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SUN PRINTING COMPANY. ALFRED MARKHAM,

THE SEMIEWREKLY SUN

ST. JOHN, N. B., NOVEMBER 15, 1899

(From Daily Sun, Nov. 11.)

AT LADYSMITH. that Ladysmith was safe. Yet we cannot ignore the fact that General White, with less than 10,000 men, is surrounded by three times that number of Boers. Joubert knows that reinforcements will be on hand in a week or two, and that what he is to do must be done soon. If he cannot take Ladysmith with the present advantages, what can he hope to do

ereafter i We must suppose that the Boers are doing something else than loafing around the British camp. They have great guns and plenty of them at Pretoria. They have the best military advice and equipment that money can buy. Above all, they know that this will be the last good one that the war can afford. Nothing can be more certaip than that the Boers will, before another week passes, make a desper-ate effort to capture or destroy White's

Boers must have larger guns Transvaal than any in Ladysmith, but they probably have none equal to some that are left in the Powerful at Durham. If it were possible to get the Powerful's nine inch guns, or even her six-inch quick firing guns ashore at Durban and by rail beyond Colenso and if they could be worked on the field, Joubert might well despair. He must hurry, then, in any case, for help is coming.

Joubert were British and had British army, and if Ladysmith were, held by half his force of Boers, the question would be settled at once. The problem how to take Ladysmith would in that case be answered by the army going in on the double and taking it. But the Boers are not strong on asmarched straight up against a British

(From Daily Sun, Nov. 13.) PROGRESS OF THE WAR.

Though the newspapers are not able to give much information from South Africa there is little reason to doubt that hard fighting is going on all along the line. Down to a late hour las then heard from Ladysmith for more than a week. The official report from Estcourt shows that four days ago the Boers were continuing their fire or the position, but nothing could be learned as to the state of things in the British camp. Estcourt is on the line of railway from Durban, and the the communication is open. It is hard to understand why despatches from Estcourt are three days old before they reach the public. We know once mor from Kimberley, but the intelligence is so old as to increase the anxiety to know what has happened since. As the time approaches when the must either capture Ladysmith and Kimberley or give them up and go away they are drawing the cordon closer and making more determined advances. The movement into Cape Colony from the southern part of the Free State is taking the form of a determined advance in force. A loss of several British officers, including one of the two colonels engaged, is a seri-ous result from an action which is officially described as a sort of recon-

While the situation at Ladysmith and Kimberley is a grave cause of anxiety, it is more satisfactory to find that General Buller is massing his newly arrived forces at Durban. This is evidently with the view of relieving General White at the earliest moment Some 3,000 men must have been land ed last week from the army corps now arriving in Africa, and by tonight the number will probably be doubled. Durban as soon as they are signalled at Cape Town, it should be possible by the end of this week to have ready a Durban, Pietermaritzburg and points farther north 10,000 to 12,000 for the relief of Ladysmith. How long will b required to concentrate this force, with the proper artillery support, within striking distance of the beleaguered post? This is a question for experts and even they would need to know what Joubert proposed to do about it It is not to be assumed that the Boer will all wait at Ladysmith for the British to come up and engage then between two fires. They will prob ably give the relief force some bridge building and road repairing to do, and may compel them to fight their way step by step for the last fifty miles or

more of the journey. We would suppose that the troops would be pushed forward from Durban with much despatch. Such a movement might be less perilous than might at first thought be supposed. The first column would always have a strere and ever-increasing body of reserves behind it, and would be in less danger from the peculiar flank movement and unexpected attacks in which the Boers delight. Some danger must be faced, because it must be apparent that though General White will do his best, he cannot stay much longer at Ladysmith and face the larger guns

been getting into position. Even if a sufficient supply of ammunition is available for the guns of the Powerful, it is by no means certain that they are superior to the guns that the Boers have brought up since the beginning are superior to the guns have brought up since

SCOTT ACT CAMPAIGN IN WEST-

The Scott act campaign now in prog-ress in Westmorland has more than ocal significance. The repeal of the act in Brome leaves only one county in Quebec under prohibition. counties in Manitoba are the only other nunicipalities outside of the maritime provinces where the act is in opera-

