ON NOVA SCOTIA COAST

The New Allan Line Steamer Castilian Comes to Grief.

She Was Bound From Portland to Halifax and Had Most Valuable Cargo Aboard.

The Passengers and Baggage Landed and Sent to Yarmouth-Vessel Struck the Rocks During a Thick Fog-Twenty-five Miles Out of Her Course -Poor Chance of Saving the Boat.

HALIFAX, N. S., March 22 .- The new Allan: liner Castillian, which is on her maiden voyage from Portland for Liverpool via Halifax, is reported ashare on Gaumett rook, on the western chest of Nova Scotia. She went ashore early this morning in a dense for. The horn could not be heard. see are said to have been deranged. Two compartments are full of water. The Castillian was launched about a month ago and is in command of Capitain Barrett, commo done of the Allen line. The steamer lies twelve miles from Gannett rock light.

HALIEAX, March 12.-Gannett rock dry ledge, where the magnificent new Allan Iner Castillan went ashore this morning, is twelve miles from Yarmouth light. The steamer had fifty passengers on board. Beside a large seneral cargo, she had four hundred cattle, four hundred sheep and other live stock. She struck shortly after four o'clock this morning in a dense log. The wind had been southwelst coming after the north wind that had prevailed made a strong at in the direction of the Bay of Fundy. It must have been strong indeed, for Captain Barrett's ship was fully Awenty-five miles off her cource. ptain and his officers are still and the steamer and it is imposalhle iq get a statement from him in ation Shipping men here, makexplan tor a current pr bably moving three miles an hour intead of the usual two miles, cannot account for him being so far out of his way. When the Castilian struck Gannet rock she should have been at least twenty-five miles from that centre of many dangers. Had he used the lead he must have found that the water was becoming shallow. Ledges abound in all directions near Gannett rock. Many of them were passed before the steamer reached the fatal SDOL. The captain of a steamer that left Boston about the same hour as the Castilian sailed from Portland changed his course a quarter of a point in order to allow for the heavy southwest wind and the currents, and when he was in the vicinity of Seal Island he found that he had to hauf off more still. No allowance of this kind seems to have been made by Captain Barrett or he would not have been so far as twenty-five miles out of his course. The compasses must have bem very much deranged to have made so great a difference, and it cannot be comprehended how it is that the lead did not reveal to him that he was in shallow water. The news of the disaster was brought to Yarmouth by Mr. Steward purser of the steamer, who left the Castillan an hour after she struck The weather was fine and there was no sea on. The first and second holds are full of water. There are six feet of water in the engine room, but the rest of the ship is dry. The steamer is hung to about the engine room, but abaft of that she is floating in five and a half fathoms of water. She is badly bulged up from the moon to the foremast. At present the chances are good for salvage of the cargo. Tugs were sent from Yarmouth immediately after the arrival of the purser with the news of the wreck. Three of these are standing by her and will remain all night. One tug brought in the fifty passengers that went on board at Portland. They all say that the best of discipline was maintained. The captain stated to them the condition of the ship, and everybody donned life preservers. These they kept on all the long day. It was dark when the rescue tugs reached the ship, but with the comparatively fine weather and the smooth sea the passengers left the stranded ship and boarded the tugs with but little difficulty, Captain Barrett, . three mates, the doctor, the steward and some of the crew remained on the

steamer, but they are perfectly safe, with three tugs seeping close by in case of need. The passengers' baggage was also brought into Yarmouth. which was reached at nine o'clock to nionr.

With the weather alone lies the chance of saving the Castilian. If the wind changes and any kind of a sen comes up she must speedily become a total loss. While at the present moment the possibility of saving the cargo is good, even with fine weather there is little hope that the steamer will be got off. Cargo is already being discharged into the tugs. The agents of the Allen line at Hallfax are despathoing steamers and wrecking apparatus from this port in the hope of doing something to save the noble ship and save her cargo. The dominion sovernment has been telegraphed to for permission to des-

patch the steamer Aberdeen. But this is all done only us a foctorn hope. Experienced shipping men say that the prospects are the poorest. The Castilian was launched a little more than a month ugo, built to order for the Allans in Belfast. She had a total tcapage of 8:200.

