

THE DEATH OF A GREAT CANADIAN.

E. B. Eddy, Famous Manufacturer, Died on Saturday.

Match King at the End of a Long and Successful Life—A Sketch of His Career.

OTTAWA, Feb. 11.—One of Canada's industrial kings passed to his reward yesterday in the person of E. B. Eddy, the well known Hull manufacturer. Few men have stamped their impress on the industrial life of this section of the country to a greater degree than the late Mr. Eddy. The paper, matches of wooden ware which he manufactured found a market all over the world. Your correspondent recalls a visit of a party of foreign newspaper men to the Eddy mills and their noted astonishment to see the run of the day being packed for shipment to Sydney, Australia, and Cape Town, South Africa, respectively.

The deceased was a native of Bristol, Vermont, where he was born on August 22nd, 1827. Having gained some experience in the making of matches he in 1856 came to Canada and located at Hull. To the match factory Mr. Eddy in time added a saw mill and later became one of the greatest lumber operators in the Ottawa valley. His paper and pulp business was established in 1892, with the splendid industry made from ground pulp. In 1900 the firm of which Mr. Eddy was the moving spirit received its hardest crack when every branch business except the sulphite mill was levelled to the ground by the great fire. It was a situation to appeal to the stoutest hearted. Mr. Eddy, then in his 71st year, was advised to submit to the inevitable and retire from business. Those who tendered the advice did not quite realize the indomitable spirit of the man.

"No," said he, "I will begin again. There are 3,000 or 4,000 people dependent on my works, and besides, I want a little bread and butter myself."

Within three months the match factory and woodware factories had been rebuilt and were in full operation, and in less than a year the paper mill were producing five times more than they had previously done.

Despite the cares of his great business enterprises, which he had suffered enormous losses which he had suffered from time to time by fire, necessitating renewed application and energy, Mr. Eddy realized fully his duty as a citizen, and as an ardent supporter of the law, and for one term in the Quebec legislature, and was mayor of Hull for several years. He was a member of the Masonic fraternity, holding the rank of district deputy grand master. He was also a warm supporter of the Protestant hospital in this city, and three years ago, when in his capacity of president of the board of directors, succeeded in wiping out a debt of \$30,000 owing by that institution.

The late Mr. Eddy was twice married, his first wife, who was a Miss Arnold, dying in 1892. She bore him one daughter, a widow, formerly Miss Jennie Sheriff, is a daughter of the late John Sheriff of Chatham, N. B. His only grandson is at school at Rousesay, N. B. The remains will find their last resting place in the Green Mountain state on Tuesday.

John R. Booth, his friend and neighbor for half a century, hearing that Mr. Eddy had expressed a wish to be buried at Bristol, Vt., immediately placed his private car open to the service of the bereaved widow and Mr. Eddy's business associates, a gracious compliment which is fully appreciated.

Mr. Eddy was not then in the best of health, and, speaking to the Sun, said he did not expect to be down this way many more times.

"I'm getting to be an old man," said he, "much older than I care to think about, and I would not be surprised at any time to be called on to go. I haven't done much work for the past year. The mills run themselves, and you see I'm only a figurehead now, but years ago I had to move about some. But I don't do it now. I'm growing old, though I feel active enough yet, but I get tired easily."

HEARTY WELCOME

TO MRS. GIBSON

St. John Bride Warmly Received by

Congregation at Glassville.

The Presbyterian manse, Glassville, presented a gay appearance on the evening of the 8th instant, it being the occasion of the gathering of the congregation to welcome home their pastor, Rev. L. B. Gibson, and his bride, Mrs. Louise Henderson of St. John.

On the 10th inst. a delegation of the church and stated the object of the gathering. P. B. Miles, in a witty and pleasing address, expressed the pleasure with which the congregation welcomed Mrs. Gibson to their midst, and on behalf of the congregation presented them with a beautiful silver service of seven pieces, with the monogram of the bride and the tray bearing the following inscription: "Congregational Greetings—Presented to Rev. L. B. Gibson and wife, with best wishes, Feb. 7th, 1906."

Mr. Gibson thanked the company for the beautiful gift and hearty welcome. Refreshments were served and after singing a hymn the company dispersed, leaving behind many wishes for a long and happy life for Mr. and Mrs. Gibson.

PRESIDENT OF SEMINARY

BOSTON, Feb. 8.—It was announced today that Rev. Francis F. Harvey had been appointed president of the Boston archdiocese of the Roman Catholic Church. Father Harvey is a native of New Haven, Conn. Rev. Daniel Maher was recently obliged to relinquish the presidency because of ill health.