Mr. Summerhayes, who is organizing an anti-Scott act campaign, comes from Toronto, and is understood to be engaged by an association interested in the liquor traffic. He arrives with the prestige of having won a victory in Brome, which has returned to license after thirty-four years of local prohi-bition, including fifteen years under the Scott act. There is no concealment of he intention to carry the campaign from county to county until, as the cromoters of the movement hope, the three provinces by the sea shall have restored the liquor trade to the legal

Mr. Summerhayes is a good organizer and is said to be an effective speaker. He takes the ground that the repeal of the Scott act and the adoption of a license law would be a reform movement, tending to lessen the amount of drunkenness. In his address at state, that the quantity of liquor con-sumed was larger under prohibition than it would be under a license law He made the same argument in ne, and is now able to advise the people of Westmorland to act as the people of Brome did on this informa-tion and instruction. This argument may go for what it is worth. We may which Mr. Summerhayes represents are not struggling to reduce the quantity liquor sold. The reform of I which even if there were no increase the chamber are supporters of humbug wholesale men and manufacturers and fraud. But the government must would gain financially by having the needs cause the house to be dissolved traffic placed on a legal basis. What before many months, and the people the people of Westmorland have to can do the rest. onsider is not the motives of the cam raigners, but the effect of the action they are themselves asked to take. It will not be enough for them to decide whether the immediate consequence of a repeal of the Scott act would be an increase of drunkenness and

disorder in the towns. They must judge whether in the country places and the towns as well the restoration of the sale of liquor to an authorized position will promote or retard the adwance of temperance sentiment, and whether it will add to or diminish the temptations that are before the young people. Some voters will not that the return of Westmorland license will make it more difficult other counties to retain their prohibitory law. Westmorland is regarded as the most assailable point in the array of prohibition constituencies, which include nearly the whole rural popu-Within the area in which the campaign for repeal may said to have begin (wenty-four counties and one city have dopted and yet retain the Scott ac while one other county has adopted prohibition by provincial local option law. While Mr. Summerhayes points to Ontario and Quebec to show that the

as a just matter of pride that more advanced ground in the direction of prohibition is taken in the east. In this province there is another matter to be considered that does not rise, in Nova Scotia. Premier Muray in welcoming the W. C. T. U. to Halifax the other day said that the government of that province did not derive one cent from the liquor traffic, and had not done so single confederation. That statement would have been true in New Brunswick four years ago. It is not true today. The province has not only taken over a arge part of the revenue from licenses but what is more to the present purpose, it has taken the control out of the hands of the people. Under the system which rrevailed before Mr. Blair's liquor bill was enacted no license could be issued except on the petition of a majority of the ratepayers in the neighborhood. This safeguard has been swept away, together with the control of county councils and the authority of the mayors. All that the applicant for license has now to do is apply to a board of commissioners who are appointed by the provircial government. The only local option left is one of parishes or wards, and this requires a ma-

jority of the ratepayers to declare hemselves against the sale of liquo in that particular locality. The burden has been shifted from the applicant to the dissentient citizens, and the position of the licensed dealers has been made more secure, provided he stands well with the commissioners and the power that appoints them. It will therefore be perceived that the repeal of the Scott act in this province would bring about a different state of things from that which existed before it was adopted and different from that which exists in Nova Scotia. In Nova Scotia, Colchester repealed the Scott act, not to establish license but to restore prohibition under the provincial statute. would be practically impossible in the

case of Westmorlaand. A PAIR OF MACHINES.

The election frauds reported from Pennsylvania are so much like the West Elgin crimes as to suggest the same machine. The personation of a returning officer, as a preliminary to stuffing the box with ballots of one kind and the withdrawal of other ballots, is the identical West Elgin trick. It is a coincidence that while one of the Pennsylvania operators seems to have fled to Canada. Mr. Bole, Mr. Sullivan and the other West Elgin rascals have crossed to the United States. It is also noticeable that Boie, Sullivan and Preston were, or are, government officials, and that the Pennsylvaria criminals are, or were, that the Boers are supposed to have state officials. The sudden journey of

each machine is an example of unre-stricted reciprocity as practised by the friends of Laurier, Hardy and Quay. An election is impending in Renfrew, and others are to take place in the United States. Perhaps machinists are "changing work."

