SHIP NEWS.

PORT OF ST. JOHN.

Arrived.

Feb 11—Str Damara, 1145, Paterson, from London via Halifax, Schofield and Co, gen cargo.

Str Gallia, 2942, Stewart, from Liverpool via Halifax, Troop and Son, mails and mdse.

Sch Alfaretta S Snare, 200, Lawson,, master, bal.

Coastwise—Schs Valdare, 99, Hatfield, from Quaco; Rex, 57, Sweet, do; Evelyn, 69, McDonough, do.

Feb. 12.—Str Duart Castle, 1179, Seely, from West Indies, Schofield and Co, mails, mdse and passengers.

Sch Marion, 123, Reicker, from St Andrews, J E Moore, bal.

Feb. 14.—Str Cheronea, 2059, Marsters, from London, Wm Thomson and Co, general cargo.

Str Flushirg, Ingersoll, from Grand Manan, Merritt Bros and Co, mails, pass and mdse.

Sch B C Borden, 385, Pettis, from Cutler, Me, for Port Greville, bal.

Coastwise—Sch Trader, 72, Benjamin, from Parrsboro; Louisa, 15, Hargraves, from Lepreaux; Willie D, 98, Ogilvie, from Parrsboro.

Cleared.

11th—Coastwise—Sch Evelyn, McDonough, for Quaco.

Feb. 12.—Str Damara, Petersen, for London via Halifax.

Str Keemun, McKie, for Glasgow.

Sch Clayola, McDade, for New York.

Sch Sarah H Seeton, Gavnieri, for Salem f. o.

Sch Winnie Lawry, Smith, for New York.

Coastwise—Schs Lone Star, Griffin, for Lepreaux; Victory, Smith, for Quaco.

Feb. 14.—Str Platea, Allen for Liverpool.

Sch Valdare, Hatfield, for Salem f. o.

CANADIAN PORTS.

Arrived.

At Halifax, Feb 10, str Lake Superior, from St John, and sld 11th.

At St Andrews, Feb 7, sch Marion, Reicker, from New York.

HALIFAX, N S, Feb 11—Ard, str Roumanian, from Liverpool for Philadelphia; Lake Superior, from St John, and sailed for Liverpool; schs M J Crosby, Rafuse, from Boston; Sir Hibbert, Rafuse, do (latter was bound to Sydney to load for St Johns, NF, but was unable to reach there on account of ice, put back here damaged by ice.)

Sld, str Roumania, Perry, for Philadelphia; schs Utopia, Wagner, for Demerara; Minnie Maud, Wolfe, for Porto Rico.

Cld, St Helena, Zinck, for Trinidad.

BRITISH PORTS.

Arrived.

At Glasgow, Feb 11, str Concordia, Mitchell, from St John.

At Holyhead, Feb 6, ship Fred E Scammell, Mahoney, from Liverpool for Ship Island.

At Fleetwood, Feb 10, ship Loanda, Dodge, from St John.

At Queenstown, Feb 9, ship Andelana, Gillies, from Antwerp for New York.

GLASGOW, Feb 11—Ard, str Concordia, from St John.

At Hull, Feb 10, barks Andromeda, Kierstead, from San Francisco via Queenstown.

At Port Spain, Jan 28, sch Springwood, Williams, from Lockeport via Boston.

At Barbados, previous to Feb 4, sch I V Dexter, Dexter, from Liverpool, N S (to proceed to Demerara).

Sailed.

From Barbados, Jan 25, bark Herbert Black, for New Brunswick (?) Brunswick.

LIVERPOOL, Feb 10—Sld, strs Scotsman, from Portland.

From London, Feb 10, bark J E Graham, Lockhart, for New York.

From Port Spain, Jan. 23, brig W E Stowe, Sweitzer, for Turk's Island.

From Liverpool, Feb 10, ship Brenda, Gifford, for Calcutta.

From Falmouth, Feb 12, bark Thomas Perry, Carver, for Ship Island.

From Barry, Feb 12, ship Theodore H Rand, Morris, for Cape Town.

FOREIGN PORTS.

Arrived.

At Azua, prior to Feb 7, sch St Maurice, from New York, to sail on return 19th.

At Hamburg, Jan 19, bark Engenie, Hansen, from Savannah.

At Nassau, Feb 9, brig Ora, Sprague, from Macoris for New York.

SALEM, Mass, Feb 11—Ard, schs Rebecca W Huddell, from Boston for St John; Silver Wave, from Boston for Quaco; Forest Belle, from Boston for Annapolis.

