SHIP NEWS.

PORT OF ST. JOHN.

Arrived.

Jan 14—Str Taymouth Castle, 1172, Forbes, from West Indies, Schofield and Co, pass, mails and mdse.

Sch Hattie E King, 222, Johnson, from Portsmouth, G K King, bal.

Coastwise—Str Westport, 48, Payson, from Westport.

Jan. 15.—Sch Westfield, 80, Cameron, from Eastport, master, bal.

Sch J W Durant, from Kingsport to Havana, potatoes—in port for harbor.

Tugs Eleanor L Wright, 48, Lambert, and Mary J. Finn, 48, Lambert, R C Elkin.

Coastwise—Schs T W McKay, 97, Bullerwell, and Hattie McKay, 73, Durant, from Parrsboro.

Jan. 16.—R M str Lake iWnnipeg, Jones, from Liverpool via Halifax, Troop and Son, general cargo.

Jan 17—Stmr Flushing, Ingersoll, from Grand Manan, Merritt Bros & Co, mails, pass and gen cargo.

Cleared.

Coastwise—Schs Susan and Annie, Merriam, and Dora, Corning, for Parrsboro; str Westport, Payson, for Westport; schs Valkyrie, Bancroft, for Grand Manan; Miranda B, Day, for Quaco.

Jan. 15.—Coastwise—Schs Susie N, 28, Merriam, for Port Greville; Zina M, Newcomb, for Parrsboro; Rex, Sweet, for Quaco; Wanita, Magarvey, for Annapolis; Jona, Norris, for Advocate; brigs No. 5, Warnock, and No. 4, Salter, for Parrsboro.

Jan 17—Stmr Livonian, Whyte, for London.

Coastwise—Schs T W McKay, Bullerwell, for Parrsboro.

Sailed.

14th—Str Cape Breton, Patoine, for Louisburg.

CANADIAN PORTS.

Arrived.

HALIFAX, NS, Jan. 16.—Ard, strs Assyria, Hughes, from Glasgow and Liverpool via St Johns, NF; Halifax, Pye, from Boston.

Sailed, str Ursula Bright, Whitson, for Hampton Roads (having coaled).

Sailed.

From River Hebert, Jan 11, sch Wandrian, Wood, for New York.

RIVER HEBERT, N S, Jan. 11.—Sailed, schr Wandrain, Wood, for New York.

HALIFAX, Jan 17—Sld, bark Antoinette, Ljunberg, for Penarth Roads; schs Hattie May, Vance, for Rio Janeiro; Athlete, Knowlton, for New York via Lunenburg.

BRITISH PORTS.

Arrived.

At London, Jan 14, str Damara, Patterson, from St John via Halifax.

At Liverpool, Jan 14, str Mongolian, from Portland, Me.

At Glasgow, Jan 14, str Siberian, from Philadelphia via St Johns, Nfld.

At Moville, Jan 14, str Anchoria, from New York for Glasgow, and proceeded.

At Barbados, Jan 13, bark Douglas, Crosby, from Port Louis.

At Dublin, Jan 12, bark Bristol, Lawrence, from New York.

From Swansea, Jan 12, bark Alexander Black, Buck, for Bahia.

From Gibraltar, Jan 4, sch Vamoose, Crowell, for Gloucester.

MOVILLE, Jan. 15.—Ard, str Lake Superior, from St John, N B, and Halifax for Liverpool.

Sailed, str Lake Huron (from Liverpool), for Halifax and St. John.

At Barbados, Jan 11, bark Linwood, Douglas, from Cape Town.

At Liverpool, Jan 17, str Lake Superior, from St John via Halifax.

At Newcastle-on-Tyne, Jan 17, bark Samaritan, Dexter, from San Francisco via Queenstown.

At Demerara, Jan 13, ship Sheila, Coltshaw, from Calcutta.

LIVERPOOL, Jan 17—Ard, str Parisian, from Portland.

Cleared.

At Bermuda, Jan 4, stmr Duart Castle, Seeley (from St John, NB) for West Indies; 8th, ship Vanloo, Baxter (from Penarth) for St John; 10th, sch Turban, Bulford, for New York.

Sailed.

LONDON, Jan. 15.—Sailed, str Mantinea, for St. John.

From Cape Town, Dec 28, bark Austria, Anderson, for Newcastle, NSW.

FOREIGN PORTS.

Arrived.

At Portsmouth, Jan 12, sch Etta A Stimson, Hogan, from Perth Amboy.

At Mobile, Jan 12, sch Walter Sumner, McLean, from Savana-la-Mar; Harold Borden, from Barkhouse, Havana.

