ST. JOHN SEMI-WEEKLY SUN

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A ST. JOHN STEAMER

Abandoned at Sea on 15th inst. in a Sinking Condition.

The Crew Gallantly Rescued by a German Liner---Captain Parker Gives Graphic Report of the Rescue.

NEW YORK, Feb. 21.—The German steamship line str. Albano, Capt. Kudenhold, which arrived today from Hamburg, brought to port Captain Raymond Parker and twenty-one shipwrecked men belonging to the British freight str. Kentigern, which they abandoned at sea on Feb. 16 in a sinking condition in latitude 48.08, longitude 19. Captain Kudenhold reports that on Feb. 16 at 7 a. m. he sighted a steamer showing signals of distress. She proved to be the str. Kentigern of Glasgow. She was rolling badly with her deck under water owing to a list. Capt. Parker signalled that he wished to abandon the ship.

"We launched a lifeboat in charge of the chief officer," said Captain Kudenhold, "and with considerable difficulty succeeded in rescuing Captain Parker and nine men. Meanwhile the Kentigern launched one of her boats with the remaining twelve members of her crew who managed to come alongside and were taken on board the Albano. We were unable to save any of their effects."

Captain Parker made the following report: "We sailed from Portland Feb. 5 for Limerick with a cargo of grain. We had the usual northwest gales and storms on getting to sea. On Tuesday, Feb. 9, while running in a heavy sea the stretching screw in the steam piping gear drew out the thread. We put the ship's head to the sea while making the hand gear connected and in one hour's labor repaired the disabled steering gear and proceeded. Nothing of importance occurred for the next few days except we had heavy gales and high seas, which smashed ventilators, ripped up steam pipes and smashed one boat. On Saturday, the 13th, we encountered a violent gale from the eastward with a terrific sea running. At midnight the steering gear broke, the buffer nut fell off, which caused the vessel to fall off in the trough of the sea. All hands were called and an effort made to connect the hand gear, but owing to the darkness and terrific sea it could not be repaired and on the morning of the 14th we discovered the hand steering gear broken to pieces, the wheel gone and a complete wreck. Everything was done to try and secure the rudder. The quadrant was stripped and we had no chance to make anything fast. The steamer had listed so that he decks were at an angle of 15 degrees. All hands were sent down into No. 1 hold to trim cargo and they worked at the bags until night.

Monday, the 15th, the gale increased to hurricane force, blowing violently from the southwest to west. The steamer listed more all the time, with the lee rail under water. The cabins were flooded and lying at an angle of 30 degrees. The rudder was adrift, moving from side to side violently until it was impossible to get our lashing to hold it firm. The tackles, chains and blocks were all smashed and rendered useless. On the morning of the 16th the str. Albano came in sight and took off all hands. The chief officer of the Kentigern had his arm broken and the chief steward had his legs bruised. The Kentigern was built at Glasgow in 1888 and was owned by Troop & Son.

PORTLAND, Me., Feb. 21.—The Kentigern's cargo was wholly wheat, there being 126,503 bushels in the cargo.

The Kentigern was a steel steamer of 1,585 tons, built at Glasgow in 1888 by A. Stephen & Sons. Her dimensions were 300 feet length, 40.1 feet beam, 23.1 feet hold.

Troop & Son received a telegram yesterday afternoon from Capt. Parker announcing the arrival of himself and his crew at New York. The ship, he reported, was abandoned on the 16th. In a heavy gale of wind he reported the steering gear was damaged and the steamer became unmanageable and fell off into the trough of the sea. When the Kentigern was left one side was under water.

The steamer was fairly well covered by insurance.

FLOUR JUMPS UP.

Dealers Take Advantage of War Situation to Advance Prices.

MONTREAL, Feb. 22.—Local dealers today again advanced the price of flour fifteen cents per barrel, making a total of sixty-five cents in the month. The Montreal Master Bakers' Association are keeping pace and have raised the price of bread two cents a large loaf, making it sell at twenty cents. They say that if flour goes to $5.75 they will put on another cent, and if it touches $6 the price will be increased by two cents more. This is quite likely.

COSTLY HALIFAX.

Bakers Putting up Price of Flour and Bread.

HALIFAX, Feb. 22.—Flour has advanced $1.60 per barrel in this market since December. Halifax bakers gave customers notice today that at the end of this week the price for the 1 1-2 pound loaf will be advanced from 5 to 6 cents. They say that flour here is sold at $5.85 per barrel, and that the reason prices did not go up before is that they have been using stocks bought before the recent advances.