NO NEED OF LORD MINTO. The Sons of Temperance in this prosubject of prohibition. They go directly to the foot of the throne. The

ectors who sign the petition address the governor general, setting forth that they have a grievance against his advisors. Their statement of the case against the government is admirably clear and terse, and appears to be moderate and accurate. It sets forth that the government introduced and parliament adopted a measure for ascertaining the will of the people on a certain question, and that having so ascertaining the will of the ascertained it, they refuse to act upon the information. The petitioners do not directly ask Lord Minto to dismiss his advisers or dissolve the house, but they ask him to redress the grievance and suggest that these methods are open to him. This petition will doubt-less be signed by many temperance men, who hold that Sir Wilfrid has departed from the principles of responthe petitioners seek to impose on the governor general. This dominion has had as much government by governor is good for it. If government by pleb-iscite is to be made a part of our constitutional system it will be necessary to devise some means by which gov-ernments and parliaments may be made to respect the verdict of such a popular vote. But parliamentary government knows nothing of plebin which are extra-constitutional devices The whole plebiscite affair was meant os assume that the interests to humbus the temperance people and has fulfilled its purpose. ernor general will neither dismiss advisors because they are guilty of which he proposes has other humbug and fraud, nor dissolve the objects. But it is fair to consider that house because the majority in the

SATURDAY'S TRAGEDY. The shocking tragedy which was enacted last Saturday on our coast within a few miles of St. John harbor is ch as it is not often the painful duty of the cress of this country to record. It is posseible that by the law of nations the event may be a matter for the courts of a foreign country. But the shipmaster whose life has been taken, if an alien in law, had his home in this place and was a valued and respected member of the community. The sympathy of the people will go ent to the hereaved family in their sorrow, made doubly bitter by the sudrible circumstances. Apart from these painful and startling incidents of the ternational aspects. It is apparently a matter of doubt whether the occurence took place within or beyond the erritorial jurisdiction of Canada. The mate and the steward appear to be of the opinion that the schooner was at of the tragedy, but of course neither could sneak definitely on the subject lower provinces are not in line with the rest of the Dominion in their mothods of dealing with the liquor traffic, there are many who regard it It may be a matter of some difficulty to determine whether the vessel was beyond the one marine league from the there which is required to locate the deed upon the high seas.

Our Ottawa correspondent reports hat the election has been postponed until after the session which is to begin about the end of January. This pinon must not be taken as final even if it has government sanction. In fact, the more government sanction it has change. The premier and his other rolleagues may yet conclude that the country has been sufficiently reconciled to Mr. Tarte to make an election pos sible. As for the date of the session we have known by three years' experience that the government is never ready until at least four weeks after

the date first fixed. In the course of a brilliant speech at St. Catherines, Ontario, on Wednesday, Mr. Foster predicted that within thirty days after the house met for next session a resolution would be dopted in favor of paying the Canadian Transvaal corps from the Canacian treasury. Mr. Tarte is of the opinion that this should not and will not be done. Now we shall see who is right. The Sun's opinion is that when Sir Charles Tupper makes his motion not even the premier will dare to vote against it.

It is sufficiently established by the message in reply which we print today, that a second Canadian corps was offered to the mother country, just as this paper said it would be. Now what kind of an idea would it be for the ministers who have made public the home government's message to them. to publish their message to the home

The provincial government has voted grant of \$1,000 to the Transvaal fund. The province might have been expected to give more than half as much as was voted by St. John city. But that is better than nothing.

AFTER A COLD DRIVE a teaspoon ful of Pain-Killer mixed with a glass of hot water and sugar will be found a better stimulant than whiskey Avoid substitutes, there is but one Pain-Killer, Perry Davis'. 25c. and 50c

Practical Following and alternating with instruction in methods and principles keeps our students always in anticipation of "What Comes Next," gives brightness and variety to our course of study, and provides that the best possible use is made of This is what enables us to complete our very full course of study in so short a time.

Send for caralogue

CAPTAIN BAIZLEY.

Story of the Tragedy on the Sch. J. B. Vandusen.

As Told to a Sun Reporter at Dipper Harbor by Mate Campbell and Seaman McIntyre.

The Version of the Sad Affair Given by Steward Showden - Other Particulars Return of the Sch. to St. John-The Body of Capt. Baizley Brought Back to This City-The Accused in Custody.

