

PROVINCIAL NEWS

MAUGERVILLE, Sunbury Co., Nov. 10.—Thomas Robinson, of Lower St. Mary's, while out on a boat, was killed by a fall while in the act of going down into his cellar.

Rafting at the Mitchell boom was completed this week. A raft of two remains to be towed down river. There is a lot of loose logs on the shores below the boom, previously rafted, that will be towed down in booms, if the river remains open long enough.

The grift heeler here on election day resorted to the most unblushing acts, even to acts of personation, abetted by a recent candidate for local honors, while the "nominees" were conspicuous for their considerations.

Dr. Philip Cox of Chatham came home to vote and returned the following day.

William Foster, who was working in Ottawa, came home to take a hand in the election. The "workers" pay list must have been large for this parish, and yet they failed.

D. W. Hoegs & Co. are securing success in the election of the corn crop, at somewhat higher rates.

Miss M. L. Sheahan, a very estimable young lady of Onomoto, died of typhoid fever this week, aged 19. Her early demise is much regretted by a large circle of sorrowing friends.

HAVELOCK, Nov. 10.—On Wednesday evening a huge bonfire was lighted by the young conservatives of Havelock in honor of the election of Mr. Fowler, the conservative candidate. A number of elections took place, but the shining lights in the temperance cause, who have been heard to affirm publicly their determination to go back on the government if they refused to pass a prohibitory law, were the first to cast their votes with the Licensed Victuallers' Association.

FREDERICTON, Nov. 13.—The annual meeting of the St. Andrew's Society was held last evening. The following officers were elected: J. F. McMurray, president; James R. Howie, 1st vice; J. A. Edwards, 2nd vice; D. McKay, chaplain; Jas. Tennant, treasurer; O. S. Crockett, secretary; Wm. Minto, marshal; George W. Ross and Daniel Hascock, pipers. It was decided to celebrate St. Andrew's day by a dinner at the Queen Hotel.

St. John has been added to the list of flag stations. The Union Jack will be flown over Fort Howe on Sundays and holidays, and the royal standard on royal anniversaries, such as the Queen's birthday, 20th June, etc.

The adjourned sitting of the Michaeles term of the supreme court was held this morning, the chief justice being absent.

The following common motions were made: Provincial Chemical Fertilizer Co., defendants, appellants, v. Albert E. Belyea, plaintiff respondent—Dr. Alward, Q. C., moved for leave to have this cause entered on the appeal paper of this term; leave granted.

The Queen v. Jas. McQueen et al., ex parte Alfred E. Holstead—Mr. Phinney, Q. C., moved for a rule nisi to quash a conviction for selling liquor on the grounds, first, that the summons was not served by a constable; second, the summons was served by an informant; rule nisi to quash granted.

The Queen v. Jane Hay, ex parte Wm. Wallace—Mr. Chandler, Q. C., asked for leave to enter this case on the crown paper; Mr. Teed, contra, consented, and leave was granted.

The same v. the same, ex parte Albert Harvey—The like.

Ex parte William J. Kelly—Mr. Barry moved for rule nisi for a mandamus against the county councillors of the municipality of Carleton to compel them to examine into the circumstances and determine what amount shall be paid by the overseers of the poor for parish of Richmond to William J. Kelly in respect of relief given by him to Bessie Ryan, a pauper; rule nisi.

Dr. Alward, Q. C., moves that this case be entered on the special paper, Dr. Stockton to move to set aside an order of Mr. Justice Landry, Mr. White, Q. C.; by consent of parties.

Ex parte Albert J. Duffy—Mr. Chandler, Q. C., moves for rule nisi for a certiorari to remove a conviction for an assault made on Sept. 14th inst. in which Duffy was fined \$5 and costs; rule nisi.

Ex parte Clara J. Taber—Mr. Phinney, Q. C., moved for rule nisi for a certiorari to recover a conviction for selling liquor; no evidence of selling, and rule refused.

Gallagher v. Wilson, the younger—Mr. Curran, Q. C., moved for judgment quasi non suit; A. J. Gregory, contra.

