Co., tried to get into the mine by way of the stairs through the air shaft. They groped their way some distance, but were driven back by the foul air.

The main shaft into the mine, 220 feet deep, was made useless by the explosion, which hurled both cages, one of which was within 30 feet of the bottom, through the tipples, 30 feet above the surface.

Shortly after five o'clock a temporary rigging had been put in place over the mouth of the shaft and a small bucket capable of carrying three men was fastened to the tipples. The first try with the new rig was made by Selwyn Taylor, a mining engineer, from Pittsburgh, and an assistant, J. N. Rayburn. A crowd of anxious men and women were at the pit mouth.

At last the cage reached the bottom. There was a silence of fully forty minutes before the men began to crawl slowly. When the cage reached the top Rayburn was there and with him Adolph Gunia, gasping for breath and evidently seriously injured.

Again the cage went down, carrying W. Taylor, an assistant of Selwyn Taylor, Robert North and J. McCann. There was a great cheering and shouting in the work of rescue and the men hammers, nails and brattice cloths to enable the rescuers to brace up the workings so they could grope their way back to where the men were at work when the crash came.

The little village of Harwick that surrounds the mining workings two miles back from the Pennsylvania R. R. has been horror-stricken and the wives and relatives of the entombed men have crowded about the entrance to the shaft, waiting for news of those they loved, only to meet the answer, "We do not know yet if we find him we will send him home."

The little school house has been prepared as a morgue and hospital, and girls from the highest class in the school have been impressed as nurses. Doctors have been summoned from all those that went down to the surface, but nothing can be done until further details come from the mine.

Mr. Scheetz, manager of the mine, said tonight:

"The explosion this morning was terrific. Both cages were blown from the shaft, one of them a distance of over 200 feet. Three men at work on the tipples were blown to the ground and one of them is already dead. The other two are badly hurt, but I am told they are resting easily and may recover."

"There are at least 150 men in the mine, and I am afraid that there are a number more, although there are several men on the pay roll who did not report this morning."

PITTSBURG, Pa., Jan. 25.—From all that can be gathered at this hour, between 180 and 190 men are lying dead in the headings and passageways of the Harwick mine of the Allegheny Coal Co. at Cheswick, the result of a terrible explosion today. A cage after cage has gone down into the mine and come up again, but only one miner of all those that went down to the surface this morning has been brought to the surface. The rescued man is Adolph Gunia, and he is still in a semi-conscious condition at the temporary hospital at the schoolhouse on the hillside above the mine.

In addition to the miners at work when the explosion occurred it is now believed by practically all the men of the rescue party who have come up the 220-foot vertical shaft for a warning and a breathing spell, that Selwyn M. Taylor, the Pittsburgh mining engineer, who plotted the mine and who was the first to reach the bottom after the explosion, is also among the dead. Of those in the mine all are probably dead.

## SHIP NEWS.

### PORT OF ST. JOHN.

Arrived.

Jan. 22—Coastwise—Sts Westport III, 48, Powell, from Westport; Kikool, 18, Lavin, from Grand Harbor; Ruby, O'Donnell, from Sable; Virginia Pearl, Wadlow, from Beausport; tus Springhill, Chambers, from Parramore; 47, Outhouse, from Sable.

Jan. 23—Str Kastala, 202, Webb, from Glasgow, Scotland and Co. general.

Jan. 23—Str Aurora, Ingersoll, from Grand Mannan, from Glasgow, Scotland and Co. general.

Jan. 23—Str Harry Morris, 88, McLeod, from St. Martins; barge No. 6, 535, McLeod, from Parramore.

Cleared.

Jan. 22—Coastwise—Sts Eastern Light, from Grand Harbor; Ruby, O'Donnell, from Sable; Virginia Pearl, Wadlow, from Beausport; tus Springhill, Chambers, from Parramore; 47, Outhouse, from Sable.

Jan. 23—Str Lake Erie, Carey, for Liverpool via Halifax.

Jan. 23—Str Sidiellian, for Liverpool via Halifax.

Jan. 23—Str Salacia, Mitchell, for Glasgow via Halifax.

Jan. 23—Coastwise—Sts Harry Morris, McLeod, for St. Martins.

Jan. 24—Str Sidiellian, for Liverpool via Halifax.

Jan. 24—Str Salacia, Mitchell, for Glasgow via Halifax.

Jan. 24—Str Lake Erie, Carey, for Liverpool via Halifax.

DOMESTIC PORTS.

Arrived.

HALIFAX, Jan. 22—Str Carthaginian, from Glasgow and Liverpool via St. John, N. B.

HALIFAX, Jan. 22—Str MacKay-Bennet, from Liverpool for St. John; Montaim, from St. John, N. B. for Avonmouth.

HALIFAX, Jan. 22—Str Orinoco, from St. John for Bermuda and the West Indies.

Sailed.

Sid, str Gulf of Anand, McNeill, for London.

Sid, strs Rhebania, for Liverpool; Minia, Dr. Carleton, for sea; Carthaginian, Gunson, for Philadelphia.

From Halifax, Jan. 22, str Orinoco, from St. John for Bermuda and the West Indies.

BRITISH PORTS.

Arrived.

HOLYHEAD, Jan. 22—Passed, str Lake Chaplain, from St. John for Liverpool.

LONDON, Jan. 21—Arrd, str St. John City, from Halifax.