COLD, COLD NEWFOUNDLAND.

ST. JOHNS, Nfld., Feb. 22.—The worst cold wave for fifty years was experienced in Newfoundland yesterday when, accompanied by a furious gale, the temperature dropped to from 25 to 45 degrees below zero. The whole of the seaboard is frozen and trains are delayed. The intensity of the weather causes the belief to prevail that the Arctic ice floes will be impassable to the sealing steamers which will start on their annual cruise next month.

HARRISBURG, Pa., Feb. 22.— The Bessemer rail mill, billet mill and Blooming mill No. 1 of the Pennsylvania Steel Co., resumed operations today, the entire force of 700 men laid off last Monday, going back to work.

Mill Supplies.

Belting, Red Strip Rubber,
Goodhues' Leather, Milo Canvas,
Jenkins' Genuine Valves,
Files, Waste, Saws, Oils,
Packing, Emery Wheels.

WRITE FOR PRICES TO

W. H. Thorne & Co., Ltd.

Market Square, St. John.

S. GARDNER DEAD.

One of St. John's Oldest and Best Known Citizens.

Was Born in This City Ninety Years Ago—For Years Filled the Position of Immigration Agent at This Port.

One of St. John's oldest and most respected citizens passed away Saturday evening. Samuel Gardner lived to the good old age of ninety years and was active and vigorous up to within a few days of his death. He voted in the election held last Tuesday. Mr. Gardner is survived by one daughter, Miss Gardner, who lived with her father until his death.

The late Samuel Gardner was born in St. John ninety years ago the eleventh of last December. He was of Loyalist descent, the son of the late Henry Gardner of this city. The deceased was at one time a member of the firm of Ennis & Gardner, who did a dry goods business in this city before the fire. For twenty years he was immigration agent for the dominion government at this port, which office he held up to about three years ago. His first wife was Miss Stanton, daughter of Capt. Benjamin Stanton of this city. Of this marriage was born a son, who died in the west a few years ago. Mr. Gardner's second wife was Susan Willet, daughter of the late George Willet of Annapolis, N. S., and of this marriage a daughter was born, the present Miss Gardner. A half sister of the deceased is Mrs. John Ennis, mother of Mrs. Daniel, wife of Dr. J. W. Daniel, M. P. In politics the deceased was a conservative. He was a supporter of Sir Leonard Tilley in the latter's first contest, and continued his follower and friend until Sir Leonard retired from public life. In early life Mr. Gardner joined the Methodist church, and for many years he was a member and an office holder in Centenary. He was probably the oldest member of the congregation, and yet he never gave up the task assigned to him many years ago of assisting in taking up the collection. He was in his place a fortnight ago, and as usual carried the plate, no one noticing any loss of activity.

Chief Justice Tuck said to the Sun last night of the late Mr. Gardner: I first knew Samuel Gardner in June, 1828, when, in company with my father, I visited a clothing shop Mr. Gardner kept on Water street. In addition to the clothing business he was a shipper of red pine to England. This red pine was brought down from Washademoak Lake and Grand Lake, and Mr. Gardner was the principal man that had the shipping of it. The only man in the clothing business in St. John before Mr. Gardner was a man named Smith, who was called "Ready-made Smith" because he dealt in ready-made clothing. This Mr. Smith, I believe, was a relative of Sir Fenwick Williams. Mr. Gardner was at one time with Wm. H. Adams, who did business on the north side of Market square. Later he was a partner of John Ennis, whom I knew very well. The firm of Ennis & Gardner did business next to Burpee's on Prince William street. Since 1850 he was a member of Centenary church and always took up the collection and carried the three collection plates to the altar. He was a life-long friend of Sir Leonard Tilley, always voted for him and was by him appointed immigration agent.

Between 1891 and 1896, said the chief justice, Mr. Gardner was superannuated, but it was arranged by Judge McLeod, who then represented St. John in the dominion parliament, that he should resume his duties and that two cheques be sent Mr. Gardner, one for his superannuation allowance, the other for the difference between his superannuation allowance and the full pay of the office. Those he received up to the time of the appointment of Mr. Lantalum.

A short time ago Rev. G. M. Campbell offered to help Mr. Gardner down Centenary church steps, but he refused, saying, "I will not be helped until I am a hundred years." The last time I heard of him being out, said the chief justice, was last Tuesday, when he went to the poll and voted. He died peacefully Saturday evening a little after five o'clock, simply sleeping away.

