

POPE'S END NEAR.

The Pontiff Has Designed His Own Tomb,

And Gives Directions Respecting the Disposition of His Body When Dead—His Successor Discussed.

LONDON, July 27.—The information as to the pope's serious state of health has been a fortnight ago requires no modification. The newspapers of Rome publish all sorts of reports daily. They are mostly pessimistic, and the Vatican organs continue vainly to assert that his holiness's health leaves little to be desired.

It is true that the pope receives visitors and goes out in the Vatican gardens daily. He has also celebrated mass several times lately. These things merely emphasize the fact that the pope is not an ordinary patient. When it was a question of appointing a successor, the pope's health was not a consideration, and no regulations too wearying which he did not observe.

The position is different now. Leo XIII's sun is setting, and he knows that the night is not far off. So does every member of the Sacred college, and eyes are being strained even now in directions where beams of light seem to indicate the rising sun. Quite a number of conferences of cardinals have been held in the last ten days, notably one where Cardinal Parocchi, the pope's vicar, presided. This distinguished prince of the church is thought to have a good chance of succeeding to the chair of St. Peter. His influence in the Sacred college is great.

Another cardinal who is regarded as "very capable" is Archbishop Svampa of Bologna. He had not visited Rome in many years until this week. He has now conferred with almost every cardinal in Rome. The most dangerous rival to Parocchi and Svampa is Cardinal Rampolla, the papal secretary of state. It is reported that Leo XIII. favors Rampolla as his successor. Previous to the recent rioting in Italy, Cardinal Rampolla, Archbishop of Milan, had great influence in the Sacred college, but his name is never mentioned now. There is no question of electing a foreign cardinal.

Beginning this week, the pope had a long conference with Cardinals Ruffini, Sestini, and Rampolla, and it was subsequently reported that the subject of discussion was the Hispano-American war. There is now reason to believe that the conference related to the prospect of an early conclave, and the pope gave a long exposition of his views. The three cardinals mentioned are executors of his will, and he has enjoined them to place his body in the Basilica of St. John Lateran, near the tomb of Innocent III. The pope has designed his own tomb, and has already commissioned the sculptor Lucchetti to execute it in marble. The sun's Rome correspondent has seen the design, which is simple in character. The figure of Leo XIII. lies extended, clothed in pontifical vestments, with angels supporting the throne. At the sides are figures of St. Thomas and St. Francis.

CAPT. SMITH AND LA BOURGOGNE ACCIDENT.

In the judgment which he delivered at Halifax on Thursday Capt. Smith said:

"With regard to the speed of the steamer at the time of the collision, nothing can be absolutely and correctly known as to its rate, except from the inference drawn from the various statements made in evidence. Perhaps her speed will never be accurately known. Taking the distance the steamer had run from Sandy Hook during which the time elapsed she had reached the position where the collision occurred, it gives an average speed of between 16 and 17 knots per hour. From the sudden manner the steamer first came in sight upon the port bow of the sailing ship and her equally quick disappearance in the fog immediately after the casualty, as shown by the evidence, the court is forced to the conclusion that the steamer was proceeding at a very high rate of speed.

"Article 20 states that when a steam vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, the steam vessel shall keep out of the way of the sailing vessel. For reasons unknown to the court the steamer did not keep clear of the sailing vessel.

"The evidence conclusively proves that the sailing ship under the circumstances did keep her course and speed according to the provisions of the act. Those in charge of the ship adhered absolutely to the regulations, no deviation, whatever being made from her course until she was driven away from it in consequence of being in collision with the steamer.

"All the necessary duties were performed on the sailing ship with proper caution, and like diligence was exercised in her navigation by her captain while the character of the fog was taken into consideration.

"Captain Henderson of the Cromartyshire and the officers of the ship are therefore exonerated from blame for the collision and its consequences."

Capt. Smith adds: "It appears to me that La Bourgogne, as a mail steamer, sailing from New York, was not in the position at the time of the collision as indicated by the steam lines on the pilot chart of the North Atlantic. It also appears to me that it is highly desirable that the rules of following the steam lanes should be made more binding on all steamers navigating the Atlantic when plying between New York and European ports. It is evident that had the commander, Capt. Deloncle, adopted the rules laid down his vessel could not have been in a position indicated by the disaster."

Children Cry for
CASORIA.

BANK OF ENGLAND ROBBERY.

A Bag of 1,000 Sovereigns Stolen.