GREATEST FIGHTING MACHINE AFLOAT

Monster Battleship Dreadnought Launched Saturday by King Edward—Her Guns Will Have a Range of 25 Miles.

PORTSMOUTH, Eng., Feb. 10.—The monster battleship Dreadnought, which when finished will have cost \$7,500,000, was launched here today by King Edward.

The ceremony was the most simple possible, his majesty having vetoed all decorations and pageantry on account of the death of his father-in-law, King Christiania. There was a moment of suspense after the king touched the electric button removing the last block, as the huge ship hesitated and appeared to be reluctant to take the water. But, ultimately she glided down the ways in safety. Among the occupants of the royal stand were the foreign attaches, the admiralty officials and a few privileged persons.

The launch of the Dreadnought, the largest and most powerful battleship of the world's navies, marks the first step in what the British admiralty claim as the greatest achievement in naval construction. On October, 1905, only a few days over four months ago, work was commenced at Portsmouth on the vessel, the first of what is to be known as the Dreadnought class.

The promise was made then that she would be launched within six months. The admiralty has more than made good their boast and Britishers have another cause for pride in their navy. In another twelve months, all going well, the Dreadnought will be commissioned in cost but the chief reason is that the ship is to some extent an experiment and it is desired to give her a good trial before commencing construction on any more of her class. Great Britain it will be remembered was the only power having attaches or observers on Japanese ships during the Russo-Japanese war, while expert British constructors were given every opportunity of learning where the ships of Japan proved weak or strong as the case might be. These men were busy from start to finish of the war and immediately after the battle of the sea of Japan, came home with their data, which was submitted with suggestions, to a special commission on which sat not only the most experienced naval experts but the director of naval construction, Lord Kelvin, and a number of the leading private shipbuilders. The Dreadnought is the outcome of their deliberations, an embodiment of the lessons of the late war in the Far East, a ship apparently invulnerable, capable of an discharge of her guns of throwing with unparalleled force twice as much metal as any foreign man-of-war now afloat while her armour will render her immune from attacks by any enemy's guns, and some claim, even against torpedoes, fired at the usual battle range.

The details of the Dreadnought's construction remains a secret, so well has the admiralty guarded the plans. Efforts of naval attaches to gather information from their governments have been fruitless, no information is forthcoming, the answer to all enquiries being the candid one that Great Britain intends to maintain secrecy as to what her experts learned as a result of Japan's experience for one year and by rushing to completion the Dreadnought will gain more in a year if not more in naval construction over all other ships afloat. Usually when ships are built a board is placed at the head of the ship giving her name, displacement, principal dimensions, horsepower and speed.

In case of Dreadnought, not an item in the design is revealed, the board containing the ship's name, displacement, horsepower and speed, is not placed on the ship until it is launched. On October 2nd, 1905, when ready for sea the ship will displace 18,500 tons, but this is the least remarkable thing about her, for besides the ideas introduced, as a result of the Far Eastern war, Britain is placing on her new fighting machine the heaviest armament ever carried by a ship. In fact, British vessels have carried four 12 inch guns, throwing 350 pound shells. The Dreadnought will have ten of these weapons of a new type, with a muzzle energy of 49,688 as compared with the 33,522 of the guns carried in as recent battleships as the Majestic class, an increase in power of 50 per cent.

In a great sea fight the Dreadnought will be able to discharge every minute ten projectiles weighing 8,500 pounds with sufficient velocity to send them 25 miles or to penetrate the heaviest armour of the hardest armour with a range of about two miles. Unlike all British and foreign battleships, built in the past, the Dreadnought is the first to the fleet will carry no weapon smaller than the great twelve-inch piece except eighteen three-inch quick-firing for repelling attacks by torpedo craft. She will mount neither 8.2 inch, 7.5 inch nor 6 inch guns, she will be the biggest and most powerful gun. The secrets which will be incorporated in the huge hull are still hidden, but it is known that they tend to economy as well as efficiency. The Dreadnought will cost ten per cent. per ton less than recent battleships British built, although she will represent the last word in all details of her construction. In another respect the Dreadnought will

be unique, she will be the first battleship in the world to be driven by turbines. These engines will supply the power for four propellers, two more than any previously built British battleship which should make her the fastest ship of her class afloat. Another advantage of the turbines shown by performances of the Germania, is that the gunners will have a steadier deck from which to handle the guns.