ZAANDAM, Feb 9—Ard, bark Actaeon, from St John via Liverpool.

BOSTON, Feb 11—Ard, strs Canada, from Liverpool; Prince Edward, from Yarmouth, NS; schs Dominion, from Souris, PEI; Ella and Jennie, from Grand Manan.

Cld, barktn Barcelona, for Yarmouth, NS.

Sld, str Boston, for Yarmouth, NS.

At New York, Feb 10, bark L W Norton, Parks, from Demerara; brigt Curacoa, Lockhart, from Macoris; Feb 12, str Etruria, from Liverpool.

At Boston, Feb 11, sch Ella and Jennie, Ingalls, from Grand Manan; Dominion, Ritcey, from Souris, P E I.

At Rio Janeiro, Feb 9, bark Genesta, Davies, from Swansea for Buenos Ayres.

At Mobile, Feb 10, bark Mersey, Christensen, from Liverpool.

At Key West, Feb. 12, sch Golden Hind, Curry, from Honduras.

At Mobile, Feb 12, sch Iolanthe, Spurr, from Cienfuegos.

Cleared.

NEW YORK, Feb 11—Cld, str Portia, for Halifax and St Johns.

At New York, Feb 10, bark Stillwater, Thurber, for Melbourne; sch Genesta, Priest, for Port Reading.

Boston, Feb. 10, sch A Gibson, for St John.

At New York, Feb. 11, bark Mary A Law, Hatfield, from Dunedin and Lyttelton; bark Louvima, Hatfield, for Bahia; bark White Wings, Lengelier, for Barbados; sch Gypsum King, Knowlton, for Port Reading.

Sailed.

From Mobile, Feb 7, sch Bahama, Tooker, for Kingston.

From New York, Feb 9, sch Nellie I White, for ——.

BOOTHBAY, Feb 11—Sld, sch A P Emerson, Odell, for New York.

From Pensacola, Feb 10, bark Sunny South, Fleet, for Montevideo.

From Pensacola, Feb 7, bark Buteshire, Wyman, for Buenos Ayres.

From St Domingo City, Feb 10, bark Edith Sheraton, Mitchell, for New York.

From New York, Feb 12, bark Louvima, Hatfield, for Bahia (and anchored in Hart Island Roads.

From City Point, Va, Feb 12, sch E V Glover, for New York.

From Port Reading, N J, Feb 12, sch Genesta, Priest, for St John, N B.

MEMORANDA.

In port at Manila, Dec 21, barks Plymouth, Salter, for New York; E A O'Brien, disg.; Calburga, Douglass, and Launberga, McDougall, do.

In port at Boothbay, Me, Feb 9, sch A P Emerson, Odell, from St John for New York.

In port at Iloilo, Feb 3, ship Glooscap, for New York.

In port at Plymouth, Feb 7, sch Ira D Sturgis, from eastern port for New York.

CITY ISLAND, N Y, Feb 11—Bound south, schs Carrie Easler, for Liverpool; Elwood Burton, for Hillsboro, N B.

VINEYARD HAVEN, Feb 11—Psd, sch Stephen Bennett, from St John for New York.

In port at Port Spain, Feb 2, sch Mystery, Richards, for Vineyard Haven.

Passed Deal, Feb 10, bark J E Graham, Lockhart, from London for New York.

SPOKEN.

Ship Ruby, Robbins, from Pensacola for Rio Janeiro, Jan 29, lat 29, lon 80 (so reported.)

Bark F B Lovitt, Fancy, from New York for Buenos Ayres, Jan 6, lat 05, lon 30.

Bark Bombay, Johnson, from Mobile for Bahia Blanca, Jan 22, lat 06 S, lon 30 W.

Ship Mozambique, from Montreal for New York, Feb 9, lat 38.20, lon 74.20.

NOTICE TO MARINERS.

PORTLAND, Feb 9—Carver's Harbor, from Eastward—Colts Ledge buoy, spar, red, No 2, which went adrift Jan 18, was replaced Feb 7.

West Penobscot Bay from Southward—Matinicus South Breaker buoy, spar, red and black horizontal stripes, which was reported adrift Jan 12, was replaced Feb 7.

EASTPORT, Me, Feb 10—Str Myrtle, Johnson, from Portland, to replace boundary can buoy located off the Points, which left its moorings and sailed coastwise today.

PHILADELPHIA, Feb. 10.—Notice is given by the Lighthouse Board that on the night of Feb. 6 the structure at Salem Creek Light Station, entrance to Salem Creek, New Jersey, was badly damaged by running ice, and the light extinguished. Further exhibition of the lens lantern is impracticable, and until further notice a turbular lantern (red) light will be shown from one of the pilings of the damaged structure.