At the close of a sermon on the Fatherhood of God on Sunday morning, Rev. Geo. M. Campbell, pastor of the Centenary church, spoke briefly of the death of Mr. Gardner. On the first Sabbath of this month, he said, our brother Samuel Gardner sat in his place in this church, walked up and down yonder aisle, taking the collection and at the close of the service came forward and broke bread at the table of the Lord. Today he is with his Lord in heaven. For many years this venerable man had come regularly to the church and performed the duties which he had undertaken and now he had peacefully gone to his rest. After referring to the Christian character and worthy life of Mr. Gardner, Mr. Campbell asked the prayers and sympathy of the congregation for his daughter in her bereavement.

YARMOUTH CREW RESCUED.

BALTIMORE, Feb. 21.—The British steamship Queenmore, from Liverpool, arrived at this port today, having on board Capt. W. E. Wyman and crew of six men of the schooner Josie, of Weymouth, N. S., bound from Meteghan River to Barbadoes. The Josie was found waterlogged in latitude 41.23 north, longitude 26.58 west.

JAPAN'S NAVY ALL RIGHT.

Not a Vessel Was Seriously Crippled in the Attack on Port Arthur.

Russia's Minister of War Resigns to Assume Active Command of the Operations in the Field---Is a Bluff Old Soldier and a Man of Brains.

ST. PETERSBURG, Feb. 21.— The appointment of General Kuropatkin, who was yesterday relieved of the functions as minister of war, to the chief command of the Russian army in the far east, was gazetted today. With the possible exception of General Dragomiroff, formerly governor general of Kieff and later member of the council of state, General Kuropatkin is the most popular man in the Russian army. As a bluff old soldier who has fought his way up from the bottom to the minister of war, he is the ideal of the enlisted man. No one in the Czar's army has seen more fighting. To find a deserving subaltern and to give him a chance for promotion, has always been his care.

The appointment of General Kuropatkin to direct command in the field has been received with enthusiasm and his leadership inspires confidence.

Gen. Kuropatkin will be accompanied to the front by the Grand Dukes Boris, Alexis, Nicholas and Michael Nikolaievich.

The Emperor and the Empress gave a farewell luncheon today to General Kuropatkin and the Grand Dukes at the Alexandra palace.

The exact mission of Grand Duke Alexis is unknown, but it is undoubtedly an important one, as he has been in supreme command of the Russian navy as president of the board of admiralty, taking an active part in the negotiations preceding hostilities. He presided at the special council which prepared Russia's undelivered reply to Japan. Alexis paid a memorably pleasant visit to the United States when a young man. His career as high admiral is well known and brilliant.

TOKIO, Feb. 21.—The reports from various quarters saying that Admiral Togo's fleet was partly crippled in the operations at Port Arthur are unfounded.

It was unnecessary to send a single large ship to Sasebo for repairs. Two torpedo boat destroyers have been damaged, but not in fighting. The Akebono in attempting to coal from a collier during a storm collided with the Oboro, disabling her machinery. Both were sent to Sasebo to be repaired and they will be ready for service soon. The armored cruiser Chiyoda has been docked at Sasebo and cleaned. She had been in the water for months and her bottom was so foul that her speed was impaired. The battleship Shikishima, which was injured on the eve of war, was repaired in time to participate in Admiral Togo's attack on Port Arthur. On February 9 she was returning to Sasebo after the naval manoeuvres and while changing her berth struck bottom. Her accident was at first regarded as serious, and it was thought that Japan would have to defer war until the Shikishima had been repaired, owing to the then evenly balanced strength of Japan and Russia. When docked it was found that the damage to the Shikishima was slight and repairs were effected in a few days. The accident was kept secret and few were informed of it. It was generally thought that the Shikishima was still docked at Sasebo and unable to participate in the attack on Port Arthur. Admiral Togo's men were eager to fight, and the men of the torpedo squadron who were sent to reconnoiter at Dalny on the night of Feb. 8 were bitterly disappointed that they missed the Port Arthur fight and they have almost demanded of Admiral Togo that he permit them to engage the enemy at the next opportunity.

Captain Takenouchi, a former naval attache at Paris, has been appointed to command the Nisshin, and Captain Oinouyu, late chief of staff of the Kure navy yard, has been appointed to command the Kasuga, the two cruisers which were purchased from the Argentine Republic. The Kasuga has gone to Kure to outfit. She will be ready for sea in two weeks. The Nisshin is outfitting at Yokohama and will be ready in three weeks. The Russian Vladivostock squadron was reported today on the west coast of the island of Hokkido, attempting to cut the cables. The navy department here discredits the report and believes that the squadron is still at Vladivostock.