The passengers will leave Yarmouth tomorrow morning by rail for Halifar. During the forenoon today Lord Archibald Douglas, a returned Jesuit missionary, conducted an impressive service on the deck. A large number of sheep in the for-

hold were drow

line service between Liverpool and such as steering gear, etc., and with and Canada. These steamers are spethis object in view, and to avoid any deflections of the compass which cially designed to meet the modern requirements of the Canadian trade, might come from the influences of hull They are to combine with high speed and deck erections, the after mast great sarge (arryling capacity and the has been made of wood and to it a highest class of passenger accommo-dation. Although in speed these yescompass is attached, thus ensuring ne sels are not intended to come up to the shadow of suspicion. the fastest of the modern Atientio's greyhounds, they will rival them in the character of the passenger accommodation and the shorter mileage of the voyage to Canala will enable their passages, when measured by time, to compare favorably with those of the higher speeded vessels traversing longer routes. Her principal dimensions are: Length, 470 feet; weadth, 53 feet) inches, and depth moulded, 35 feet. She has been built under special survey of the British Corporation for their B S class. There are three complete steel decks, extending all fors and aft, and over the upper deck a permanent shelter deck is built with bridge above. The framing is on the deep frame system, with cellular double bottom, and the vesse! is divided by steel bulkheads into nine compartments, which is above the ordinary requirements, and to give the minimum of broken stowage in holds the pillars have to a large extent been dispensed with and girders under deck substituted. Every preparation has been made for the rapid handling of cargo, which can be worked simultaneously from each of the six hatches as well as through gangway doors in tween decks. Teo derricks with poerful steam winches are provided for this purpose, several of the derricks being suspended from craneposts.

SEMI-WEEKLY SUN, ST. JUHN, N. B., MARCH 15, 1899.

Part of the lower 'tween decks nsuffated, to form refrigerating champers for the carriage of perishable goods, and a chamber is specially set apart for consumable stores for the assengers' use during the voyage The first class passengers' accom detion is placed in the bridge house amidships, which is entirely fitted for their use. The dining saloon is at the forward end and across the vessel and the statemoons are arranged each side of the ship abast this. each side of the ship abaft this. A number of the rooms are fitted with two berths and several are fitted with our berths, but the majority are arranged for three passengers only, and all are fitted up in the most modern style. The dining saloon is of singularly beautiful design, is panelled in various shades of hardwood and upholstered in velvet, the chairs and other furniture being of hardwood to match the panelling, and is arranged to seat one hundred passengers.

The music room is over the dining aloon and is very handsomely finish ed and uphelstered, and is reached by a graceful staircase from the dining saloon. A commodious smoke mom t fitted up at the after end of the bridge and is amply supplied with tables sofas and lounges, to make it a comfontable place for the votaries of the weed. Adjacent to this is a barber's shop and bar. Special attention has een given to the lavatory accommo dation, and it is in the best style and includes hot, cold and spray baths. A separate companion house is fitted with stairway leading from state-

ACROSS THE BAY Joe. Edwards' Latest Joke ANNAPOLIS, March 10 .- The value of the exports for Annapolis for the

compass that is absolutely above

month of February amounted to \$23,-565, mostly lumber and fish. The imports footed up \$1.360. One hundred and thirty hogs of

Tameworth, Yorkshire and Berkshire breeds will be sold at auction at Middieton tomorrow. They were brought from Ontario by Geo. B. McGill, and arrived at Middleton on Wednesday last.

A movement is on foot to establish a salvage corps and fire police. Such an institution has been long needed. and it should bend to materially lesson the wanton destruction and thievery that takes place nearly every time a fire occurs

A new drug firm has been estab-lished in the town. William Cunning-ham and William W. Moody have ought out the stock of the estate of . B. Cunningham. Mr. Moody lately dispensed for Geo. K. Thomson & Co and is from Halifax. His place at Thomson & Co.'s has been filled by L D. Tremaine, also from Halifax. Geo. E. Corbett is making an addition to the bakery and stove wareroom building belonging to him. When simpleted he will have a building 0x82, three stories high. The ground four will contain two stores. The Clements laundry will occupy one part

of the building. There will be twenty rooms in the upper part of the buildng. It will be ready by May 1st. Pickels & Mills have purchased from Parrsboro people the three mased schooner Florence R. Hewson, 289 tons burthen; \$8,500 was the price paid. She will be used in the West India trade and will be commanded by Ler former master, Capt. Patter

This is "Joe" Edwards' latest: Why are the American troops that have re turned from the late war called sea-soned troops. He explains the reaon, because they were mustered in the United States, peppered in Cuba. and sauced by the insurgents.



Commissioner of Agriculture to Again Visit New Brunswick and Nova Scotla.

A disappointment awaited the peole of Nappan, N. S.; on the evening of the 17h inst. on account of the heavy storm. Prof. Robertson was delaye! on the s.s. Stanley, crossing rooms to promenade above. The secfrom Georgetown, P. E. I. He arond class passengers are located on rived at Pictou only Wedn afternoon, the steamer having been stuck in the ice from Tuesday. He told Mr. Hopkins he expected to visit Nova Scotia about the end of March. when he would be glad to attend a public meeting at Nappan.



Cordelia Viau and Sam Parslow Hanged at St. Scholastique, Quebec. The Woman Said to Have Admitted the

Crime-The Facts About the Murder.

ST. SCHOLASTIQUE, March 10.-At four minutes past eight o'clock this morning Cordelia Viau and Sam Parslow paid the penalty for their crime of murdering Isidore Poirier while helplessly sleeping in his house at St. Canut in the month of November, 1897.