At Fernandina, Jan 12, sch Sainte Marie, Morehouse, from Martinique.

At Manila, no date, bark Hamburg, Caldwell, from Newcastle, NSW.

At Montevideo, Dec 3, bark Kathleen, Davies, from Fayaudu for England (and sailed.)

At New York, Jan 13, sch Welleda, Brooks, from Natal; Jan 15, strs St Paul, from Southampton; Paris, from Newport News.

At Tybee, Jan 13, bark Calcium, Smith, from Cienfuegos.

At Key West, Jan 14, bktn Sunny South, Fleet, from Laguayra.

At Fernandina, Jan 13, sch Omega, from Havana.

VINEYARD HAVEN, Mass., Jan. 15—Ard, sch Severn, from St John for New York, and sailed.

SALEM, Mass., Jan. 15.—Ard, sch Pefetta, from St John for New York.

Sailed, schs Bonnie Doon, and Clarence, for St John.

CITY ISLAND, N. Y., Jan. 16.—Ard, str John Englis, from Portland, Me; schs Kolon, from Sand River, NS, via Noank, Conn; Sarah Eaton, from Calais, Me.

BOSTON, Jan. 15.—Ard, str Pgince Edward, from Yarmouth, NS; sch Forest Bell, from River Hebert, NS.

Cleared, str Tyrian, for Halifax, N S; schs Arrie, for Salmon River, N S; Lizzie Dyas, for Belleveau Cove, N S.

Sailed, str Pavonia, for Liverpool; Halifax, for Halifax, N S.

At Mobile, Jan 14, ship Harvest Queen, Forsythe, from Cape Town; schs Lena Pickup, Roop, from Havana; Walter Sumner, McLean, from Savanna-la-Mar.

At New York, Jan 14, bark Landskrone, Starratt, from Barbados; 15th, stmr Micmac, Melkle, from Bordeaux.

At Buenos Ayres, Jan 16, bark Veronica, Robinson; Dec 9, bark Eusenada, Toye, from Port Gamble.

At Cienfuegos, Jan 11, sch Iolanthe, Spurr, from Mobile.

At Key West, Jan 14, bark Sunny South, Fleet, from Laguna (and sailed 15th for Pensacola).

VINEYARD HAVEN, Jan 17—Ard, schs Walter Miller, from Elizabethport for St John; Mary F Corson, from St John for New York; Harvard H Havey, from St John for Fall River.

Passed, sch Marion, Reicker, from St John for New Haven.

MACHIAS, Me, Jan 17—Ard, sch Alaska, from Spencer Island, NS, for New York; Lexington, from Sand River for New York.

SALEM, Mass, Jan 17—Ard, schs Nellie I White, from Sand River for New York; Abana, from New York for Quaco.

BOOTHBAY, Me, Jan 17—Ard, schs Bonnie Doon, from New York; Madagascar, from do.

Sld, sch Clifford I White, for Frankfort.

BOSTON, Jan 17—Ard, str Boston, from Yarmouth, NS.

Cld, str Norse King, for Antwerp via Baltimore; sch Ella and Jennie, from Grand Manan.

EASTPORT, Me, Jan 17—Ard, tugs, Eleanor L Wright and Mary J Finn, with dredge and three scows in tow from St John bound for Boston.

CALAIS, Me, Jan 17—Ard, sch Amy D, King, from Parrsboro.

RED BEACH, Me, Jan 17—Ard, sch Wm Cobb, from St Andrews.

BUCKSPORT, Me, Jan 17—Ard, sch Hannah Coomer, McInnis, from Souris, PEI.

FALL RIVER, Mass, Jan 17—Ard, sch Sallie E Ludlam, from St John.

LYNN, Mass, Jan 17—Ard, sch Hattie McG, from St John.

PORTLAND, Me, Jan 17—Ard, schs Alfaretta S Snare, from Apple River, NS, for New York; Adeline, McLennan, from St John for do; Silver Spray, from Port Greville, NS, for do; Ida M, from Boston for St John; Romeo, from St John for Boston; R F Chase, from Machias for Boston.

Cleared.

At Wilmington, Jan 12, sch Bartholdi, Grafton, for Barbados.

At Philadelphia, Jan 13, str Salamanca, Reynolds, for Havana.

At New York, Jan 13, sch Walter Miller, for Elizabethport, N J.

At Philadelphia, Jan 14, bgt Ohio, Mitchell, for Vera Cruz; bark Alkaline, Houghton, for St Lucie.