(From Monday's Daily Sun.) Shipping circles and the communit at large were startled Sunday morn ng when word reached this city from preaux that a sailor on the Ameri a schooner J. B. Vandusen, which left here Saturday afternoon, had mur-dered the captain, and for a time the story was hardly credited. Many reports were soon in circulation, som most sensational, but generally ranging from a simple murder story to a lesale mutiny, in which the crew were said to have run off with the schooner and were heading for the West Indies. While the facts, so far as known, are not as gruesome or sensational as some of the reports had them, they are horrible enough.

The first report to reach the city vas the following telegram, sent by the mate of the schooner to J. M. Dris-coll of the west side, one of the owners of the schooner: "PT. LEPREAUX, Nov. 11.-Row on boar

"PT. LEPREAUX, Nov. 11.—Row on board vandusan, off Musquash. Capt. Baisley stabbed by Seaman Maxwell. Afterwards falling overboard. Mate with one man took boat to rescue captain, who died on boat before reaching Dipper Harbor. Left steward and Maxwell on board. Last seen was sailing away from us in dark directly for land. I think vessel must be ashore between Dipper Harbor and Musquash. Whe will I do? Answer."

(8gd). A. T. CAMPBELL.

Mr. Driscoll informed the police at once of what had happened. The insurance underwriters also received several telegrams from Lepreaux, and bit by bit more particulars of the tragedy were cleaned.

The J. B. Vandusen, a schooner of

211 tons, sailed from this port Saturday afternoon in charge of Captain but his conduct on shore did not Geo. Baizley, with a cargo of long lum-please the captain, who let him go, ber and laths for New York. She went shipping A. T. Campbell in his stead. ber and laths for New York. She went short-handed, there being only four men on board beside the captain. Among these was a man named Maxwell, who had previously sailed in the schooner as mate. Maxwell, it is understood, was under the influence of liquer when he shipped, and it is supposed that in a fit of drunken rage he committed the deed. ... neble

among all interested as to the where-abouts of the schooner. About two o'clock word came from St. George that the schooner had reached Beaver Harbor and had come to an anchorage

Before this telegram was receive Chief Clark, in company with Sergt. Kilpatrick, had started to drive down. Detective Ring wired the chief at Musquash, telling him where the schooner was, and last night Cept Jenkins received a message from the Besver Harbor. In the meantime word has been sent to arrest Maxwell. The following telegram was received at this office last night from Point Lepreaux:

Lepresux:

"Mate Campbell of the three masted schooner J. B. Vandusen reached here at one o'clock this morning to report the trouble which took place on that vessel last eveling. His statement is as follows: We left St. John yesterday, and when six miles off Musquash light, Capt. Baisley called Seaman Maxwell on duty. Maxwell had been drinking, and after four hours sleer sobered up. The captain and he got into a row. The captain and he got into a row. The captain alled to the mate for help, as Maxwell was using his knife. The mate separated them, the captain going aft. Maxwell followed him, and shortly after there was a cry of captain overboard. The mate took one seaman, leaving the vessel in charge of the steward and guided by the call through the darkness for help, finally reached the captain and got him in the boat. He was unconscious and expired shortly afterwards. The vessel had then disappeared, and it is supposed had run-ashore east of. Dipper Harbor. The mate sculled the boat into Dipper Harbor, where the captain's body will remain until further instructions. Reports today state that the Vandusen reached Beaver Harbor at 10.34 last night, with the seaman and steward on board. Three extra men were placed on he until the owners arrive." until the owners arrive.

John L. C. Sherrard, the pilot who took the Vandusen out, when seen that night by a Sun reporter stated that Maxwell was under the influence of liquor when the schooner left her berth, out seemed rather good natured than otherwise, although he was bothering the captain to some extent, and once Capt. Balzley pushed him away making some remark that he did no hear. When he was leaving the schooner the captain told him he was going to run into Beaver Harbor and try and get an extra man; he also renarked that he was afraid Maxwell might try and make trouble. Mr. Sher rard was very much surprised when he heard of the occurrence, and said that Maxwell was one of the last men he thought would have used a knife.