RUSSIAN ARROGANCE AT SEA.

ADEN, Feb. 21.—The Peninsula and Oriental Company's steamer Magnolia encountered at noon on Saturday, 460 miles north of Aden, a Russian battleship and four torpedo boat destroyers. After the vain attempt of a destroyer to cut off the Magnolia, all the warships gave chase, but being unable to overtake her, they signalled her to stop. The Magnolia obeyed and a destroyer, after a close scrutiny, signalled, "Beg to be excused." The fleet is evidently hoping to capture Japanese ships.

ST. PETERSBURG, Feb. 21—The action of the commander of the United States gunboat Vicksburg in declining to join the commanders of other foreign warships in a protest against the attack of the Japanese fleet at Chemulpo, which resulted in the sinking of the Russian cruisers Variag and Korietz, promises to cause much discussion here.

The Novoe Vremya's London correspondent cables that the protest of the British captains against the Japanese attack on the ground that it was a breach of neutrality, proved ineffectual because the American commander would not assent.

Newspapers here are laying great stress on the personal note of Mr. Kurino, the Japanese minister at St. Petersburg, to Count Lamsdorff, the Russian foreign minister, on the occasion of the notification of the severance of diplomatic relations in which M. Kurino expressed the hope that the rupture would be of brief duration. They point to this incident as a proof that Russia had no reason to believe that Japan intended to follow up the rupture with actual hostilities.

Official news received here confirms the report that none of the crew of the Korietz was lost.

RUSSIA ON THE DEFENSIVE.

CHE FOO, Feb. 21.—The U. S. cruiser New Orleans and the gunboats Wilmington and Annapolis, which sailed from Manila on Feb. 15 under command of Rear Admiral Cooper, upon arriving here received orders from the secretary of the navy to return to Shanghai. When the outbreak of hostilities between Russia and Japan occurred Admiral Evans, commanding the Asiatic fleet, dispatched a cruiser squadron to Shanghai and Admiral Cooper's squadron to Che Foo. Secretary Moody has ordered all the ships to Shanghai. They left immediately after coaling without giving any reason for their sudden departure.

The Russian forces in Manchuria are so far acting on the defensive. Extensive preparations are being made at Dalny, Port Arthur, Newchwang and Laio Yang to prevent the threatened landing of the Japanese troops. A big force of men is at work on the damaged vessels in the Port Arthur harbor, and efforts are being made to raise the battleship Retvizan.

The supply of fresh vegetables and beef in Port Arthur is getting very short, and speculators are endeavoring to secure steamers to run the blockade.

The correspondent at Tien Tsin of the Standard reports the attack by five hundred Chinese "brigands" on the Russian post at Foo Chow as probably an attempt to wreck the railway.

PARIS, Feb. 21.—The Echo de Paris' St. Petersburg correspondent says there are rumors in circulation that the appointment of General Kuropatkin to the command of the Russian army in Manchuria meant that Viceroy Alexieff was losing favor. The correspondent says the truth is as follows:

When the war broke out the Czar asked Viceroy Alexieff whether he deemed it necessary to send a general to command the troops and if so whom he preferred. The viceroy replied that he considered it necessary to have a chief commander of the land troops, but that he had no preference as to who should be selected. The Czar thereupon asked him whether General Kuropatkin would be agreeable, and the admiral replied: "Absolutely, but I beg you to discharge me from all responsibility for the land operations, leaving them to General Kuropatkin."

Viceroy Alexieff retains the viceroyship, but General Kuropatkin is empowered to communicate directly with the Czar.

WAR NOTES.

PARIS, Feb. 21.—The Madrid correspondent of the Times says that in the session of the cortes on Monday the government will deny the reports of foreign alliances, which were the cause of the excitement Saturday, and will say that the movements of troops are only precautionary and for the purpose of enforcing Spanish neutrality in the war in the far east.

SHANGHAI, Feb. 21.—Urged by the Japanese consul here, the Taotai ordered the Russian gunboat Mandjur to leave the harbor before five o'clock this afternoon, but the order was ignored. It is reported that a Chinese squadron has been ordered here to enforce the Taotai's demand and to enable the Japanese steamship companies to resume service between Japan and Shanghai.

PARIS, Feb. 22.—In a despatch from Harbin, the correspondent of the Matin says General Velkoff, who is on guard along the Mongolian line, has arrived there with General Dasilevsky of the engineer corps and both have reviewed the troops amid great enthusiasm.