TOMPKINSVILLE, N. Y., Feb. 10.—The Lighthouse Board gives notice that a spar buoy painted black, without number, has been established to mark a sunken canal boat, loaded with coal. The wreck has 11 feet of water on it and lies about 100 feet south of the SW. corner of pier 6, East River. The buoy is in 26 feet of water, about 20 feet south of the wreck and on the following bearings: Oriental Tower (Brooklyn), SE. by E., ¼ E.; Castle William Stake Light, NE15-16E.; flagstaff Produce Exchange Building, N. by W15-16W.

Notice is also given that on Feb. 11, weather permitting, the following can and nun buoys will be replaced in Gedney and Bayside Channels, New York Lower Bay: G. GE. 2, B. 1, B. 2, and Palestine Shoal Buoy.

WASHINGTON, Feb. 11.—Notice is given by the Lighthouse Board that on or about Feb. 15 the fifth order fixed red light at Egg Rock light station, on Egg Rock, off Nahant, Mass, about three-quarters of a mile from shore, will be moved from the present temporary tower and established in the new tower recently erected 44 feet NW. from the temporary tower and 11 feet (between centres) SE. from the site of the old tower. The focal plane of the light will be 90 feet above mean high water and 32 feet above the base of the tower. The structure consists of a square, pyramidal red brick tower, with a white wooden dwelling attached.

PORTLAND, Feb. 11.—Notice is hereby given of the following changes in aids to navigation in the 1st L. H. district, Maine:

Friar Roads, Eastport Harbor, and St. Croix River, Me.—Bucknam Head buoy, white, 1st class can, marked with B. H. in black letters, one of the boundary line buoys between Maine and New Brunswick, is reported adrift. It will be replaced as soon as practicable.

Fox Island Thoroughfare, Me.—The thoroughfare being now clear of ice, Brown's Head light, which was reported discontinued on Feb. 3, was relighted Feb. 8.

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.

EIDERKIN.—At Maynard Villa, Port Greville, Feb. 11th, to Mr. and Mrs. H. B. Eiderkin, a daughter.

MARRIAGES.

GRANT-LOOMER.—At the residence of the bride's parents, Canning, Kings Co., N. S., on February 9th, by Rev. J. K. West, Sarah Alice, daughter of N. H. Loomer, to Palmer Grant, all of Canning.

DEATHS.

ANDREWS—In this city, on Feb. 10th, Elizabeth, widow of the late Thomas Andrews, leaving two sons and two daughters to mourn their sad loss.

ASHLEY.—At Boston, Mass., on February 10th, James Ashley, aged 41 years, formerly of this city.

FERGUSON.—At Richibucto, on Feb. 11th, from acute hydrocephalus, Beatrice Hickman, only child of Frederick and S. Florence Ferguson, aged five months and twenty-five days.

PIDGEON.—Nettie, aged 23 years, only daughter of C. B. Pidgeon, died Saturday morning, Feb. 12.

QUINION.—At Rochelle Park, N. J., Jan. 5th, suddenly, of bronchial pneumonia, Sarah Arline Pugsley, widow of the late Joseph Quinion, a native of New York.

been terrific weather up north.

WINTER PORT ITEMS.

(From Friday's Daily Sun.)

Str. Mantinea, Capt. Mulcahey, sailed yesterday afternoon for London. She moved among other things: 31,150 bushels of mixed oats; 38,076 of white oats; 30,000 of clipped oats, 25,500 of corn and 16,964 of peas; 1,000 bags of grape sugar; 4 boxes salmon labels; 20 cases of cotton duck; 8 cases of furs; 153 bags of clover seed; 6,260 boxes of cheese; 50 cases of cheese; 1,635 sacks of flour; 1,360 sacks of asbestos; 3 packages of wind mills; 700 boxes of whiskey; 20 standards of pine deals; 280 sacks of seed; 78 bushels of hay; 139 of pulp, and 67 standards of spruce deals.

The Allan-Thomson steamer Platea, Capt. Allen, from London via Queenstown, arrived yesterday afternoon and moored at the C. P. R. wharf. This is the Platea's first visit to St. John. She began discharging last evening. There is a full cargo close at hand for her.

(From Saturday's Daily Sun.)

The Royal mail steamer Gallia, Capt. Stewart, from Liverpool via Halifax, arrived her about 1 o'clock yesterday afternoon. Her passengers were sent off in the afternoon and the western part of her cargo is being forwarded with all possible despatch.