LONDON, July 28.—A daring robbery was perpetrated at the Bank of England on Saturday. A bag containing 1,000 sovereigns was stolen from the counter, and the thief, who doubtless had accomplices—made good his escape.

The details are of the usual description: when the bank cashier had placed the coin upon the counter in front of the messenger, the thief, who received it, the latter's attention was diverted to something, and in the twinkling of an eye some bank thief—the most expert of their class—had snatched it and vanished.

In this case it happened that the messenger was a clerk from Messrs. Coutts's bank. He came with an order for £2,000. The sum was made up in bags containing £1,000 each in gold, and these were placed on the counter by the bank official. So rapidly and dexterously was the robbery executed that the messenger, returning his attention to the counter after an instant's distraction, thought the cashier had handed out only two bags and was about to give him the third.

Many persons were in the bank at the time, which was a few minutes after one o'clock, and this would no doubt facilitate the clever thief's escape, and at the same time rapid flight.

There does not appear to be any clue, and the money, being all in gold coin, adds, of course, to the difficulty of detection.

An immediate report of the robbery was made at Old Jewry police station.

The view of the police is that the robbery had been carefully planned for some time, and that the thieves, having become acquainted with the routine arrangement of Coutts's bank for withdrawing large sums from the Bank of England on Saturday afternoon, shadowed the clerk from the Strand to Threadneedle street.

Detectives are constantly on duty in the Bank of England among the ever-changing army of customers, and the evasion of these officers by the thieves of course adds to the cleverness of the coup.

EDGEMILL STUDENTS AT TRINITY COLLEGE, LONDON, ENG.

Examination in Musical Knowledge. List and standing of candidates at June 18th, 1898, is as follows:

Senior Division—Pass Section.	
Isabella Dodwell	No. of Marks
.....	85
Intermediate Division—Honors Section.	
Margaret G. W. Arnold	No. of Marks
.....	88
Florence M. Johnson	.....
Mary P. Pearson	.....
Ethel M. Pearson	.....
Intermediate Division—Pass Section.	
Ethel C. Hamilton	No. of Marks
.....	88
Mary L. Stewart	.....
Louise F. Clarke	.....
Isabella G. Ross	.....
P. Geraldine Ooster	.....
Ellen L. Stopford	.....
Mabel G. Pugsley	.....
Junior Division—Honors Section.	
May Harrison	No. of Marks
.....	96
Mary H. Dickey	.....
Violet M. Bullock	.....
Constance E. Ooley	.....
Laura M. Hewitt	.....
Mabel Bragg	.....
Kathleen Smith	.....
Junior Division—Pass Section.	
Elise Townsend	No. of Marks
.....	83
Florence J. Campbell	.....
J. L. Whitford Barker	.....
Ivy E. Roy	.....

In connection with the above it will be noticed that there are four young ladies who stand well up in the examination, viz. Misses Harrison, Arnold, Barker and Coster.

MRS. ALBERT BOWKER DEAD.

She was the Originator of the Woman's Board of Missions.

NEWTON, Mass., July 27.—Mrs. Albert Bowker, for 22 years president of the woman's board of missions, died at her home here this morning.

Mrs. Bowker was the originator of the society of which she was president and which was the first denominational organization specially formed for women's foreign missionary work. As an active worker of the civil war, and as president of the Union Maternal association, also, she was a pioneer in organized work for women, which has spread so rapidly throughout the world in the latter part of the 19th century.

Two large buildings in foreign lands bear her name—Bowker hall, in Bombay American mission school, filled with more than a hundred pupils, and Bowman hall, one of the two large buildings of the American College for girls at Constantinople.

I. C. R. AFFAIRS.

(Montreal Star.)

D. Pottinger, general manager of the Intercolonial railway, arrived in the city last evening from Moncton, N. B., having accompanied Hon. W. S. Fielding, acting minister of railways, as far as this city, the honorable gentleman continuing his journey to the capital last night. Besides having important matters to discuss with the minister on the way up from the maritime provinces, Mr. Pottinger is conferring with the officials of the government road in this city on matters concerning the welfare of the road in this section of the country. A. E. Harris, who retired from the position of general traffic manager on the first of August, was a passenger on the same train with the minister and manager, returning from a visit to his family at the seaside.

FOOD WILL BE SCARCE IN DAWSON.

OTTAWA, July 27.—Judge McGuire, writing from Dawson City, says there may be a greater scarcity of provisions there during the coming winter than there was last year.

ATTACKS THE CREW.