FREDERICTON, Nov. 14.—The annual meeting of the Curling Club was held at the rink last evening. The financial condition of the club was discussed at considerable length, and officers for the ensuing year were elected as follows: President, Geo. Y. Dible; 1st vice-president, H. C. Rutledge; 2nd vice-president, R. F. Randolph; secretary, S. Dow Simmonds; treasurer, J. H. Hawthorn; chaplain, Rev. G. M. Campbell; committee of management, I. G. Loggie, W. H. Harrison, C. W. Hoegs, J. H. Hawthorn. Plans for the winter's sport were talked over, but definite arrangements will be made at the regular meeting in December. A committee was appointed to prepare an address to be presented to E. H. Allen, an ex-president of the club, and one of the best and most enthusiastic curlers in the province, who is shortly to remove to Moncton.

Fredericton is to have a new skating rink, which will be, in fact, the only indoor skating in the city. The rink devoted to skating in the city. Several gentlemen strong financially have taken hold of the project to put up a skating rink, and they have procured from the militia department the lease of a fine lot of land in rear of the post office. Plans have been prepared, and tenders for putting up the building are called for. It is hoped to open the new rink on New Year's night.

On Nov. 14th last year navigation closed here, and the river was frozen over from bank to bank. Today the river is as free from ice as in July, and the weather is mild and rainy.

At the crown land office at noon today two timber permits were disclosed of two miles berth on Cain's River, above Ten Mile Brook, was bid in by

William Russell at \$20.50 per mile. W. T. Whitehead, the applicant, got a ten-mile berth on Gounamity River, near the head of Little Forks, Green River, at the upset price of \$8 per mile. The Supreme court considers in the cause Gallagher v. Jarvis Wilson the younger.

This finished the common motions, and the crown paper was next taken up, the first case being the Queen v. James Masson ex parte Geo. Maxwell. Mr. Curran, Q. C., showed cause against a rule nisi for a certiorari to quash a conviction for keeping liquor for sale contrary to the liquor license act of 1896. Mr. Wallace, Q. C., supported the rule; court considers.

The next case was the Queen v. Cahill, ex parte Ward—Mr. Teed, Q. C., supported a rule nisi granted by Mr. Justice Hamilton to quash an order under the seamen's act; Mr. Bliss showed cause; rule absolute to quash order.

Chief Justice Tuck arrived here last evening and the full bench was present at the opening of the court this morning. The following cases were before the court today:

Ex parte Benjamin Boudreau—Mr. Phinney, Q. C., showed cause against a rule nisi for a quo warranto to show by what authority Denis D. Boudreau holds the office of constable in the parish of the parish of Shediac. Geo. W. Allen supported the rule. Court considers.

The Queen v. James Kay, ex parte William Wallace—Mr. Chandler, J. C., showed cause against an order nisi to quash a conviction for keeping liquor for sale contrary to Canada Temperance Act. Rule nisi was granted by Mr. Justice Landry. Mr. Teed, Q. C., supported the rule. Court considers.

The same v. the same, ex parte Albert Hennessy—The like on a rule for selling on July 5th. Court considers.

The Queen v. Patrick Albert Flavin—Mr. Mullin, Q. C., moved to quash a conviction in a crown case tried by Mr. Justice McLeod at the circuit court at St. John in July, 1900. Hon. Mr. McKeown supported conviction. Still before the court.

The Fredericton Boom company has finished rafting operations for the season. During the season just closed, they have floated 57,406 joints, containing 53 tons; 106,490 feet of hemlock, 4,181,830 feet of pine, 13,616,197 feet of cedar, 120,044,270 feet of spruce; a total of 138,132,900 feet. This is an increase of nearly 67,000,000 feet over the season of 1899, when the total quantity rafted was 81,750,000 feet.

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The yachtsmen of Fredericton closed a successful season by a dinner in the boating club house. The cups won by W. B. Ganong and Bert Atherton were presented amid great enthusiasm. Youngsters were laid for 30 and a most enjoyable evening was spent. The outlook for next season's yachting is particularly bright.