The guns, armor, machinery, boilers, etc., are ready to be placed in the Dreadnought, so there should be no difficulty in having her ready for sea in twelve months, when she will join the Atlantic fleet, based on Gibraltar, thus being placed midway between the channel and Mediterranean seas. As trouble threatens on the one side or the other, the ships with the greatest use in the time of war, no matter who the enemy might be. Writing of this fleet as it will be when the Dreadnought joins, a naval expert says: "Nothing as devastating as this concentrated destruction has ever been conceived of in the brain of man. It is impossible to picture the result of one minute's well-directed fire at an enemy's ships, and when one minute is followed by others, the effect would be too terrible for words, presuming the gunners get the range and fire as at target practice. To this length has the contest for sea power gone, and this is not the end, for the time is not far distant when the British ensign will fly over the masts of Dreadnoughts, vessels costing a million and a half sterling or more, each with ten or twelve 12-inch guns, which will engage an antagonist when three or four miles distant, and will pour in a succession of shells each weighing 85 pounds carrying wholesale destruction in their wake."

MURDER ON TRAIN FROM ST. JOHN.

St. John Man Had a Narrow Escape.

Italian Passenger on Boston Express Shot Dead By Escaping Burglars on Saturday

EXETER, N. H., Feb. 10.—Two burglars blew open a safe in the Luddy & Currier shoe factory at Dover, N. H., early today and escaped from that town by boarding an express train, and shot and killed a frightened and offending Italian when attempting to arrest them was made by the conductor of the train, when they reached Rockingham Junction. They had secured only \$15 from the shoe factory, when they were seen by Dover officers when they ran for the train. A request to arrest them was wired to Rockingham Junction, where the train stopped next. As the conductor attempted to do so, the Italian started from the car, either from fright or to secure help, whereupon one of the robbers fired five revolver shots at him, all of which took effect, killing him almost instantly. In the confusion which followed the shooting the two men jumped from the car and disappeared in the woods. When the train reached here, the man whose identity is not known, and Portsmouth to search for the conductor for them. One of the men, Joseph Gouin, was afterwards captured.

EXETER, N. H., Feb. 11.—Twenty-four hours of questioning and patient investigation have failed to disclose the name of the companion of Joseph Gouin, who was arrested yesterday by a posse of deputy sheriffs and citizens about four miles from the place where Gouin surrendered to the authorities. The man whose identity is not known, is believed to be a French Canadian, like Gouin, and both he and Gouin were sought by the officers in connection with a robbery at Dover, N. H., followed a few hours later by the murder of an Italian on the "Sunrise" express, bound from St. John, N. B., for Boston over the Boston & Maine tracks, at Rockingham Junction, N. H. The unknown suspect is the man who, according to the statement of the conductor of the express train, is believed to have killed Giuseppe Giampa, the Italian. He has refused obstinately to tell his name. Gouin has not thrown any light upon the matter, and the investigations of the officers since the arrests have not led to any clue to his identity. It was thought for a time that his name might be Dick Spring, but this was later shown to be impossible. Giampa, it was said today, lived at 97 Endicott street, Boston.

Among the passengers on the train at the time was Thomas F. Drummie, of 409 Haymarket square, who was en route to New York in the interests of

CANADIAN NEWS

People Danced While the Ceiling Fell.

Husband and Wife Burned to Death—Fire at Bathurst—C. P. R. Gives a Big Contract.

MONTREAL, Feb. 10.—The bursting of a boiler connected with the heating apparatus in Standard block, on St. Catherine street west, early this morning, partially wrecked the building, a large stone front five story structure, between Drummond and Mountain streets. King's Hall, where balls and other social functions are held, is located in the block, and at the time of the explosion a ball given by the 13th Scottish Dragoons was in progress.

The dancers, to the number of about two hundred, remained remarkably cool, despite the crashing of glass and falling of plaster which followed the explosion. As the windows were all blown out and the heating apparatus went on strike, however, the ball had to stop, although some went on dancing for a short time after the crash, in a spirit of bravado. One lady, standing near a window, was slightly cut by glass, but outside of that there was no serious damage.

The damage to the building is considerable, a great deal of plaster having been dislodged, while the plate glass fronts of the branch post office, Eastern Township Bank, up town branch, and dry goods establishment were blown out.