Half of the Japanese fleet, the correspondent asserts, is covering the landing of troops in Korea and the other half is seeking the Vladivostock squadron.

LONDON, Feb. 22.—According to the Nagasaki correspondent of the Daily Telegraph, while William F. Sands, the Emperor of Corea's adviser, was entertaining officers of the French cruiser Pascal, and a number of other friends at dinner in his official residence at Seoul, some geographical, statistical and military maps and papers were stolen. This caused a great scandal and necessitated Mr. Sands' withdrawal. Mr. Sands was appointed U. S. secretary of legation at Seoul in President McKinley's first administration. In 1899 he became adviser to the Corean government, succeeding two other Americans. Early in 1903 the announcement of Mr. Sands' resignation was received in Washington, but the reason for his withdrawal was not then made public.

TOKIO, Feb. 22.—The Tokio correspondent of the Times announces that the Mikado has instructed Count Inouye to discharge the duties of adviser, thus giving him direct access to the sovereign.

St. John, N. B., Feb. 24th, 1904

SUITS AND PANTS

For Men and Boys.

It will pay you to buy these garments now as the prices have been cut 20 to 50 Per Cent. to Clear. A few of the Special Prices.

MEN'S SUITS, - $2.98, 3.98, 5.98 and 6.98
BOYS' 3-Piece SUITS, 1.98, 2.49, 2.98 and 3.49
BOYS' 2-Piece SUITS, .98, 1.69, 2.49 and 2.98
MEN'S PANTS, - .98, 1.49, 1.98 and 2.49
BOYS' SHORT PANTS, .30, .45, .60, 75 to 1.40

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

OVERDUE 5 MONTHS, DEATH SHIP GOES ASHORE IN PORT.

Standard Oil Four-Master, After Escaping from Cannibals and Other Perils, Strikes Ice Floe in New York Bay.

NEW YORK, Feb. 19.—Resembling a ship of ice, her crew benumbed and exhausted and two men short, the four masted bark Juteopolis, five months overdue from the Philippines, came into port yesterday, only to be driven ashore off Stapleton by a flying wedge of ice.

Rarely does a vessel come into port after such a series of perils. Captain Thomas Curd and thirty-two surviving sailors had run the gantlet of cannibalism and starvation since sailing. When sighted off Fire Island the Juteopolis had broken all records for overdue vessels in this port.

So exhausted were Captain Curd and his men that as the vessel threaded the Narrows she became unmanageable. Signalling for help, she was swept ashore by great islands of ice that drove her from her course as though she were a toy ship.

Shrouded from stern to topsail with ice, her crew unable to furl her great spread of frozen canvas, the Juteopolis was the cynosure of all eyes.

While six tugs were working vainly to rescue the grounded vessel, most of whose exhausted crew were sleeping below deck, Capt. Curd was taken off. He went to the Standard Oil offices in lower Broadway, where he told his amazing story. The Juteopolis put out from Iloilo on April 30, 1903, intending to make a quick run, via the Indian Ocean and the Cape of Good Hope.

"But," said Captain Curd, "we had hardly struck the Machissa Straits, preparatory to entering the China Sea, when we were becalmed. For weeks and weeks we drifted without sighting a single sail. My men began to despair, as provisions were running short and there was no prospect of a breeze. During the better part of four months we did not have a capful of wind and if we had not struck the Equatorial current in August we would have starved to death."

One man died of fever during this period.

Captain Curd ran his hand through his frosted hair, which was coal black when he sailed from Iloilo. He continued: "Adding to the peril of our situation we sighted an uncharted island near the Ladrones, and attempted to provision there. But the reception we received from the cannibal natives made us desist.

"It was ten days before we got enough wind to leave the island. Scores of canoes filled with savages menaced us, waiting for a chance to board. We reached Honolulu about the time we were due in New York. There we provisioned and had a tortuous voyage around the Cape, losing John Peterson, a seaman, who was killed while the ship was working around the point. Crossing the equator we met a simoon and did not shake it off for ten days."

Seven sailors of the Juteopolis are suffering from frozen hands and feet. The vessel is little better than a hospital ship, four sailors having been crippled for life. The bark is 310 feet long and has a cargo of sugar valued at $150,000.

WAR RUMORS.

Turkey and Bulgaria Are at Each Other's Throats.

LONDON, Feb. 23.—Telegrams from Vienna and Salonica published here this morning give alarming, but unconfirmed details of preparations pointing to a war between Turkey and Bulgaria.