The Damara of the Furness line, from London via Halifax, which arrived yesterday about noon, brought a large quantity of goods, which were discarged in twelve hours. It was good work. Messrs. Mahoney and Callahan were the stevedores.

(From Monday's Daily Sun.)

There is an immense quantity of freight her for the Head liner.

The Alcides of the Donaldson line is expected Thursday.

Almost all the stuff for the mail steamer Gallia is at Sand Point.

One hundred and forty carloads of freight arrived at Sand Point yesterday.

The Donaldson liner Keemun, Capt. McKie, sailed Saturday afternoon for Glasgow. Her cargo was made up of 26,000 bushels of peas and 46,000 of oats, 1,350 tons of flour, 3 carloads of oak lumber, 3 carloads of shooks, 4 carloads of sundries, 60 standards of deals, 301 cattle and 16 horses.

The Gallia was crowded with visitors all yesterday afternoon, and must have been visited by thousands.

The Head liner Glen Head, from this port, arrived at Dublin yesterday.

The Allan-Thomson steamer Livonian left London for St. John on Saturday.

The press despatches announce the departure Saturday from Liverpool of the beaver steamer Lake Ontario for this port.

From Tuesday's Daily Sun.

The Allan-Thomson steamer Platea cleared yesterday for London, and will probably get away today.

The Head liner Dunmore Head, Capt. Burns, arrived at Belfast on Sunday from this port.

S. S. Cheronea, Capt. Marsters, arrived yesterday from London with a general cargo. She was out in the gales experienced by the Gallia and had quite a rough time. The Cheronea proved herself a good sea boat, and worked through the heavy storm without receiving any material damage. A boat was washed away.

PARLIAMENT.

Negotiations for Reciprocity With the United States.

The Government to Take Over Drummond Railway on March 1st.

The New Station Building at Moncton, and the Plumbing Contract in the Commons.

OTTAWA, Feb. 13.—The Yukon railway is to still further be discussed on the address in the senate. Hon. Mr. Power of Halifax has the floor, and will talk about it on Monday, and Senator Ferguson is to follow.

Some consternation has followed the report of the Frye committee in the United States senate. This bill provides new and awkward conditions about the transhipment of goods from one British vessel to another at United States ports. Now all goods shipped by the proposed Stickene railway must be transhipped at Wrangel, an American port at the mouth of the Stickene, from ocean craft to river steamers. The effect of the regulation will probably be that goods for the Yukon shipped by this route would have to go to Wrangel in the United States ships, or else pay duty to the United States. The proposition is creating a small panic among the government supporters, which has been increased by the course of the Montreal Witness, which pious grit journal, after swallowing the contract in the first place, is now finding a good deal of fault with it, and especially with the provisions which it says were withheld from the first explanations of the contract, and a report was in circulation yesterday that over twenty ministerial members of the commons still refuse their assent to the measure. At present it would not be safe to count on the proposition, because they may be whipped into line, but they are showing considerable power of resistance.

Communications were received by the government from Washington yesterday stating that no regulations governing the trashipment at Wrangel will be issued for the present, if at all. The matter is now out of the hands of diplomatists, as congress has taken hold of it.

NOTES.

Some interest attaches to the observations of the secretary of the state the other day that the government proposed to so change the tariff law as to grant Great Britain and such colonies as have low tariff a preference over all foreign countries. This means a total change of the principle of tariff framed last year, by which preference was extended to all countries whose tariff was as low as ours.

OTTAWA, Feb. 14.—This was the first private members' day of the session, and will be the last until the Yukon deal is disposed of. No less than sixty-seven questions were on the order paper.

Among the statements made in answer was the announcement of the premier that informal negotiations had been going on with the United States to obtain reciprocity and the settlement of other questions. The papers will be brought down.

One hundred and sixty-two mounted police have been drafted to the Yukon, and sixty more are under orders to go there.

Hon. Mr. Blair said the supplementary estimates would show that the government was going to take steps toward the examination and development of the route to the Klondyke. He also stated that no contract had been made with the Kingston works for locomotives, but that the government intended, if possible, to obtain their locomotives from Canadian shops. The government propose to take over the Drummond railway on March 1st.

Hon. Mr. Blair also gave Hon. Mr. Foster the names of the new officers appointed at Montreal. The salary of Traffic Manager Harris is five thousand dollars. The agent at Montreal gets two thousand; Travelling Agent Lambkin gets $1,400. Hon. Mr. Blair remarked that it was proposed to modernize the Intercolonial management without increasing the cost.