OTTAWA, Ont., Feb. 10.—E. B. Eddy of Hull, lumberman, manufacturer of paper and matches, is dying. He cannot live many hours. Mr. Eddy was born in Bristol, Vermont, in 1827, and came to Hull in 1854, where he built up a business and a city. His name is a household word. He is 79 years old.

GLENBORG, Man., Feb. 10.—Mr. and Mrs. Schwedinger, living about ten miles north of Glenborg, were burned to death last Thursday night, and a young Englishman about eighteen years of age managed to get out with only his shirt on. Mrs. Schwedinger, with great presence of mind, threw her only child, about two years of age, out of the window, and was in the act of getting out herself when the floor gave way and she and her child went down to their awful death. Seeing that nothing could be done, the young Englishman, wrapping it in a horse blanket, placed the baby in the horse manure, while he rode nearly a mile without any clothing to his feet, the nearest neighbor. The young fellow is badly frozen, although his hands are burned.

MONTREAL, Feb. 10.—The Canadian Pacific Railway Co. have awarded the contract to the Dominion Steel Car Co., whose works are located here, for five hundred steel cars, to be completed this summer, at a cost approximately of three-quarters of a million dollars.

MONTREAL, Feb. 10.—The fire department was called out this morning for a fire in the house of R. F. Kinney, near St. Lawrence street. Slight damage was done.

BAURHURST STATION, N. B., Feb. 10.—The large general store of Joseph C. Cormier, Caraque, with entire stock, was totally destroyed by fire on Thursday night last. The fire was first discovered about 11.30 p. m. The loss will reach ten thousand dollars; insurance, five thousand dollars.

KINGSTON, Ont., Feb. 10.—Fire last night in Rockwood Asylum gutted the laundry, drying room and shops. The patients were not panicky, as the fire broke out from the main parts. Loss about ten thousand dollars.

MORMON APOSTLE NATIVE OF MONTGOMERY

Mrs. George McQuarrie, a Sister, Now Living in the Railway Town.

MONTGOMERY, Feb. 11.—Mariner Merrill, an apostle of the Mormon church, whose death was recently reported in the Associated Press despatches, was a native of Montgomery, and a sister, Mrs. George McQuarrie, lives in this city. Merrill had been married seven times and left seven wives and children, and maintained on separate estates. He left forty-seven sons and daughters, 140 grandchildren and a number of great grandchildren. He left Montgomery about 1840, and lived in the city of Salt Lake City, where he was a prominent citizen. He was a large fortune in Richmond and Salt Lake City. He last visited his home here some five years ago, when he was accompanied by his daughter. Burial took place in Salt Lake City.

Scovill Bros.

In an interview at Boston Saturday morning he said when he heard the shots he ran from the first class car to the smoker and as he opened the door he saw a man with a revolver in his hand. The man then rushed past and jumping from the train took to the woods. Mr. Drummie gives a good description of the man and of the shooting.

Prof. Short Suggests a Canadian Forestry Policy

Would Set Apart a Large Reserve For Experiment Purposes and Establish a School in Connection With It.

The recent forestry convention, conducted as a means of informing and stimulating public opinion on this important subject, was unusually successful. Doubtless the many facts presented and the numerous suggestions offered will lead to valuable practical results.

In certain directions, however, there are among the most important, there appeared to be a considerable diversity of opinion among government officials, the representatives of railways, lumbering and pulp-wood interests, as to the best policy to be adopted for insuring a permanent supply of timber, and for the most economic management of the forest areas. Evidently, the lack of adequate and reliable information as to the actual resources of our forests, and the conditions under which they are maintained and reproduced, hence, one of the first practical moves to be made, on the part of the governments, dominion and provincial, who are the custodians of these great natural resources, must be to undertake a systematic and experimental study of the forest conditions of Canada.

In the course of an address before the convention, one of the shrewdest and most practical of Canadian lumbermen, Senator Edwards, threw out certain suggestions which indicated the possibility of combining such a practical investigation on the part of the government with the systematic training of students in the various branches of forestry. These and other suggestions of the convention have given shape to the following proposals as to a practical forestry policy.

A systematic scheme of forestry divides naturally into two branches. On the one hand there is the introduction of tree plantations for ornament, cat-sheer, wind-breaks and fuel; on the other, the comparatively treeless plains of the Northwest and other parts of the country, which have been more or less completely denuded of timber. This work can best be carried on, as a present under the direction of the Dominion and provincial experimental farms and the educational or other institutions connected with them. On the other hand, there is the problem of the preservation and administration of the existing forest areas, including the burnt districts, and those which have been comparatively exhausted by destructive lumbering operations, but which under careful management might be gradually restored. As Senator Edwards pointed out, the various practical details and experiments connected with a thorough investigation of these matters can only be carried out in actual forest areas. This is indeed the principle already recognized in the location of experimental farms and agricultural colleges.