At Montevideo, Dec 7, bark Unanime, Rabadan, from Barbados.

At Buenos Ayres, Dec 9, bark Albertine, Dill, for New York.

At Mobile, Jan 14, sch Beniform, Jones, for Rustan.

PORTLAND, Me, Jan 17—Cld, sch Nellie J Crocker, Henderson, for Pisarinco, NB.

Sailed.

From Montevideo, Dec 7, bark Mozambique, Strachan, for New York.

From Fernandina, Jan 12, sch Canaria, Brown, for Martinique.

From Jacksonville, Jan 12, sch Evolution, Fitzpatrick, for Demerara.

From Mobile, Jan 12, ship W H Corsar, for Ship Island.

From New York, Jan 13, schs L A Plumner, for Philadelphia; Winnie Lawry, from Edgwater for Portsmouth; Thos W Holder, for Sydney, C B.

BOOTHBAY, Jan. 16.—Sailed, schs Stephen Bennett, for St John, NB; Ella May, for Boston; B L Eaton, for Eastport.

PORTLAND, Jan. 15.—Sailed, str Laurentian, Brown, for Liverpool.

NEW YORK, Jan. 15.—Sailed, strs La Gascogne, for Havre; Umbria, for Liverpool; Furressia, for Glasgow.

Cleared, strs Premier, for Halifax; Portia, for Halifax and St Johns, NF.

From New York, Jan 15, bark J C Hamilon, Jr, Lowery, for Rio Janeiro; sch St Maurice, Crane, for Azua.

At Fernandina, Jan 15, schs La Plata, Sloan, for Demerara; Dove, Esdale, for Martinique.

MEMORANDA.

Passed Lundy Island, Jan 13, bark Alexander Black, Buck, from Swansea for Bahia.

CITY ISLAND, Jan 17—Passed east, stmr Premier, from New York for Halifax.

Bound south, schs Severn, from St John; B C Borden, from Wentworth, NS.

Anchored off Bass River, schs Abbie and Eva Hooper, from Elizabethport for Portland; Freddie A Higgins, from New York for Pembroke.

SPOKEN.

Bark Artisan, Lynch, from Cardiff for Rio Janeiro, Jan 7, lat 50 N, lon 9 W.

Ship Asia, from Manila for Boston, Sept. 19, lat. 6.5' N, lon. 121.29 E.

Ship Astracana, Griffiths, from Chemainus for Queenstown, Nov 18, lat 57 S, lon 64 W.

Bark Stadacona, Cogswell, from Newport News for Rio Janeiro, Dec 27, lat 28 N, lon 40 W.

NOTICE TO MARINERS.

PORTLAND, Me, Jan 12—St George River, Me—Notice is hereby given that Jenoks Ledge buoy, spar, red No 2, has gone adrift. It will be replaced as soon as practicable.

To Portland (from Eastward) Me—Notice is also given that Cushing Island bell buoy is capsized. It will be replaced as soon as practicable.

TOMPKINSVILLE, N Y, Jan 12—Notice is given by the Lighthouse Board that on Jan 11 three spar buoys were permanently established to mark the eastern edge of Borden's Flats, off Fall River; description of buoys and bearings given as follows:

Borden's Flat Lower—A black spar buoy, No 5, in 16 feet, low water. Brayton's Point, NW ¾ N; Borden's Flats Lighthouse, NE by E ¾ E.

Borden's Flats, upper—A black spar buoy, No 7, in 17 feet, low water. Old Ferry Pier; W ¾ N; Borden's Flats Lightsouse, SW ¾ S.

Wilbur's Point—A black spar buoy, No 9, in 17 feet, low water. Old Colony Steamboat Wharf, S ¾ E; Borden's Flats Lighthouse, SW½ S.

PORTLAND, Me., Jan. 13.—To Portland from Eastward—notice is hereby given that Cushing Island bell buoy, recently reported capsized, has been replaced.

REPORTS.

NEW YORK, Jan 17—Captain Trites of the British bark Nellie Troop, which is anchored off Liberty Island, today told the harbor police that one of his seamen, John Sweeney, 50 years old, of St Johns, NF, had dropped dead on board while making up a rope. Sweeney's remains were brought to this city and removed to the morgue. The coroner will investigate the case.

NOTICE TO SUBSCRIBERS.

Births, Marriages and Deaths occurring in the families of subscribers will be published FREE in THE SUN. In all cases, however, the name of the sender must accompany the notice.

BIRTHS.

BLAIR.—On Saturday, January 15th, the wife of Gordon M. Blair, Bank of Montreal, of a daughter.