It is not clear whether this offence was committed on the high seas or in British jurisdiction. If the event occurred more than a marine league from ow water mark, international law regards it as having taken place in the State to which the vessel belongs. The Vandusen sails under the United States flag, and the captain must have heen a subject of that country. then the captain received his injuries outside the three mile limit, the New Brunswick authorities have nothing more to do with the matter than to give such assistance to the cause of justice as the comity of nations requires. Should Maxwell be arrested in this country, he may be extradited if it is shown that there is a sufficient ground for putting him on trial. If, on the other hand, the crime, has taken place within a league of low water mark, on a foreign ship, our authorities would have the right to try the offender

BOTS

Did you ever know of a horse die of the bots? of course you have, hundreds of them, then why run the risk of losing yours in the same way. Be advised. Get a package of MANCHESTER'S TONIC POWDER, It will clear every bot and worm from his system, purify his blood. digest his food, and make him a new creature. These are straight facts. We are qualified VETERIN-ARY SURGEONS and know that

it is so. Ask your dealer for them, if he is out send 25cts. to I. W. Manchester & Co. St. John, N. B. for package. Do not let your dealer impose on you with an inferior powder. Ours are the only Horse Medicines put up for sale by VETERINARY SURGEONS in these provinces. Demand the Best. Take no other. Wholesale by T. B. Barker & Sons and S. McDiarmid. St. John, N. B.

J. W. Manchester, veterinary surg con has returned from Montreal. These wishing to consult aim inquire at Ha mm s stable. Union street, St. John

torial Waters Jurisdiction Act. If it men would scon get out, as the door ad occurred in the territorial waters could not stand the heavy kicking. of Great Britain or Ireland, proceedings could only be instituted on a cer- door flew open and Maxwell came out ificate from the secretary of state. edings "shall not be instituted in any

of Her Majesty's dominions out of the United Kingdom except with leave of anyone," said the sailor. the governor of the part of the deminion in which such proceedings are protificate that it is expedient that such proceedings shall be instituted." Previous to this enactment the He had hardly gotten him down be jurisdiction for criminal purposes did

not extend beyond low water mark. The Canadian criminal code naturally onforms with this imperial statute.

Captain George Baizley, the victin: of the tragedy, was a young man of good physique, and had the reputation, like the blade of a small new jacknife, f being one of the best ship masters that salled out of the port. He had a large circle of friends, and was particularly well known in the north end. where his family have resided for ome time. Capt. Baizley was about poles rested his feet on the vessel's 31 years of age, and leaves a widow and one child.

Alma Maxwell, the seaman who is and came here from Albert county a little over a year ago to work along shore. He shipped as mate with Captain Baizley, and made several trips and was looked upon as a good sailor, but was at times much given to drink. When the Vardusen come here to load Maxwell was Capt. Baizley's mate, Capt. Baizley experienced considerable difficulty in getting a crew, and at the last moment took Maxwell as an ordinary seaman. The latter had been living at John Travis' boarding house at the corner of North and Smyth streets while the schooner was in port, and the last seen of him there was early Saturday morning. It is stated the captain for discharging him, and it was with some surprise that those who knew him heard of his shipping

(From Tuesday's Daily Sun.) Sunday afternoon a Sun reporter started for Point Lepreaux, where it were. The storm, which had seemingly cleared in the early part of the afternoon, broke out with renewed violence later on. The roads were almost impassable, and the snow and hall blew

with blinding force across the road.

It took almost four hours to reach tions as to the route were received there, but no particulars could be found about the murder

The storm broke out again with renewed force shortly after six. Slow progress was made for the nine miles to Dipper Harbor. At a house in this place, the reporter

was informed that the mate was staying at John Clark's, somewhat farther down the road.

eaman McIntyre were found together, and they very readily gave their versions of the tragedy. They are as fol-

The three masted schooner J. B. Vandusen, loaded with deal and laths, left St. John harbor Saturday afternoon about 3 o'clock. On board were Capt. Geo. E. Baizley, whose home was in the north end, Mate Alder Campbell of Sackville; Frank Snowden, the cook, belonging to St. John, and Seamen Elmer Maxwell of St. John north and John McIntyre, living at the corner of Union and Charlotte streets. The schooner was, according to the men's account, one man short.

comewhat the worse for liquor and went to the cook's galley, where he At half-past five, while off Musquash Head, the captain, mate and the cook had supper, while McIntyre was at the wheel. When they had

Maxwell came aboard the vessel

finished, the mate released McIntyre, who then went to his supper. Returning, he again took the wheel while the mate started for his cabin to wash and put on some more clothes He was only lightly clad at the time.

as he had been working hard, On his way to his cabin he passed the cook's galley. Looking in he saw Maxwell stretched out and called out to him: "Well, old man, how are you feeling ?"