GLASGOW, Jan. 21—Arrd, str Lakonia, from St. John and Halifax via Liverpool.

LIVERPOOL, Jan. 21—Arrd, str Monmouth, from St. John.

Arrd 29th, strs Laurentian, from Halifax; Zlat, Otoman, from Portland.

LIVERPOOL, Jan. 21—Arrd, strs Lake Champlain, from St. John; Manchester City, from St. John for Manchester.

At Barbados, Jan. 9, str Dahome, Leuking, from Halifax via St. John; str Lucia, Seely, from Demerara, etc. for St. John; str BRAD, Jan. 9, str Passed, str (supposed) Englishman, from Portland, Me. for Liverpool; Bristol and Antwerp.

From Boston, Jan. 22—Arrd, str Sarmatian, from Avon Dock, Jan. 22—Arrd, str Monmouth, from St. John via Liverpool.

LIVERPOOL, Jan. 22—Arrd, str Celtic, from New York.

PRAWLE POINT, Jan. 22—Passed up, str Iona, from Portland for London.

LIVERPOOL, Jan. 22—Arrd, str Bostonian, from Boston for Liverpool.

LONDON, Jan. 23—Arrd, str Ionia, from Portland.

LIVERPOOL, Jan. 24—Arrd, str Englishman, from Portland, Me. (for Bristol and Antwerp).

LONDON, Jan. 24—Strs Florence, for St. John, N. B. and Halifax; Georgian, for Boston.

LIVERPOOL, Jan. 24—Arrd, str Umbria, from New York via Queenstown.

YOKOHAMA, Jan. 22—Str, str Empress of China, for London.

TORR HEAD, Jan. 22—Passed, str Concordia, from St. John, N. B. and Halifax for Glasgow.

MANCHESTER, Jan. 22—Arrd, str Manchester City, from St. John, N. B.

MANCHESTER, Jan. 22—Str, str Manchester Commerce, for St. John, N. B.

SYDNEY, N. S. W., Jan. 22—Strd, str Selasia, from St. John, N. B.

At Demerara, Dec. 25, str Oruro, Seely, from Halifax, etc. via Trinidad (to sail Jan. 30, str Oruro, Seely, from Halifax, etc. via Trinidad).

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At St. Thomas, Dec. 21, str Harry Troop, from Barbados, etc.

PHILADELPHIA, Jan. 22—Arrd, strs Lillith Blavert, Goodwin, from Oatavia.

PHILADELPHIA, Jan. 22—Arrd, str Manchester Exchange, from Manchester via St. John, N. B.

PORTLAND, Me., Jan. 24—Arrd, strs Hilda, from Parramore, N. B.; Weishman, from Liverpool; strs Elin, from Medway, N. B.; erpool; str Elin, from Medway, N. B.; Sailed, str St. Croix, from St. John, N. B., for Boston.

PHILADELPHIA, Jan. 24—Arrd, strs Rev. gulus, from St. John, N. B. (in distress, bows stove by ice); str Wanola, from Dalhousie.

PHILADELPHIA, Jan. 23—Strd, str Manchester Exchange, from Manchester via St. John, N. B., for Philadelphia.

NEW YORK, Jan. 24—Arrd, bark Luigia, from Rosario.

Sailed, str Hilda, C. for Halifax, N. B.

PHILADELPHIA, Jan. 23—Strd, str Manchester Exchange, from Manchester via St. John, N. B., for Philadelphia.

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## CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of

*Dr. J. C. Watson*

For Over Thirty Years

CASTORIA

THE CENTAUR COMPANY, NEW YORK CITY.

### WHY LAURIER

Must Spend Some Time in Montreal Pretty Soon.

Liberal Factions Tearing at Each Other's Throats—Afrald to Open St. James Division, Long Unrepresented.

### LYNCHED BY NEGROES.

GUTHRIE, Ky., Jan. 25.—Lynch law is still in vogue in this State. A negro, who had been in the charge of killing Priscilla, a white girl, was taken to the room each day reserved for a negro. The members of the mob, all armed, entered the room each day and searched the negro. The negro was taken to the room each day and searched. The negro was taken to the room each day and searched.

### BIBLE SOCIETY.

Judge Forbes left Saturday evening for Toronto and Montreal. On Tuesday evening he will be present and speak at the annual meeting of the Bible Society. He will be present and speak at the annual meeting of the Bible Society.

### THEY ACTUALLY DO THE WORK.

FOOD EATEN IS WORTHLESS UNLESS DIGESTED—SOME OF THE ACHES MUST HAVE BEEN CAUSED BY THE FOOD.

Food taken into the stomach is worthless unless it is properly digested. The stomach is a factory where the food is broken up into small particles and mixed with gastric juice. If the food is not properly digested, it will cause indigestion and various ailments.

### STUART'S DYSPEPSIA TABLETS.

How much more sensible is this method than that employed by many sufferers from weak stomachs. By this means the body and brain get all the good, nutritious food they need and the man is properly nourished and enabled to carry on his work and perform his duties. He could not possibly be in proper working condition by stuffing himself or employing some unwholesome, insufficient food that does not contain enough nutriment for a young man.

### STUART'S DYSPEPSIA TABLETS.

Stuart's Dyspepsia Tablets are for sale by all druggists at 50 cents a box and they are the only article of the kind that does not try to sell something in the place of that which is good. Their unqualified merit and success at the universal demand for them has placed them within the reach of every one.

W.H.T. Mar