CARRUTHERS—At North Head, Grand Manan, on Tuesday, Jan. 4th, to the wife of J. O. Carruthers, a son.

HENRION—At St. John, west, Jan. 14th, to the wife of Frank S. Henrion, a son.

MARRIAGES.

MAWHINNEY-GUILFOIL—At Holy Trinity church, on Jan. 12th, by the Rev. J. J. Walsh, D. J. Mawhinney to Kitty Guilfoil, both of this city.

DEATHS.

CROW.—In this city, on January 15th, Mary Crow, a native of Westport, Ireland.

HOLSTEAD—At Belleview, Florida, Dec. 14th, Kathleen, infant daughter of S. A. and L. R. Holstead.

O'BRIEN—On Jan. 17th, at 128 Mill street, Wm. O'Brien, in the 62nd year of his age, leaving four sons to mourn the loss of a kind and affectionate father.

SPRAGUE—At East Cambridge, Mass., Jan. 12, Mona Q. Sprague, aged 7 years and 9 months.

VEYSEY.—At North Lake, in the County of York, on January 1st, Hiram H. Veysey, in his 70th year, leaving a widow, two sons and two daughters to mourn the loss of a kind husband and affectionate father.

NEWCASTLE.

Northumberland County Council—Dogs Bound to the Klondyke.

NEWCASTLE, Jan. 17.—The Northumberland county council meet here tomorrow, in the council chambers, at 12 o'clock.

Two car loads of dogs passed through here Saturday night, bound for the Klondyke.

SYKES' CASE.

LONDON, Jan. 17.—At today's hearing of the suit brought by Daniel Jay against Lady Tatton Sykes, to recover £15,870 loaned on promissory notes supposed to have been signed by her husband, Sir Tatton Sykes, most of the time was occupied with expert evidence to the effect that the signatures were forgeries. Sir Tatton's Yorkshire banker testified that the notes were forged, and that the Monte Carlo checks previously referred to during the trial were forged, adding that when Sir Tatton's attention was called to the matter he gave a genuine check for £2,000 in place of them.

FARMERS' MEETING.

The Commissioner of Agriculture at Hillsboro.

Addresses Delivered by T. C. B. Mulbery, W. W. Hubbard, Col. McRae, Premier Emmerson and Others.

HILLSBORO, Jan. 15.—There was more agricultural excitement in this village today than perhaps ever before in the history of the place. The occasion was the visit of the commissioner of agriculture and a staff of agricultural speakers. Quite a number of prominent farmers from Harvey, Hopewell and Coverdale came in and discussed with the speakers matters of live interest.

The first speaker at the afternoon session was T. C. B. Mulbery, a private dairyman of Wicklow, N. B. Butter making was his theme, and he impressed himself upon his audience as a man who knew whereof he spoke. After securing good dairy cows, making the stable light and comfortable and supplying plenty of feed, the next essential was cleanliness. This virtue must be thorough and complete in the dairy business. Clean stables, clean cows, a clean milkman and tin utensils without crevices were prime necessities. He was able to make his butter at a total cost of 13c. per lb., and so far he had been able to sell it at 20c. at his railway station. This address was discussed at some length.

The next speaker was W. W. Hubbard, who spoke upon the necessity of first selecting and breeding cows of a dairy type and then caring for them in such a way as to make them milk at least ten months in the year and give in that time not less than 5,000 lbs. of milk. In New Brunswick today our barns needed particular attention. For winter dairying they must be both warm, light and well ventilated. He also referred to the raising of pigs for English bacon purposes.

After a discussion upon the paper Col. McCrae of Guelph, Ont., gave an address upon cattle feeding. The first step, he said, was to raise crops for this purpose. We should aim to get the largest possible amount per acre. He was today keeping 60 head of cattle upon the produce of 95 acres. He grew clover, winter rye, turnips, corn and mixed grains. He did not believe in manuring land heavily but in giving it a little manure often. He has a three year rotation. One year roots and corn, next grass seeded to clover, then that fall he sowed winter rye among the new clover after the grain was taken off with a grain drill. The rye came up and dying down helped to shelter the young clover. Next spring rye and clover came on together, and he often cut three tons to the acre of rye and clover hay. This was out when the rye was first coming into blossom. That fall he plowed the second growth of clover under after he had allowed his cattle to run upon it. Next year he begun again with corn and roots.

At the evening session C. J. Osman, M. P. P., and Dr. Lewis, M. P., were the first speakers, followed by the commissioner of agriculture. W. S. Blair spoke at length upon the growing of fruits, and congratulated the people of this section for their success in growing trees. One gentlemen grew successfully some ten or twelve varieties of apples, several of plums, or all fruits in abundance and fairly good crops of pears.