The solicitor general explained to Mr. Taylor that the attorney general of Canada, who had taken the power to set in motion the alien labor act, had not caused any incomer to be arrested or turned back.

It was explained that Deputy Postmaster General White had been superannuated with an allowance of $2,240 a year. Since then he had been engaged at ten dollars a day and expenses, and received last year $460.

Replying to Mr. Gillies, Hon. Mr. Blair said that the government had bought two engines at Philadelphia at $10,000 each. They were bought on the recommendation of the general manager.

Replying to a question of Mr. Powell, Hon. Mr. Blair said that the total amount paid to February 1st on the new station buildings at Moncton was $91,348. It was all charged to capital. He said $3,181 had been spent in plumbing and heating apparatus. This work had been awarded to James H. Doody of St. John. The contract was cancelled and a new one made with F. E. McManus at $8,277.

Answering Mr. Bell of Pictou, Hon. Mr. Blair gave the number of brakemen who had been dismissed from the Intercolonial, and stated that the reduction was caused by the dullness of trade.

To Mr. McDougall of Cape Breton Premier Laurier said that the government had no knowledge of the reply to the petition by forty-five members of the senate to the Holy Father at Rome, which petition was read in the commons last year by Mr. Tarte.

Sir Louis Davies informed Mr. Copp that the department favored regulations prohibiting the taking of lobsters under 10 1-2 inches, but if such regulations were made it would not be brought into operation until 1899.

Premier Laurier stated that Commissioner Walsh was paid $5,000 a year as administrator of Yukon.

After questions, Mr. Davin spoke on the motion for returns about western creameries, and Hon. Mr. Fisher promised the returns, and referred to the progress of scientific butter making. Incidentally, the minister said that butter put up in tins made in the Nappan creamery had been successfully shipped to the West Indies. Hon. Mr. Fisher hoped that in time this market might be captured from France. He also had hopes of capturing the market of Japan with western dairy produce.

THE SENATE.

In the senate today Hon. Mr. Power continued the debate on the address. He remarked that he was not wholly satisfied with the tariff, though he thought it better than the old one. The duty on the necessities of life should have been removed before the duties on the raw material. Mr. Power thought that the Yukon contract was justifiable, because the case was urgent, and though there might be trouble with the United States about taking goods into the country, this would happen in any Pacific coast route.

Senator O'Donohue, who is regarded as a liberal, attacked the Yukon contract hip and thigh. The tramway could be built for $8,000 a mile. The government were giving land that would yield more than thirty millions for a miserable one hundred and fifty miles of tramway.

Senator Ferguson resumed the debate, and for the last half hour of the afternoon discussed the record of the government. He exposed the sophistries of Sir Wilfrid's explanation of his treachery to preferential trade.

Mr. Mills put in a plea that Premier Laurier could not support preference after Chamberlain's address at the opening of the conference.

Mr. Ferguson was speaking with good effect at six o'clock when the senate adjourned.

NOTES.

Just before the adjournment of the house Sir Charles reminded Sir Wilfrid that while the government had refused the commons information of their intentions respecting the tariff preference, the secretary of state had informed the senate that the preference hereafter would be limited to the British empire.

Sir Charles hoped that he was correct, and would be glad to learn that Great Britain proposed to respond by preference to Canada.

Sir Wilfrid was not communicative, but was sure Sir Charles would be pleased when the announcement was made.

The senate is not to be turned from its Drummond railway enquiry. This afternoon Sir Mackenzie Bowell gave notice of motion for the reappointment of a committee to investigate all matters relating to the transaction.

Hon. Mr. Sifton became suddenly ill today, and was not able to attend the house.

Hon. Mr. Pugsley of New Brunswick and Mr. McNeil of Nova Scotia are here to attend the supreme court.

THE C. P. R.

At a Meeting of the Directors Monday the Usual Half Yearly Dividend Was Declared.

MONTREAL, Feb. 14.—At a meeting of the directors of the Canadian Pacific Railway company today the usual half-yearly dividend of two per cent. on the preference stock was declared and a dividend of two and a half per cent. was also declared on the ordinary stock, making with the dividend already paid four per cent. for the past year.

The results for the year were: Gross earnings, $24,049,534; working expenses, $13,745,758; net earnings, $10,303,775 income from other sources, $340,706; total net income, $10,644,482; fixed charges, including guarantees and interest on land bonds, $6,783,367; net revenue available for dividends, $3,861,115, out of which a dividend of two per cent. on the preference and one and a half per cent. on the common stock for the June half year was paid in October last.