La Bourgogne's Men are Hauled Over Coals.

Survivor's Story Told in the Paris Matin—M. Hachard Refutes the Claim of the Sailors.

The Steamer Forced Ahead to Get Her Ashore—Clubs and Revolvers Used to Keep People Off Rafts.

PARIS, July 28.—Just as the first shock of the Bourgogne disaster was fading out of people's minds, the terrible accident has been suddenly brought up again by the Matin. This journal is one of the most conservative papers here, consequently its scathing attack upon the crew of the Bourgogne has caused something like a sensation. Yesterday morning the Matin published an interview with one of the passengers who had been saved, a Frenchman named Charles Liebre.

He makes the gravest accusations against the crew of the Bourgogne, and also says that several surviving passengers who arrived here on Wednesday, among them being M. Hachard, are willing to confirm the declarations he makes about the tragedy. The interview given in the Matin reads, in part, as follows:

"I have just read on my arrival what has appeared in the French press. It is mutilated and misrepresented in the most odious fashion. I am disgusted to see that a subscription has been opened for the crew and their employees and rewards are asked for them. Contrary to what has been said, I have later found out that the crew of the 500 persons would not be deported today."

"The official figures speak for themselves. Out of 200 men in the crew, 110 survive, while out of 600 passengers only 54 were saved. My duty is to enlighten justice and facilitate it in the most efficient manner. I am quickly dressed my two children, and, accompanied by my fellow-passengers, rushed on deck, where confusion reigned. Instead of stopping, as the circumstances demanded, in order to launch the boats, the speed was doubled, rendering the saving of life more of less difficult or even impossible."

"I learned afterward that Capt. Deloncle had only one object in his mind, namely, to save any how his vessel, and by doubling the speed to ground her on Sable Island, 60 miles away, but, unfortunately, events proved he was wrong. The passengers threw themselves into the boats, and here took place unheard of cowardice. No one among us knew how to launch the boats and all cried for the crew, but not one was to be found. Anger and despair seized us when we saw two boats crowded with sailors and firemen leave the ship, deaf to the prayers and piteous cries of the passengers."

"Five French women had been able to seize a cord attached to a raft, when a flash of light shone. Before disappearing forever, one woman clenching her fist in the face of one of these savages, crying: 'Lache!' Then the vessel settled and disappeared. Being a good swimmer I kept afloat for half an hour. Then I saw a raft passing near me with 28 persons clinging to it."

"Worn out, I tried to get aboard, when a man forced me to let go with blows of his fist and an oar. I bear the marks of the encounter. At the same moment a wave capsized the raft, it turned over in all three times, leaving each time its burden of human beings diminished, so I was able to scramble on board. The Cromartyshire saw us and sent a boat to our succor."

"It was manned by the first load of the steamer's men, which had left the Bourgogne. They were perfectly untouched; their clothes were even dry. Getting on board an English sailing boat, I learned from Captain Anderson that it was only after threats to throw them overboard that the crew which came to our aid were induced to do so. They lay down on deck, and the fear of being thrown overboard was the only thing that induced them to join the English crew in saving life."

"If I am called to appear before a court of justice, I will give certain names, particularly that of an engineer, who threatened a woman, Numm, and after a brief stop at the Cromartyshire, and the Greolian at Halifax and New York, between passengers and crew was survived."

"I saw in New York, in Forty-second street, passengers split in the faces of those who had abandoned them. At New York, I received a visit from the agent of the Transatlantic company, who offered condolence for the loss of my children, offering me a free passage, first-class, on the first boat leaving. I refused, preferring to be free to proclaim the truth and tell, without partiality, what I had seen."

The Matin, commenting upon M. Liebre's declaration, says that it reproduces them with a striking heart. It means that there is a crushing refutation of the claims of the Matin. The Matin insists that the guilty parties must not be sheltered away, and adds that it is very strange Captain Liebre should have repudiated his report upon the catastrophe and its causes without first having heard the principal witnesses, the surviving victims."

This morning the Matin comes to the attack again and reproduces some statements made by M. Liebre, and other survivors, who are to the same effect as those of M. Liebre.

LARGE CUSTOMS ROBERTS.

Saving the Preferential on Foreign Goods—Busy Day Saturday.