J. S. Armstrong, C E., followed with an admirable address upon road construction, and illustrated his talk with lantern slide views, after which W. W. Hubbard gave a short talk upon animal conformation and threw upon the screen views of famous Hereford, Shorthorn, Guernsey, Jersey and Ayrshire cattle.

Col. McCrae spoke upon Tuberculosis. This disease, which was almost as old as history itself, was, he said, gradually diminishing, and if we correctly understood its nature there was no reason why it should not decrease very much more. We were learning more and more about it every day, and already there were some rules which if observed would greatly lessen its danger. The germ of tuberculosis flourished best in damp, dark, illy-ventilated places. Sunlight would kill the germ in a few hours. Consumptive people and consumptive animals should therefore have all the fresh air and sunlight. Fully one-third of all the people who had tuberculosis never knew it. Their system was strong enough to combat and conquer the disease. The same was true of cattle. Tuberculosis was not believed to be hereditary. Prof. Bang of Denmark had raised hundreds of calves from tuberculous mothers, and by separating these calves from their mothers at birth and feeding them upon boiled milk they had grown up entirely healthy and at eight years old now showed no signs of the disease. There was no need of any great scare regarding this disease. There was no danger from using the meat of tuberculous animals when the disease was not in the muscles. Prof. Nocard of France had for years been trying to set up the disease by feeding raw tuberculous meat and had so far entirely failed. Meat, cooked would be entirely safe. Milk was more dangerous. He thought all milk should be boiled, especially for children and delicate persons. To persons in good health there was very little danger. In people this disease was communicated principally by the germs in the spittle or what was coughed up. This should never be thrown carelessly about, but spittoons should be used, which could be burned or disinfected frequently. When the spittle dried the germs floated about in the air.

The tuberculin test was the only sure diagnostic.

Premier Emmerson was the last speaker. He asked the people to judge the government's agricultural policy upon its merits and to give credit where credit was due. The farmers had asked for these meetings, and he believed it was a proper course to take. In regard to the much discussed wheat question, he said that if nothing further was done in the matter, he felt that the discussion which had already ensued would be productive of much good, and that many people would next year grow wheat who had not thought of it before. He concluded by asking the co-operation of every citizen of the province in making New Brunswick one of the best countries in the world in which to live. (Loud applause.)

Geo. E. Stiles of Elgin was appointed a delegate to the good roads meeting at Fredericton.

WINTER PORT ITEMS.

Arrival of the Beaver Liner Winnipeg, After a Very Rough Voyage.

Capt. Jones Reports that the Gun on Gannet Rock Was Not Fired—The Lake Superior's Fine Run Across.

The Lake Superior, from St. John and Halifax, arrived at Moville at ten o'clock Saturday morning—an 8 1-2 day's trip.

The Donaldson steamer Alcides sailed at an early hour Saturday morning for Glasgow. She was passed by the Lake Winnipeg off the Lurcher that afternoon. The weather was very thick at the time.

The Beaver line people have secured some 1,400 bales of cotton for shipment via this port to Liverpool. It comes from St. Louis.

The Allan boat Livonian is rapidly filling up. Her live stock, 200 head of cattle, arrived yesterday morning from Montreal. They are in the cattle yards.

The royal mail steamer Lake Winnipeg, Capt. Jones, from Liverpool via Halifax, arrived at Partridge Island shortly before noon yesterday. She docked a couple of hours later, and it was not long till a large gang of men was engaged in the work of discharging her cargo, which aggregates about 1,000 tons. She landed about thirty-five steerage passengers, who will be forwarded to their destinations this morning. Capt. Jones reports that the voyage to Halifax and the run from that port to St. John were the hardest he ever experienced. The Winnipeg left Liverpool on January 1st and Moville the following day. At the start fog was encountered. After a fine day the weather on the 3rd was cloudy. On the 4th southerly winds were met, and the ship had to contend with a head sea. Southwesterly winds with misty weather were the order of the day on the morning of the 5th. Then came squalls with a rough head sea. It became so bad that the engines had to be slowed down and the ship's head put to the sea. The following day the wind changed several times, but the angry sea kept up, and the ship plunged and raced heavily. Fierce squalls were met the next day from several quarters and the seas became dangerous. The ship's head had to be kept up to save damage. On the 8th, 9th, 10th, 11th, 12th and 13th fearful weather was experienced. Heavy gales prevailed, the seas ran mountains high and snow and sleet storms were met with at intervals. Halifax was reached on the night of the 14th, where the mails and saloon passengers were landed. The Winnipeg left Halifax Friday night at 9.40. A fresh N. W. wind prevailed and the weather was fine. When off Seal Island thick weather set in and then a snow storm came on. It was as thick as mud for hours. The vessel remained at the mouth of the bay for several hours. Machias Seal Island fog whistle could be distinctly heard, but during that time no gun was fired at Gannet Rock. About daylight Gannet Rock light was seen, as the weather had cleared. The Winnipeg was then about midway between Machias Seal Island and Gannet Rock. If the gun which is supposed to be discharged at the latter place every twenty minutes had been fired Capt. Jones is satisfied that he could have heard it. He will make a report to that effect at the custom house today. The light at Gannet Rock when it was sighted was flashing in good style.