ST. STEPHEN, Nov. 13.—The remains of Thos. Toal, who died at Renfrew, Mass., arrived here at noon and were interred in the cemetery. He was a native of Oak Bay and removed to Massachusetts in October. He would have been 94 years of age in December next, and was ill but a few days and performed farm labor all summer and was in possession of all his faculties. He was kindly and upright, beloved and respected by all. Deceased possessed considerable property, which he divided among his relatives some weeks ago. He leaves three daughters and a number of grandchildren.

John McLean, representing P. Garneau, fils & Co. of Quebec, died at the Windsor hotel today, after a brief attack of pneumonia.

ST. ANDREWS, Nov. 12.—On Wednesday evening two young men, James Edward Conley and Albert Leeman, the latter a son of Enos Leeman of Lord's Cove, Deer Island, while on their return to Bonaboe, where they were engaged in fishing, from Deer Island, were upset out of their boat off Holt's Point, Bonaboe. Leeman was drowned. Conley clung to the boat, which was drifted ashore. Leeman was a quiet, industrious young man, aged about 23 years.

Gifford Fountain died on Thursday last very suddenly at his home in Charlotte Cove, Deer Island. He has just washed, preparatory to breakfast, and was standing combing his hair when he fell down and expired. He leaves a wife and family.

Last Friday afternoon, as Albert Shaw was stepping from a ladder of the bridge, which was resting against the projection of the roof of his house, the top end of the ladder broke off, causing him to fall. Fortunately in the descent, some thirty-six feet, he caught

the ladder two or three times, which broke the fall. No one saw the accident occur. Mr. Shaw succeeded in dragging himself into the house, where he had to lie without aid until his children returned from school. Mrs. Shaw being at her mother's. He fortunately escaped without breaking any bones or serious internal injury.

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The Baptist church at the Hill, which has been undergoing extensive repairs, will be re-dedicated on November 25th.

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Charles W. Cousin, the 15-year-old son of Wm. Milton, had his leg broken yesterday by her headlock.

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turn will take up residence at 51 City road.

KARS, Kings Co., Nov. 13.—On Thursday last at 6 p. m. Kara was the scene of a very pretty wedding, when Miss Sadie M. Morrell of Boston was united in marriage to Edward Murphy of Boston, both formerly of Kings Co., N. B. The ceremony was performed at the home of the bride's mother by the Rev. W. J. Gordon of Jamaica. The parlors were handsomely decorated with evergreens, vines and roses. Miss May L. Jenkins played the wedding march. The bride was prettily gowned in tawny, with white satin and lace trimmings, and was attended by Miss Sadie E. Lyons of Boston. The groom was supported by the bride's brother, Stephen C. Morrell. After the ceremony a reception was held, some 100 guests being present, including those from Boston, St. John, Norton, Springfield, Kingston and Wickham. The presents were many and costly, including silver, cut glass, linen, and a large amount of money. The groom presented the bride with a costly seal and thibet collar, and the bride with a silver bracelet.

Mr. and Mrs. Murphy will reside at 310 Codman street, Dorchester, Mass. The occasion was made more pleasant by the presence of two sons, John L. and Stephen C., who have been residing in Boston for some years past, thus making her family complete, with the exception of her eldest son, Amos W., who is absent at sea.

LOSS OF THE MONTICELLO.

An "Ex-Shipmaster" Asks Some Pertinent Questions—Do We Need a Sam Pilmoss in Canada?

To the Editor of the Halifax Herald:

Sir—The appalling disaster chronicled in your issue of today brings us face to face with death in perhaps the most terrible form. Friends who left home in the bloom of health and vigor brought back corpses so disfigured as to be scarcely recognizable. More than thirty houses saddened by the loss of their loved ones. The loss of the Monticello, which was in the midst of daylight, within eyesight of the people on shore, who were not for the noise of the wind and waves, would have heard the drowning cries of the poor victims of this most awful tragedy.