The officials at the customs house remained there until after six o'clock on Saturday evening and entries were received up to the hour of six. A Sun man who called shortly after six learned that the total amount of duty paid for the day was \$14,201.24. There were 171 entries. The U. S. London City had just arrived and among her cargo was a considerable quantity of goods that must be entered and duty paid before night, in order to take advantage of the 25 per cent. preferential, which expired that day so far as foreign goods were concerned. There were goods on board for a number of outside New Brunswick and Nova Scotia points. Whether these were entered or not is not known here. The entries may have been made at the points of destination. One Halifax merchant came all the way over here to enter some goods by this steamer. It is stated that he could have made the entry at Halifax just as well, although the goods are here.

According to the Montreal papers there was a good deal of heart-burning there over the non-arrival of steamers, that had been delayed by fog, and which were foreign goods cargo was not likely to be received in time on that account. There will no doubt be some friction between the trade and the department over the question of duties.

The customs receipts at St. John for July show an increase over July, 1897, as the following statement sets forth:

	1897.	1898.
Customs	\$47,722.25	\$65,000.22
Stamps	428.00	514.00
Steamboat inspection	35.32	215.50
St. John's fund	245.94	245.50

Increase, 1898, \$18,938.44. \$15,157.09.

There have been more entries made in a day at the St. John customs house than the number made on Saturday.

KLONDIKE'S GOLD.

Over Ten Millions Have Already Reached Seattle—Rich Gold Deposits Cause a Rush to Indian River.

SEATTLE, Wash., July 28.—The Rosalie, the fourteenth treasure boat during July, has arrived from Lynn, British Columbia, bringing the passengers of the Canadian steamer Athenian, makes the fifteenth arrival. It is estimated that over \$300,000 in Klondike values reached Seattle through the two channels. This increases the total gold imported this month to \$3,811,000. The Rosalie's passengers report that a stampede was being made to Indian river, owing to the discovery of rich diggings on the branches. The clean up on Dominion and Sulphur creeks had been completed and so favorable that claims were selling from \$25,000 to \$40,000 each.

The steamer Humboldt arrived from St. Michael's today with 112 passengers from Dawson City and about \$1,000,000 in gold dust and as much more in bars.

The United States gunboat Wheeling goes to the mouth of the Yukon to seek out a supposed ship channel on the south side of the Yukon. The first work of the party will be a survey of the coast line from St. Michael to the mouth of the river, and when the undertaking has been accomplished the task of locating the channel will be begun.

It is believed this new channel extends from Behring sea inward 125 miles to Andreaford, a point which, from geological indications, it is concluded, was at one time the mouth of the river. When the time comes for ocean vessels to enter the river, the commerce of the Yukon will be revolutionized. If the river be located along the ice floes, it will save the long trip to St. Michael, now necessary.

AUGUSTA.

A Canadian Jurist Visits the Capital of Maine.

AUGUSTA, July 28.—When Gov. Powers came to the capital yesterday he brought with him a distinguished Canadian jurist, Hon. John Douglas Amour of Coburg, province of Ontario, chief justice of the Queen's bench of that province. The governor met him at Old Orchard and, as Mr. Amour had never visited this section before, took him to town to show him the country and how they did things at the Maine capital. He is a gentleman well advanced in years, of heavy build and exuberant Canadian features, with a fringe of gray side whiskers, and is said to be one of the most eminent legal men in the provinces. The governor and his guest were met at the train by Adit. Gen. Richards in uniform, and Private Secretary Smith, and after a brief stop at the state house, where Mr. Amour was ushered into the executive chamber, and his excellency was presented with a fine bouquet of sweet peas as he entered his room, by the little daughter of one of the state house employees.

After an introduction to the councillors, the chief justice took a seat at the left of the governor, giving close attention to the transaction of business, occasionally chatting with his host.

ESQUIMAULT IN A FLUTTER.

Rumor that the Village is to be Acquired by the Imperial Government.

VICTORIA, B. C., July 27.—Esquimalt village is stirred by the rumor that the whole site is about to be acquired by the imperial government for the purpose of fortification works and dock yard extension. Several properties have recently been purchased, and it is said that the whole village site will shortly be taken possession of and the buildings removed.

Two laborers set out from Westford to walk to Dithin. By the time they reached Bray they were very much tired with their journey, and the more so when they were told they were still twelve miles from Dublin. "Be no more," said one, after a little thought, "sure it's but six miles apiece. Let us walk on."



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JAMES M. PALMER, M. A., Principal.

SCHOOL LICENSES.

A Full Statement Giving the Names of Those Who Secured Papers.

Two Hundred and Thirty six Issued in the Various Classes.