The Allan-Thomson steamer Mantinea sailed from London yesterday for this port.

The mail steamer Lake Huron, for this port, left Moville Saturday.

The Beaver liner Lake Ontario, now due at Halifax, has 1,000 tons of cargo and 140 passengers.

THE INDIAN POLICY.

LONDON, Jan. 17.—The Right Hon. Sir Michael Hicks-Beach, chancellor of the exchequer, speaking at Swansea tonight, echoed the declarations of Mr. Balfour, the first lord of the treasury, on the Indian policy of the government at Manchester, and said the government was determined, even at the cost of war, that the door of Chinese commerce should not be shut to Great Britain.

SEALSKIN SALE.

VICTORIA, B. C., Jan. 17.—The Hudson's Bay Company's sale of sealskins took place in London today. So far the only advices received are to the effect that the prices were about the same as those received at the last sales. Some skins were withdrawn. This will probably make the sealers more determined than ever not to send their schooners out.

NO STARVATION.

VICTORIA, B. C., Jan. 17.—Steamer Corona arrived here today, having on board thirty men from Dawson, who brought out close upon a million dollars. They confirm the reported finding of a quartz lead on Bonanza Creek, but it is not the mother lode. All the new creeks are turning out well. There is no starvation.

SELLING HIS APPETITE.

Landowner (after his birthday celebration)—Well, Henry, you get here too late for the dinner, but here's a dollar for you. Peasant—Ah, sir, I'd been here for the dinner I'd have eaten much more than a dollar's worth.—Fliegende Blaetter.

BIG STRIKE ON.

The Fight Between Employer and Employe Commenced.

One Hundred and Twenty-five Thousand New England People Affected.

Both Sides Confident and it Looks as if a Desperate Labor Battle Was in Progress.

BOSTON, Jan. 17.—The fight between employer and employe in the New England cotton mills is on, and what it will lead up to can not now be told. The great corporations in New Bedford are silent and thousands of operatives are idle, while here and there discontent cropped out all day, the most serious being at Biddeford, Me., where three thousand two hundred persons refused to work, thus closing two mills, and at Lewiston, where one mill was crippled by four hundred weavers staying out. The general wage cut down is estimated to affect one hundred and twenty-five thousand persons in about one hundred and fifty mills, although several mills have previously adopted the new schedule and several others have given notice of immediate reductions. Here and there dissatisfaction was brought to the notice of agents and overseers over minor grievances, and in most cases these were either remedied or an inquiry promised.

Tonight finds textile operatives everywhere interested in the New Bedford struggle, for here the test of strength and endurance will come, and upon the outcome will depend the question of an industrial battle the entire length and breadth of the New England states.

The chief point in this battle will be the discipline, and the first command of organized labor brought well nigh perfect obedience. The day passed quite peacefully. In some quarters it is feared as a forerunner of the odds the strikers will take if they are driven to desperation.

There was missile throwing around the gates of one mill, which apparently was done by persons who took an overjoyful view of the success of the first move and thus emphasized the jokes they cracked at the expense of a mill official.

From the point of view of the mill owners the New Bedford situation is now a lockout. Intervention by the state board of arbitration this week is hardly likely to be allowed and no over act on the part of the strikers, and no attempt to open a mill is expected for a number of days.

The New Bedford strikers will receive strike money from operatives elsewhere, but the sum total will be reserved until a protracted battle brings on want and hardship, which the unions will then try to relieve.

All the New Bedford mills opened at bell time as usual. When no help came in the lights went out, speed stopped, the overseers and second hands prepared to make everything snug, and the mill gates were closed indefinitely.