It seems to me that the time is opportune for us to look carefully and seriously around, and ask ourselves if the passenger steamers sailing on our coast are, in every sense of the word, seaworthy. Having been a passenger many times on the "old Monticello," when she ran from St. John to Digby, and having heard many expressions regarding the condition of her bottom from those who sailed on her daily, as well as from personal observation of her condition when undergoing repairs "on the mud" in St. John some years ago, I, for one, must express surprise that the old craft stood the weather so long.

It is stated in the Herald of today that the late pursuer on the steamer "H. J. Wainwright" was "There will be another Portland disaster some day," this, if true, would, it seems to me, show that this poor fellow knew that there was "something rotten in Denmark," and whether it was the hull of the vessel or some other part of her that he referred to, it is obvious that it was the duty of some important official, either inside or outside of the company, to know the same, and that the weakness, if any, should if possible be repaired or in dock? Every second person I have met since the disaster has said: "I never thought she would last as long as she did." I submit that where there is so much smoke there is some fire, and it behooves us as people to prevent as far as possible such a disaster again. While it cannot be pleasant to bring this matter too prominently before the faces of the sorrowing relatives of the victims of this terrible calamity, it does appear to me to be the duty of the press to see to it, as far as they can, that every safeguard is thrown around the travelling public. To the ordinary layman a steamer is safe if she looks nice, is well painted and clean, etc.; but it wants more than "paint and putty" to enable a vessel to weather a storm in the Bay of Fundy in the fall of the year. Are all the steamers trading on our coast today

PERFECTLY SAFE?

Are their hulls and machinery examined regularly, and how often? What does the examination consist of, and how much time does it take? Are the vessels afloat or in dock when the examination is made? These are pertinent questions which few of the people whose business compels them to travel would like to know.

Speaking from experience, I know that a great number of the so-called life-belts found on the steamers of the day would be better termed death-belts, because if they were not mis-called, some of us would carry swimming collars in our valises.

As a rule these so-called life-belts are made of cork, covered with linen or cotton; placed in, under or over the different berths of a steamer, left there until they get damp and mouldy, and the covering becomes rotten, and they would literally fall to pieces if used in a hurry, or the fastening would

not stand the pressure incidental to quick motion.

If it can be assumed that the Monticello was perfectly seaworthy, there is ONLY ONE CAUSE

that I can attribute her sudden foundering to, viz., improper stowage of cargo. The Herald states that she "broke in two and foundered." Was there too much weight (of cargo) in one part of the ship, I submit that there is at times much laxity in stowing cargo when the voyage is likely to be of short duration. "Oh, we are only going over the bay, down the river," etc., is frequently heard; and of course all is well that ends well.

I can remember when the life-boats (7) on certain vessels were brought into use as junk shops, boys' lockers, pig pens, hen coops, etc., in fact they were used for everything but their proper employment, as that would be too remote to think of. They were placed in such a position as would entail a half day's work to launch them, and if launched would speedily fall to pieces. Suddenly Sam Pilmoss (all honor be to his name) arose in righteous indignation and caused a revolution in such methods, and as a result they have today in England certain regulations which compel every vessel, whether passenger or freight, to carry an up-to-date life-boat, fully equipped in case of emergency, and the time taken in launching is reduced to a minimum.

Do we need a Sam Pilmoss in Canada? EX-SHIPMASTER.

SACKVILLE NEWS.

Rev. E. E. Daley announced at the close of his sermon in Main street Baptist church Sunday evening that he intended leaving Sackville to accept a call at Bridgewater, N. S. At a business meeting held last evening, Mr. Daley's resignation was regretfully accepted. He will leave about the first of December.

W. C. Sprague, D. D. S., who has been practicing his profession in Sackville for about four years, left last week for Vancouver, B. C., where he will probably locate. The doctor was very popular with the younger people of the town and their best wishes will follow him. Dr. Knapp, another Sackville dentist, has also left town, but has gone only as far as Dorchester. This leaves the field to Dr. Sangster and Dr. Hart.

DIVORCE WILL OPERATORS.