It is surely advisable, therefore, that the provincial government of Ontario, if not of the other provinces as well, should set apart a suitable timber reserve for the purpose of such experiments and experimental operations, with a view to obtaining accurate data for the future guidance of both the government and the lumbermen. From the results thus obtained we should expect reliable information as to the most effective methods for securing a perpetual supply of timber through the cutting of a regular annual or other periodic harvest, the most efficient and economic disposal of brush and other waste timber, the most effective means for preserving and assisting the natural recuperative power of the various economic woods which make up our forests, as also regarding the relative values of the different kinds of timber or other products, and the areas best adapted to the production of the most valuable species. From the data thus collected the government would be in a position to determine with

increasing accuracy, the value to the country of the normal annual crop which might be expected from the chief commercial woods, and hence what regular revenue the government might legitimately derive from its forests; also what conditions should be imposed upon those who are to be granted the privilege of cutting timber for the future, or for those now having timber limits under lease who may be required or induced to accept.

In connection with such a government forestry reserve, sufficiently large and typical to afford the necessary range for continuous operation and experiment, the educational side of forestry should obviously be undertaken. On such a reserve a government school of forestry should be established, and the work and the assistance of the students. They would be employed in making practical surveys of the standing timber per acre, in measuring and determining its annual increase, in marking the trees to be cut, and in acquiring a practical knowledge of all departments of lumbering operations, including the disposal of the brush, and the taking of other precautions against destructive fires. They would be specially engaged in experiments connected with the reproductive and reforesting capacity of the various trees, and in seeking a practical solution of the various problems connected with the department of forestry. It should require little argument to prove that only at such an institution, located on an actual timber reserve, can forestry as such be adequately taught. The preparation for such a course, however, in the lines of mathematics, chemistry, physics, mechanics, geology, vegetable and animal biology, surveying, economics, etc., can best be supplied at one or other of the adequately equipped universities or schools of applied science throughout the country. Students from these institutions, after passing an approved examination on the preliminary studies deemed necessary, could enter upon a specific course in forestry at the central government school. On a reserve of sufficient area for the various purposes to be served, such an institution could be practically self-supporting.

Details of the plan here outlined, sufficient at any rate to bring it into practical operation, could be readily determined by a committee or commission representative of the government or governments interested, the lumbering and pulp wood interests, and the educational institutions. It would not be necessary to begin operations on a very large scale, for, under competent management, experience would indicate the natural development and coordination of the various branches of the work.

The recent forestry convention has brought home to the people, in a striking manner, the fact that it is high time for some rational and specific movement to be made in the direction of furnishing the most ample and accurate data possible on the subject of forestry in all its interests, public and private. It is quite obvious that the initiative must be taken by the government, alike for its own information, and for that of the lumbermen and the general public. Few portions of North America have now the facilities of Ontario or Quebec for establishing, with in reasonable distance of the great centres of population, a thoroughly adequate experimental and educational reserve. It is natural to expect that Ontario in this matter should take the lead, and if a comprehensive plan is intelligently carried out, there is every reason to expect that we shall have before long the leading institution of its kind on this continent.

ADAM SHORT, Queen's University, Feb. 1st, 1906.

GEORGE MORROW, PROMINENT CITIZEN OF HALIFAX, DEAD.

HALIFAX, N. S., Feb. 11.—Geoffrey Morrow, a prominent citizen, and a member of the wholesale hardware house of Stairs, Son & Morrow, died at his residence here today after a prolonged illness. He was very energetic in business circles and a lover of good sports, being one of the best amateur jockeys in the city. He served one term as an alderman in the city council. He was 51 years of age, and is survived by a widow, two sons and two daughters. His death recalls a memorable turf event in this city, years ago, it being a match race between Golden Maxim, a St. John horse, and Electrician of Halifax. The horses, which were evenly matched, were ridden at the start, and Electrician, rode by Morrow, got away before he could be pulled up, then came to the tape, and won out in a driving finish.

"Then I was advised to try Postum Food Coffee. It has completely renovated and made over my whole system. The salutary effect on my poor stomach was simply marvelous, and that straightened out the headaches, nervousness and other troubles soon vanished. For more than a year I have not felt any distress or pain, such as I once thought would kill me."