The labor unions did little work today, except to carry out the plans of campaign, which will be developed only as the faint-hearted weavers seek to return to work. Of the other strikes little has developed in them as yet to forecast the future.

The Laconia and Pepperell mill workers in Biddeford struck because they were anxious to, while the weavers in the Androscoggin mill, Lewiston, simply took matters into their own hands, regardless of other departments. These two strikes, while on identical issues, will serve only as minor fights along the line unless the strike fever grows and they become the nucleus of a general fight in Maine cities. One other minor fight row on is that at Burlington, Vt., where the Queen City mills shut down indefinitely because the operatives refused point blank to accept the reduction. This trouble, however, began a number of days ago, but reached the acute stage today.

Taking the day's events throughout New England, it may be said that things came to pass just as expected. It is the immediate future which wakens up apprehension.

MARINE MATTERS.

S. S. Pelican of the Northern Pacific Steamship company, sailed from Tacoma for Japan Oct. 12. It is about 14 days passage, and at last accounts she was 76 days out, hence was two months overdue. They had about 45 days fresh provisions on board, and with the salt provisions would probably have about 90 days provisions altogether. Milton Patterson of Cole's Island, Sackville, is chief officer of the Pelican. Mr. Patterson has a wife living in Pt. Townsend, Wash. She was a Miss Thornton, and they were married about a year ago. Capt. Albert A. Sears writes from Victoria that there is no reason for uneasiness as yet.

The following charters are reported: Ship Euphemia, Newport News to Tampico, coal, $2.15; steamer Micmac, 14,000 qrs., Philadelphia to Rotterdam, 2s. 3d. berth terms; option part general cargo; barks Wolfe, New York to Adelaide, general cargo basis about 22s. 6d.; Mary A. Law, New York to Dunedin and Lyttleton, £2,100; Luarca, New York to Pernambuco, general cargo, p. t.; Linwood, Mobile to Buenos Ayres, lumber, $12; Golden Rod, New York to Buenos Ayres, general cargo, 11½c.; schooners Gypsum Emperor, New York to Demerara, general cargo, $2,000; L. A. Plummer, James River to New York, piling, etc., $900 and loaded; Bessie Parker, Willimington, N. C., to Halifax and St. John, naval stores, $3.15; Viola, San Domingo to New York, sugar, $2.50 and port charges; Ravola, same; brig Wastaway, Cape Hayti to New York, logwood, $8 and port charges.

Sch. John S. Parker, Capt. Gesner, at Jacksonville, from Las Palmas to load with lumber, sailed from the latter port November 18th, and had a tempestuous voyage. She had to put into Danish West Indies for provisions.

The Liverpool, N. S., brigt. Mersey Belle, Capt. Matheson, bound from New York to Demerara, has been abandoned at sea. Crew saved and landed at Barbados. The Mersey Belle was owned in Brooklyn.

Vroom & Arnold received a despatch yesterday stating that the schr. Sarah H. Seeton, from Sydney for St. John, with coals, had put into Halifax leaking badly, and will be unable to proceed without repairing. She will probably have to discharge.

The Globe's Digby correspondent had an interview with Capt. David M. Messenger, the owner of the ill-fated schooned Vinton. Capt. Messenger says that while owing to the length of time that had elapsed since the Vinton left home and the absence of any tidings from her, the worst was feared, yet it had been hoped that the crew had been picked up or taken off the vessel. Capt. Messenger on Monday visited the scene of the wreck and spent much time in overhauling what remains of the schooner, but nothing could be found belonging to the captain or crew. The only articles of clothing that came ashore were two boys' caps. The hull was completely stripped of rigging, deck houses and bulwarks, and the roughness of the shore where she grounded will soon complete the work of destruction commenced by the sea. The Vinton was valued at $3,500, and was insured for $3,000. The cargo, valued at $500, was insured for $200, and the freight for $150.

Bark Persia, Capt. Malcolm, from Buenos Ayres, at New York Jan. 12, reports: Jan. 5, off Cape Hatteras, during a strong NW. gale, James Miles, a seaman, fell from the foreyard to the deck and broke his leg.

Steamship Belgravia, which has stood the storms since May, 1896, on the shore near Black Point, came partly to grief Saturday morning. She seems to have broken in two, and the after part has sunk.

Schr. Brenton, Capt. Morrison, from Havana for La Plata, put into Nassau on the 13th for water.

Schr. Sallie E. Ludlam, Capt. Kelson, from St. John, N. B., for Fall River, lost anchor and chain off Mt. Desert; procured another at Vineyard Haven from Susie D. and proceeded.