The result of the closing examinations for school licenses shows the following number as having passed for the classes indicated:

Grammar school class	.....	7
Superior school class	.....	21
Class I	.....	54
Class II	.....	124
Class III	.....	18
Total	.....	236

Of these the following are the twelve highest in Class I and Class II, respectively, arranged in order of the highest marks:

CLASS I.	
Annie G. Kelly—Bellevue Creek, Kings county.	
Archie H. Barker—Escuminac, Quebec.	
Matthew G. Duffy—Doherty, Sunbury county.	
Margie C. Smith, Lily Lake, Kings county.	
Purdy A. McDonald—Alma, Albert county.	
Blondie E. Bourque—Moncton, Westmorland county.	
Mary I. Morrow—St. John.	
Lulu Rodrick—St. John.	
Emile C. McDougall—Shediac.	
Fleeta M. Carson—St. Martins.	
Evangeline Kinney—Florenceville, Carleton county.	
Mervin L. Hayward, Coldstream, Carleton county.	

CLASS II.	
Hazel A. Smith—Fredericton Junction, Restigouche county.	
Henry A. Prebble—Bathurst Ridge, Kings county.	
Della M. Lewis—Bourville Creek, Westmorland county.	
Sadie J. Estey—Jacksonown, Carleton county.	
Bella O'Leary—Foster's Croft, Kings county.	
Ouelle S. Richard—St. Agnes, Kent county.	
Winifred S. Campbell—Shediac.	
Harry W. McAfee—Intervale, Westmorland county.	
Lewis H. Baldwin—St. George, Carleton county.	
Angeline E. Daigle—St. Louis, Kent county.	
Mary E. Tingley—Point de Bute, Westmorland county.	

The report of the result of examinations for Normal school entrance and advance of class will be ready on or about August 10th.

MATRICULATION EXAMINATION.

Forty-nine candidates presented themselves for this matriculation of these five failed, two passed in division one, seventeen in division two, five in division three, and twenty others passed in division three condition in one or more subjects. The following is a complete list of those who passed:

DIVISION I.	
Emily W. McAvity—St. John Grammar school.	
Clester Martin—St. John Grammar school.	
DIVISION II.	
W. H. Raymond—St. John Grammar school.	
C. H. Montgomery—St. John Grammar school.	
Mary H. McKeath—Moncton High school.	
Emma C. McInty—St. John Grammar school.	
Edna Lee Golding—Fredericton Grammar school.	
Lottie R. Fullerton—St. John Grammar school.	
Alberta Graham—St. John Grammar school.	
Hazen F. Rigby—St. Andrews Grammar school.	
Frederick Ellison—Rothsney Grammar school.	
G. May Forge—Moncton High school.	
James Malcolm—St. John Grammar school.	
Laura M. Hazlett—St. John Grammar school.	
W. Edmund Lechary—St. Stephen High school.	
LeRoy W. Hill—St. Stephen High school.	
Jessie C. Vince—Woodstock Grammar school.	
George P. Fenwick—Sussex Grammar school.	
Annie L. Pinder—Fredericton Grammar school.	
DIVISION III.	
Mary A. Moore—Moncton High school.	
Edward C. Hennigar—St. John Grammar school.	

LIBERAL CONSERVATIVES.

Carleton County People Take Steps to Organize an Association.

WOODSTOCK, July 30.—A well attended meeting of Liberal conservatives was held in the W. C. T. U. hall in the Graham building Friday night, for the purpose of organizing the polling district which comprises the town and part of the parish of Woodstock. J. N. Winslow was chosen temporary chairman and the meeting immediately proceeded to organize.

The following officers were elected: J. T. Garven, chairman; G. E. Baldwin, secretary.

Executive committee: John Connor, Matthias Watson, J. E. Sheagreen, John McKenzie and J. A. Lindsay.

Delegates to the County association: Matthias Watson, James H. Forest, Everett Colwell, Andrew Stevenson, Fred Smith, J. N. Winslow, W. S. Sanders, A. B. Connell, John Connor, Dr. Rankin, G. D. Dickerson, David Hipwell, Geo. L. Holyoke, John Tupper, John McKenzie, B. B. Manser, Charles R. Watson, Duppa Smith, Geo. Anderson, Owen Kelly, Geo. E. Baldwin, T. C. L. Ketchum, John A. Lindsay, William McDonald and M. Brewer.

The executive committee was instructed to consider the advisability of forming a Liberal Conservative club. There were several present from other electoral districts, and it is expected that each district in the county will organize as soon as practicable.