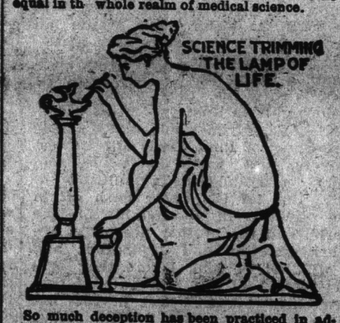
Free Trial To Any Honest Man

The Foremost Medical Company in the World in the Cure of Weak Men Makes this Offer.

HEALTH AND ENERGY ASSURED. HAPPY MARRIAGE, GOOD TEMPER, LONG LIFE.

In all the world to-day—in all the history of the world—no doctor nor institution has treated and restored so many men as has the famed ERIE MEDICAL CO. of Buffalo, N. Y.

This is due to the fact that the company controls some inventions and discoveries which have no equal in th whole realm of medical science.



So much deception has been practiced in advertising that this grand old company now for the first time makes this startling offer:—

They will send their costly and magically effective appliance and a whole month's course of restorative remedies, positively on trial without expense to any honest and reliable man!

Not a dollar need be advanced—not a penny paid—till results are known to and acknowledged by the patient.

The Erie Medical Company's appliance and remedies have been talked about and written about all over the world, till every man has heard of them.

They store or create strength, vigor, healthy tissue and new life.

They quickly stop drains on the system that sap the energy.

They cure nervousness, despondency and all the effects of evil habits, excesses, overwork, etc.

They give full strength, development and tone to every portion and organ of the body.

Failure is impossible and age is no barrier.

This "Trial without Expense" offer is limited by the company to a short time, and application must be made at once.

No C. O. D. scheme, no bogus philanthropy nor deception, no exposure—a clean business proposition by a company of high financial and professional standing.

Write to the ERIE MEDICAL COMPANY, BUFFALO, N.Y., and refer to seeing the account of their offer in this paper.

ONTARIO AND QUEBEC.

Drummond Railway Men Under Examination by the C. P. R.

The Ontario Government Getting Afraid and Trying to Put Up Extra Candidates.

MONTREAL, Feb. 9.—The Star's special correspondent in London cables: A big company, with the Earl of Warwick as chairman, is on the eve of coming before the public, with several M. P.'s on the board. It was organized by A. J. McMillan, late Manitoba government agent.

Petersens still express confidence in their ability to carry through the fast mail service, though the delay hardly seems encouraging to city circles.

The tariff is seemingly beginning to affect the Anglo-Canadian trade. During January the imports from Canada increased £147,582, or 82 per cent., compared with January, 1897. The chief increases are: Animals, £7,000; wheat, £35,000; wheat flour, £4,000; bacon, £4,000; butter, £3,000; cheese, £36,000; eggs, £2,000, and fish, £73,000. The decreases were: Wood, £13,000, and hams, £5,000. The exports to Canada increased nearly 7 per cent.

ST. HYACINTHE, Que., Feb. 14.—Wm. Mitchell, general manager of the Drummond County railway, arrived here this morning with about forty employes of the company, composed chiefly of conductors, engineers and brakemen, for the purpose of having the men undergo a regular examination of competency before Mr. Herbert, G. T. R. trackmaster, from Island Pond, before the transfer of the road. Mr. Mitchell stated that every change was now in readiness for the handing over of the road on the 1st prox.

QUEBEC, Feb. 14.—A friend of Ernest Pacaud says his holiness Leo XIII. has rendered his decision in the case of Pacaud v. Mgr. Labrecque, bishop of Chicoutimi, urging the latter to raise the ban under which his grace has put Mr. Pacaud's paper, Le Soleil. His grace replied to Rome offering to resign rather than retract.

TORONTO, Feb. 14.—J. P. Whitney, leader of the Ontario opposition, is putting up a great fight personally in the present provincial elections. He is now addressing two meetings every day. In Toronto this morning he said he was confident and certain of winning. The meetings are well attended and enthusiastic. The government is making efforts to get the third candidate in divisions where there are three to retire. In some instances a patron gives way, and in others liberals. There appears to be a thorough understanding between the liberals and patrons. It is anything to defeat the conservatives. A caucus of liberal traders was held in Toronto this morning, which was attended by Mr. Caven, a patron candidate, and one of the leaders of the party.

MARINE MATTERS.

Bark Emma R. Smith was on the marine railway at Brooklyn, N. Y., Jan. 28, being reclassed.

Ship Harvest Queen was at Mobile, Ala., Jan. 23, having her rigging overhauled.

Bark Athena was at Mobile, Ala., Jan. 23, receiving a new topmast and a general overhauling of her rigging.