The revenue cutter Manning arrived at Boston on Friday from a cruise in search of a derelict off Georgia, supposed to be the Julia A. Warr. No traces of the missing vessel were discovered.

Schr. F. A. Pike was raised on Jan. 14th and taken further in on Governor's island flats near Boston. Another lift was to have been made at high water the next afternoon. It is expected this will bring her sufficiently out of water for the hole in her side to be patched.

A survey was held at Boston on the Dominion line steamer Canada, which had a fire in her hold, Saturday, prior to the time for her departure for Liverpool. The survey decided that the grain was in a too badly damaged condition for transportation. A gang of 100 longshoremen was set to work to remove 24,000 bushels of wheat, and they did the work at the rate of 3,000 bushels an hour. Fresh grain and flour will be taken on to fill the empty space. There was no damage to the steamer by the fire. The loss on the cargo is estimated at $50,000, and this loss will be adjusted on a general average basis levied on the remainder of the cargo.

The steamer Ursula Bright, Capt. Wilson, 23 days out from Havre bound to Hampton Roads, put into Halifax Saturday short of coal and the crew in a state of mutiny. The men shipped in Sunderland in July last for a voyage to St. John, N. B. The agreement was not to extend beyond Dec. 31, or the vessel's first subsequent return to her port of destination. As it wanted two eight days from the time for their discharge when the ship was about to sail from Havre, the men asked to be discharged there. The captain, however, refused to let them go, and sailed with them. They would not turn to, and were placed on bread and water on December 24, and have been kept on it ever since. They proceeded with the ship to Hampton Roads, where they say they intend to bring an action against the ship. The captain says he intends to have them arrested for refusing duty.

DORCHESTER.

The Westmorland Circuit Court—Judge Landry Leaves to Open the Albert Circuit.

DORCHESTER, N. B., Jan. 15.—Nine witnesses, whose testimony went to prove the claims of the plaintiff in Winters v. Peters, gave evidence in the circuit court today, and it would appear that the plaintiff's entire case would be completed by eleven o'clock on Monday. If a verdict is reached in this action by Wednesday, it is altogether probable that all the cases on the docket will be tried. The great length of this suit has not only prevented the attendance of the barristers now engaged at the Albert county circuit and elsewhere, but has greatly inconvenienced Judge McLeod, who is due at Fredericton on Wednesday morning next, and who also had several matters in the admiralty court set down for hearing at St. John the first of the week. It is of course impossible for him to get away.

Mrs. Landry entertained a number of her friends at progressive whist last evening, in honor of Judge McLeod.

DORCHESTER, N. B., Jan. 17.—On the re-opening of the circuit court at 2 o'clock today, the facts of the defence upon which Messrs. Peters will rely were presented to the jury by the counsel, and the first witness towards their establishment by evidence was called. Several have since been examined, but it would still seem that Mr. Chandler would not rest the defendant's case with the jury until Wednesday morning.

Judge McLeod and Stenographer Ristean remained her over Sunday, but the petit jurors, who were not engaged in Winters v. Peters, were excused on Friday from further attendance at court until today. They have returned.

Hon. Mr. Justice Landry left today to preside at the Albert county circuit, which opens at Hopewell tomorrow. He is compelled to drive from Moncton to Hopewell, a distance of twenty-five miles.

A CANADIAN AGENT.

COPENHAGEN, Jan. 17.—An agent of the Canadian government named Lewis is organizing an expedition for the relief of the miners in the Yukon valley similar to the one undertaken by Dr. Sheldon Jackson in behalf of the United States government. Six Laplanders and one hundred and fourteen reindeer are already en route.

COUNTESS RUSSELL DEAD.

LONDON, Jan. 17.—Frances Anna Maria, Dowager Countess Russell, widow of the celebrated Lord John Russell, is dead. The Dowager Countess Russell was a daughter of the second Earl of Minto. She was born in 1815 and married Lord John Russel, as his second wife, in 1841.

MONCTON STATION PLUMBING JOB.

(Moncton Times.)

About a month ago it was understood that new tenders were to be invited for the completion of the plumbing of Moncton station, which had been brought to an abrupt standstill some months before by our exposure of the scandalous job in connection with the original contract as let to Doody. The specifications called for the tenders to be in by the 31st December, and the heating apparatus was to be completed by the 1st of February. We understand that no action has been taken to date on the new tenders. Is there another hitch that will involve the calling of new tenders? It is scarcely necessary to say that the firm of local plumbers who made the honest bid for the work, as originally included in Rhodes, Curry & Co.'s contract, were not allowed an opportunity of tendering under the latest call for bids.