The Sofia correspondent of the Daily Mail telegraphs the Bulgarian government has declared a state of siege over a zone nineteen miles wide, extending along the frontier from Kustendil to the Black Sea, with a view of preventing the incursions of armed bands.

JAMESON ON DECK.

CAPE TOWN, Feb. 21.—Dr. Jameson has completed a cabinet.

BIG MARKET FOR CANADIAN FLOUR.

Norway and Sweden are Buying Large Quantities in This Country.

OTTAWA, Feb. 18.—A report from the Canadian commercial agent in Norway and Sweden says it is remarkable how the import of Canadian flour into those countries has increased the last couple of years. One broker is cited as handling 30,000 sacks. An effort is being made to sell Canadian wheat there, but as there is a lack of milling facilities in Scandinavia there is not much demand for the whole grain.

NO MERE TOWAGE CHARGE.

Capt. Willard Coffill Telegraphs to the Sun from Parrsboro, N. S., Under Date of Feb. 20 as Follows:

The item appearing in your issue of today in reference to the rescue of the sch. Bessie A. by the str. Kilkeel is somewhat misleading. It is quite true that the owners of the steamer have put in a claim of twenty-five hundred dollars, but I wish it distinctly understood on behalf of my own reputation in having made this agreement with the captain of the steamer, that this is no mere towage charge. A few days before the steamer reached the schooner the captain and crew of the latter had abandoned her in Scott's Bay, and on learning of this the owner, W. F. Conlon of Parrsboro, wired N. W. Eaton of Canning to place a man and crew aboard of the schooner if possible. I was sent for and told that, although anchors and chains were gone and main boom broken, that the latter had been repaired and that if she came out of the ice it would be possible to set sail and steer her to a port. Under these conditions I took a dory and some provisions and started to go aboard the schooner, but before reaching her I saw the ice begin to part and had to snatch the provisions out of the dory and pick my way to the schooner as quick as possible, the ice having parted between the shore and where I was, making return impossible. When I got aboard I found the vessel in a much worse condition that had been stated to me. The main boom was not repaired and there was nothing aboard of her with which to repair it, and the rudder was frozen solid in the ice pack, rendering the vessel absolutely helpless should she break clear of the ice. Had I at that time been able to get ashore again I would certainly not have risked my life remaining aboard, as there seemed little doubt that sooner or later the vessel must become a total wreck with probable loss of myself and the men with me. Under these conditions I felt myself justified, in fact compelled to make the best possible trade with the steamer when she approached, in order to save our lives and vessel, which I did, and I can assure you, Mr. Editor, that our rescue was no matter of a mere tow of thirty-five miles, as the steamer had to first break us out of the large pan of ice in which we were fast and then to work us through several miles of ice before reaching clear water, and I think it very improbable, considering the heavy northeast gale occurring the day after our rescue, and then shifting westerly with a dense snow storm, that I would be above water and the vessel other than a total wreck, especially when one remembers that since the day of our rescue no steamer has been able to get up or down the bay, notwithstanding several attempts by the tug Springhill.

I send you these lines, Mr. Editor, in self vindication, as I feel that as matters looked then and have since turned out, my only course in the interest of myself and schooner was to make the best possible agreement with Capt. Kerr of the steamer. I will ask you to publish the same.

STR. LAKE MICHIGAN

Has Twenty-five Feet of Water in Her Hold.

LONDON, Feb. 22.—The British str. Lake Michigan, Capt. Owen, from St. John, N. B., Feb. 5, for London, which came into collision with the British bark Matterhorn on Friday last and was beached in a sinking condition near Dungeness, in the Straits of Dover, has 25 feet of water in her engine room.

The Matterhorn's bowsprit is gone and her stem is bent, the principal damage being above the main deck. She has been surveyed and has been certified as being in a fit condition to be towed to Antwerp, her destination.

KILLED BY THE DOCTORS.

NEW HAVEN, Conn., Feb. 21.—Wm. H. Thomas, a prominent citizen of West Haven, died tonight just as physicians were about to perform an operation on him for appendicitis. The physicians had given the anaesthetic in the usual manner and were about to proceed with the operation when they discovered that the patient was dead. The ether had affected the heart.

HALIFAX DELUGED.

HALIFAX, N. S., Feb. 22.—By far the worst rain storm of the season deluged Halifax today, accompanied by a heavy gale. No disasters are yet reported.

AT HALIFAX.

HALIFAX, Feb. 22.—The Allan str. Sicilian, with the Canadian mails, arrived at 8 o'clock this morning from Liverpool.