"Not too bad," answered Maxwell. but some one has stolen my rum." "How much did you have ?" inquired the mate.

"Four quarts of gin." "Well, I guess that's about enough," said the mate.

As they were talking, the captain passed by, and looking in, ordered Maxwell to get out of the galley. This the man refused to do. The captain then asked him to come forward and sign the articles. The man again re-fused to stir.

The captain evidently got angry at his stubbornness and grabbing a hold of him, took him to the forecastle and put him inside, tying the door as he did so.

McIntyre, who was at the wheel. under an act passed in 1878 by the Imperial parliament, known as the Terriand shouted out to the mate that the

He had hardly spoken before the and began angrily to abuse the cap-

"You can't beat me: you can't beat "Do you want more fight," said the

"Yes, I do." The two men grappled on the deckload and the captain threw the sailor. fore he shouted out to the mate:

"For God's sake, Campbell, here, he's got a knife." The mate rushed to the spot, pulled the sailor away, catching him by the two wrists. As he did so he noticed in one of Maxwell's hands what looked

After some talking he pacified they sallor and turned away, thinking that the affair was over.

The captain had walked aft to the mizzenmast and grasping the shear rail, his head being on a level with the

Maxwell went over to where the cap accused of the murder, is a man of tain was standing and began kicking nedium build, about 35 years of age, at him. Capt. Baizley called for help, saying at the same time that he was faint. Evidently showing that he had been stabbed during the first tussle, when he discovered that the sailor had a knife.

The mate fearing to be tackled by the enraged man without some weapon, ran forward to get a capstan

Seaman McIntyre, who was at the wheel, tells the rest of the story of the murder, in After Maxwell had kicked viciously, at the captain's head sev-"God damn you, I'll kill you."

At the same time he struck with his and at Baizley's side three or four times. Each time the captain was struck he groaned, then losing his hold with the cry of "My God, save Mointyre shouted to the mate, who ad gone forward, that the captain

him, he's no good anyhow." The mate rushed to the stern and jumped into the little boat, lowered it, shouting as he did so for Mcwas understood, the mate and one of Intyre to join him and for the cook to the seamen of J. R. Vandusen take the wheel and put it hard down, so that the vessel would come around to where the man was in the water When McIntyre had got into the boat they pulled it in the direction of the captain's shouts, or rather the mate sculled and McIntyre rowed, as there vas only one pair of thole pins in the

Following the direction of the shouts they worked the little craft to the man in the water. After about twenty minutes search they saw him, and pushing out an oar he grasped it quite firmly and was pulled into the boat.

When there, everything was done that could be done to revive, but while life was still in the body it was fast ebbing out, and in about a quarter of an hour he expired in McIntyre's arms, never having spoken a word after he was taken aboard.

A TERRBLE POSITION.

A lookout was made for the schooner, and she was seen standing in toward the coast and soon disappeared against the dark background. of the land. The two men in the boat were then

left in a terrible position. The storm, which shortly afterwards set in in fury, was then threatening. The men were thinly clad. The boat was partly unmanageable on account of the ab-sence of thole pins, and it contained the dead body of the captain, one of the evidences of the fearful tragedy.

The sea, which was rising fast, broke in on the boat every now and then, and the men used their boots as bailers. They were the only avail-

able things they had, and were insufficient for the task. It was somewhat after six o'clock when they left the schooner. The captain's watch stopped at twenty min-utes to seven. Darkness had set in, and with it the storm.

Hours of hard work followed and sometime before 10 o'clock the men sav. the lights of the houses at Lob-The surf and the ledges made land-

ing at this place impossible, so the toilsome work of bringing the boat around to another harbor was begun. Cold, wet and tired, they finally reached Dipper Harbor. McIntyre was acquainted with the people of this place, having fished off there for a number of years.

As soon as they landed they went to the house of John Murray. He came out to their assistance, and after waking up some of the neighbors, the three, along with Harry and Peter Devine, went down to the shore and tenderly carried the remains of the dead master to a fish house belonging to James O'Donnel, where it was laid

Kindly neighbors ministered to the comfort of the wearled men, the mate stopping at the home of John Clark, and Seaman McIntyre at John Murray's.

On enquiry the reporter found that Maxwell had sailed with Capt. Baizley before in his ship sailor, I his fear McInt formed not to running The est tele The W ricane, The ' in a li house up from The inform

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