Sch. Gypsum Queen was on the Jersey City dry dock, Jersey City, N. J., Jan. 26, having bottom cleaned and painted.

The St. John bark Cambusdoon, recently sold at New York to Henry Norrmann, now hails from Lillesand (Nor.), and is commanded by Capt. A. N. Saxegaard.

Ship A. G. Ropes, Capt. D. H. Rivers, which arrived at Liverpool on Jan. 29 from San Francisco, made the run in 107 days.

Says the New York Maritime Register: "A steamer of over 2,000 tons net register, with carrying capacity of 5,000 tons, is being constructed at Glasgow for Wm. Thomson & Co. of St. John, N. B. She will be launched next March. She will be named "Cunaxa."

Sch. Trader, Capt. Swim, arrived at Barrington from the West Indies on Saturday. The captain is in poor health.

The following charters are reported: Ship Asia, Boston to Buenos Ayres, lumber, $8; barks Ontario, Rosario to New York or Boston, hides and wool, p. t.; Abeona, Rosario to Sandy Hook f. o., wool and hides, $2.60 per bale; brigt. Venturer, Macoris to New York, sugar, $2.50 and port charges; schs. Mystery, Trinidad to Vineyard Haven f. o., molasses, $2.10 per 110 gallons, and cocoanuts, $2 per 1,000; Keewaydin, Jacksonville to Barbados, lumber, $5.50; Mola, Macoris to New York, sugar, $2.50 and port charges; Athlete, New York to St. John, N. B., scrap iron, $1.25; Walleda, New York to Antigua, general cargo, at or about $1,250; Syanara, Jacksonville to Bermuda, lumber, p. t.; bark Louvima, New York to Bahia, general cargo, 65c. per bbl.

Steamer Cape Breton is shut in by ice at Louisburg.

The cargo of ship Andora, from Junin, ashore near Dunkirk, which has been contracted to be discharged and landed at the dock there, cannot be loaded into lighters at present on account of the heavy sea and it is being discharged into carts during the time low water leaves the vessel dry.

Brig Ora, Capt. Sprague, from Macoris for New York, with sugar, has put into Nassau leaking badly.

Ship Wm. Law, recently on fire in New York, was insured for $50,000; freight $17,000; disbursements, $5,600.

Ship Andelana, Capt. Gillies, from Antwerp for New York, has put back to Queenstown with loss of mizzenmast and yards.

Bark Clara B. McGilvery, from Liverpool, N. S., for Port Spain, which ran ashore in Liverpool harbor during the recent blizzard, has been floated at an expense of $200. Vessel but little damaged.

Bark Madeline, which left Ireland in ballast 56 days ago for Yarmouth, has been chartered to load lumber there for Buenos Ayres.

Boston Marine Insurance Co. have received advices from Yarmouth stating that the report of the stranding of the bark Swansea, for Buenos Ayres, near Digby, last week, was erroneous. Vessel was not ashore and E. Churchill & Son of Windsor, owners, state that she is on her way to destination.

Capt. Edmund Kinnie and W. J. Carnwath have sold the sch. Glenara to Captain Haliburton Hoar of Waterside. She is a very strongly built little schooner of 72 tons. Messrs. Kinnie and Carnwath purpose buying a larger one this spring.

Schr. Narcissus, Capt. Doggett, at Liverpool, N. S., from Barbados, was badly damaged during the storm last week, losing mainsail, mainboom and chain and anchor. Capt. Doggett reports that on Friday, 28th ult., at 2.30 a. m., they passed a steamship evidently not under command, but not showing signals of distress, in lat. 40.57, lon. 65.48.

The latest addition to the Queens county, N. S., fleet of sailing vessels is the new topsail schr. Goldfinch, which was launched from Hendry's shipyard, Liverpool, on Saturday last. The Goldfinch is a poop-decked, copper fastened vessel of 198 tons register. The cabin is finished in hardwood. The schooner is owned by A. W. Hendry and is loading lumber and fish for South America. Capt. James Gardiner, who will commend her, expects to sail today.

Bark L. W. Norton, Capt. Parks, at New York, Feb. 10, from Demerara reports: Feb. 5, during a heavy NW. squall, lost and split sails.

Ship Andora, Capt. Passmore, from Junin, before reported ashore near Dunkirk, has been floated and towed into dock at latter port.

The Yarmouth bark Hillside, Capt. Morrill, has been chartered to load grain at Diamante, River Platte, for U. K., for orders.

Schr. B. C. Borden, which was ashore at Cutler, Maine, was towed in here yesterday by tug Springhill. The tug is to take her to Port Greville to be repaired, but came in here on account of adverse winds.