"I can truthfully say that Postum has brought me the blessing of the perfect health I enjoy, for I gave up medicines when I began its use." Name given by Postum Co., Battle Creek, Mich.

There's a reason. Read the little book "The Road to Wellville," in pigs.

MONCTON BOY IN SHARP CONTEST

MONCTON, Feb. 11.—Gordon Rand, a former Moncton boy, now on the British battleship Dreadnought, was recently engaged in a sharp contest with the coast of Demerara. A detachment was sent ashore to quell a disturbance. The Moncton boy was not wounded but thirteen natives were killed and a couple of the Diamond's sailors wounded.

ed.

EARN CASH

In Your Leisure Time

If you could start at once in a business which would add a good round sum to your present earnings—WITHOUT INVESTING A DOLLAR—wouldn't you do it?

Well, we are willing to start you in a profitable business and we don't ask you to put up any kind of capital. Our proposition is this: We will ship you the Chatham Incubator and Brooder, freight prepaid, and

You Pay No Cash Until After 1906 Harvest.

Poultry raising pays. People who tell you that there is no money in raising chicks may have tried to make money in the business by using setting hens as hatchers, and they setting hens as hatchers, and they might as well have tried to catch a gold mine in the cabbage patch. The business of a hen is to lay eggs. As a hatcher and brooder she is outclassed. That's the business of the Chatham Incubator and Brooder, and they do it perfectly and successfully. The poultry business, properly conducted, pays far better than any other business for the amount of time and money invested.

Thousands of poultry-raisers—men and women all over Canada and the United States—have proved to their satisfaction that it is profitable to raise chicks with the

CHATHAM INCUBATOR AND BROODER.

"You're the first incubator I have used, and I wish to say I had 22 chicks out of 22 eggs. This was my first try. I had never before. I am well pleased with my incubator, and I should have a No. 3 Chatham Incubator and Brooder. You pay me \$10.00, and I will send you a No. 3 Chatham Incubator and Brooder."

"The incubator you furnished me works splendidly well. It is easy to operate, and only needs about 10 minutes of attention every day. I have 22 chicks out of 22 eggs. I am well pleased with my incubator, and I should have a No. 3 Chatham Incubator and Brooder."

The Chatham Incubator and Brooder is honestly constructed. There is no flimsy about it. Every inch of material is thoroughly tested, the machine is built on right principles, the insulation is perfect, thermometer reliable, and the workmanship the best.

The Chatham Incubator and Brooder is simple as well as scientific in construction—a woman or girl can operate the machine in their leisure moments.

You pay us no cash until after 1906 harvest. Send us your name and address on a post card to-day.

We can supply you quickly from our direct factory warehouses at Chatham, N. B., or from our branch offices at St. John, N. B., or from our branch offices at Chatham, N. B.

The Manson Campbell Co., Limited Dept. 14, CHATHAM, CANADA. Factories at CHATHAM, ONT., and DETROIT.

Let us quote you prices on a good Fanning Mill or good Farm Scale.

MANY STEAMERS ARRIVE IN HALIFAX

Ailan Liner Preterian Landed 377 Passengers—Had a Rough Passage.

HALIFAX, N. S., Feb. 11.—Within the past 24 hours ten steamers, with an aggregate tonnage of 18,151 tons, arrived at this port, five of which docked at the deep water station terminus piers and various officials there had a busy day.

The Dominion liner Dominion, from Liverpool, landed 172 passengers, after which she proceeded to Portland. The steamer had a fair winter passage.

The British mail steamer Pretorian, from Liverpool, landed 377 passengers this afternoon. She met heavy weather after leaving Moville, but came through without damage. On Feb. 7 a child named Mansfield, aged one year and ten months, died from convulsions, and the little body was buried at sea. The steamer has 50 tons of cargo to discharge here, after which it will proceed to St. John, having 1,400 tons of cargo to land at that port.

Among the other arrivals was the Dominion liner Albatross, from Portland, N. F. The Balmorhea from Port Morien, Grane from Liverpool, Senlac from shore ports and Arammore from Boston were the other arrivals.

MONCTON NEWS.

MONCTON, N. B., Feb. 11.—Alonso Jones, an employee of the I. C. R. turning shop, who has resigned his position here to go to Winnipeg, was remembered on Saturday afternoon by his fellow employees, who presented him with an address and briar pipe. The English mail special from Rimouski. A train of immigrants will follow tonight, going via St. John.