British steamer Premier, over whose non-arrival much anxiety was felt, arrived at New York on Friday morning from Jamaica, all well. Capt. Crews reported his last voyage from Halifax to Jamaica as being a memorable one. The passage from Halifax to Montego Bay took eleven days and during that time the little steamer, which only registered 222 tons, encountered terrific weather. Enormous seas boarded her fore and aft, sweeping decks and flooding cabins and officers' quarters and washing everything movable off the decks. Several times it was thought the vessel would founder, but she finally weathered the gales and succeeded in reaching Montego Bay.

WEST INDIA TRADE.

Wants Direct Steamer from St. John, Not via Halifax.

At Present Handicapped in Competition With Lines from New York.

(Port of Spain, Trinidad, Gazette.)

Referring to Messrs. Rust, Trowbridge and Co.'s advertisement, which appears in another column of today's issue, it would apper that the millers of Canada are awakening to the fact that there is a very large outlet in the West Indies for flour, Trinidad alone taking some 150,000 barrels of flour on the average per annum, all of which hitherto has been of American origin.

Some months ago the Canadian Pacific railway management, ever on the alert to expand their carrying trade, sent a special agent, J. H. Van Zile, on a tour through the West Indies, to investigate and report on the possibility of opening up an outlet for Canadian produce in these markets. His report, which was published in pamphlet form, and scattered broadcast throughout Canada, aroused considerable interest, one result being a conference of millers at Montreal last November, at which it was resolved to send trial shipments of flour to the different British West India Islands, accompanied by a special agent, L. G. Crosby, to report on the qualities suitable to the various markets.

Canadian wheat and flour made therefrom is amongst the finest in the world, but hitherto has found little favor on this market, an idea having been formed, and assiduously fostered by interested parties, that it would not keep in tropical climates. This erroneous idea will, however, with a little patience, be overcome, and there is no reason why the trade in flour and other foodstuffs of Canadian origin should not assume large dimensions. The one great drawback, however, to any expansion of trade between Canada and the West Indies, is the very unsatisfactory nature of the steamship communication at present existing. Compare the service afforded by the Halifax line of boats with that of the service between here and New York. Goods, perishable and otherwise, intended for here, are shipped at St. John, N. B., on the up passage of the steamer, and are then conveyed to Halifax, where the boat discharges balance of her inward cargo; a delay of a few days ensues before the boat starts on her voyage south, so that by the time these goods reach Trinidad nearly one month has expired. It, therefore, needs no expert to see at what disadvantage Canadian shippers compete with the American rivals, when it is remembered that goods shipped at New York reach here in nine days and are landed promptly and in good condition.

For many years the Canadian government has been paying a very heavy subsidy (some $60,000 per annum we believe) to the Halifax line, fondly hoping thereby to foster trade with the West Indies, but with the service afforded in return for this large subsidy, it has been practicaly throwing the taxpayers money away.

What is really required to develop trade with our Canadian brethren, is a direct line of boats leaving St. John fortnightly, and running direct to Barbadoes, Trinidad and Demerara, reaching here in say 10 days, all of which could be accomplished if the $60,000 now uselessly expended by the Canadian government was properly spent.

FREDERICTON.

The Farmers' and Dairymen's Association—University Students' Conversazione.

FREDERICTON, Feb. 14.—The annual meeting of the Farmers' and Dairymen's Association opens here tomorrow for a three days' session. A large number of delegates have already arrived.

The students' conversazione at the University Thursday evening promises to be the brilliant fashionable function of the season.

The Thistle Curling club of St. John are to be here Wednesday or Thursday, to play a return match with the Fredricton knights of the besom.

Mrs. Pringle, relict of the late Thos. Pringle of Stanley, died at an early hour this morning at the residence of her son, J. H. Williamson, C. P. R. station agent here. Deceased, who was 77 years of age, had been confined to her bed with bronchial trouble for several weeks past, and her death was not unexpected. She was a most estimable lady and had a large circle of friends in St. John as well as in this city. Besides her son, Mr. Williamson, she leaves two stepstons, William Pringle, formerly of Kerr & Pringle, of the St. John Business College, now principal of a commercial college in Ontario, and Gilbert Pringle, employed with John Gibson of this city.

Suffering Stopped

The sufferings caused by constipation cannot be numbered. All of these troubles can be permanently cured by Laxa-Liver Pills. One Laxa-Liver Pill every night for thirty days, cures constipation and biliousness.

It is a long head that knows no turning when a pretty girl passes.