Great numbers had arrived by the Thursday evening trains and these were early to see the execution. The admission to the jail yard was by ticket and fully 800 people were admitted to the enclosure. Parslow's brother and sister watched their brother's death from a window in the jail.

The ondemned prisoners have slept fairly good night. They slept for a little while, and then engaged in devotional exercises. At five o'clock low mass was celebrated in Cordelia Viau's cell. The service was conducted by ; Fathers Meloche and Collin, and was very impressive. The altar was in the cell of Cordelia Viau, and Parslow, escorted by five policemen, was seated in the corridor at her cell door, where he gould see the altar, but not his accomplice.

The condemned prisoner having slept little during the night, appeared calm at the service. There was present in Cordelia Viau's cell her father and sisters; Parslow's brother, George, also sat behind his brother in the corridor.

At six o'clock the service was con cluded and Parslow was taken back to his cell. The condemned prisoners then partook of some food and were each given a glass of brandy. The relatives were then admitted te take their last farewell. Parslow's brother George was very much affected. The crowd in te street had gradu-

ally been growing larger until as the hour appointed for the execution ar proached, the street in front of the jail was well nigh impassable. Those whe had tickets of admission

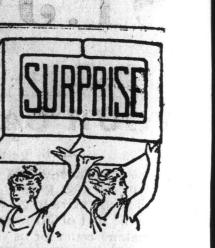
flocked into the yard, while those who had not, surrounded the prison. The procession started for the scaffold at 8 o'clock hsarp. Before it reached the jail yard an attempt was made to force the gate, but this was unsuccessful.

Several shots fired by those outside were answered by the police on guard to intimidate the mob. Radcliffe quickly pinioned the orimirals, and at four minutes after eight o'clock the trap fell. The necks of both were broken. The pulse of Parslow stopped in twelve minutes, but Cordelia Viau was pronounced deal in six and a half minutes. The bodies were cut down by Rad-

cliffe at half-past eight o'clock. Im-

mediately after the drop fell a dis-

graceful rush was made by the spec-



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roum had the appearance of a desperate struggie. The walls were bespattered with blocd, and footprists were visible in the blood on the floor, and altogether the scene was a sickening one. Suspicion immediately fell upon Poirier's wife and Sam Parslow, with whom the woman's relations had for some time proviously been notorious. ly intimate. They were arrested, and the woman was placed on trial in January, 1898. The evidence was largely circumstantial outside of that of Detective McCaskill, to whom the woman made a confersion when she was arrested. This evilence the court of appeal held to be inadmissible, and now trial was the result. The second trial was brought on in December lart, and the result, as at the first trial, was a verdict of guilty. second trial lasted eleven days. The trial of Parslow followed, with the sime result. Parsicw's defence WAS mainly that he was under the hypnotic influence of the woman. At the time of his arrest Parsicw also made confession to McCaskill, in which he stated the woman had helped commit the crime, but the woman's confeesion was that Parslow was the sole murderer. The general conclusion vas that they both had a hand in the deed. The evidence went to show that the woman, who was the organist of the Catholic church at St. Canut, had played the organ at the church in the mouning and assisted in the murder of her husband in the evening of Sunday, November 20, had then driven to her father's home and returned on Monday norping to find her husband's body. There was an insurance end to the

case. Poirier had in 1884 made a will by which he left all his possessions to his wife. He had a policy of \$2,000 on his life, and it was brought out at the trials that some rather peculiar letters had been sent to the agent of the insurance company by Mrs. Poirier regarding the money in case of the death of her husband. It is believed that one of the motives for the crime was the souring of the insurance moriey.

SERIOUS CALAIS FIRE.

ing of grain in the hold throw up the saloon deck.

PORTLAND, Me., March 12 .- The Castilian sailed from this port at 1 one hundred and fifty persons togeth. r. m. Saturday. The ship itself is valued at about \$700,000. and her cargo at over \$450,000. This is the most valuable cargo the Allans ever shipped from Portland. The orincipal items are:

Foreign-67 logs, 1,394 pkgs, chair stock, 1,315 pkgs, hams and bacon, 6,E96 bbls. apples, 700 cases canned gccds, 300 sacks flour, 163 sacks seed, 177 pkgs. machinery, 33 pkgs. furniture, 109 pkgs. leather, 9;929 pleces maple blocks, 55 organs, 88 splints, 1,733 pags, butter, 4,317 pags cheese, 10 plays. sundries, 306 head of cattle, 441 shaao, 18 horses. Domestiz-95,553 bush. wheat, 68,353 bush. corn, 1,964 pkgs. hams and ba-

ccn, 3,375 pkgs. 'ard, 2,190 sadks flour, 16 cattle. The following is a complete list of reseengers on the Castillan when she sailed from this cort: First cabin-Captain L. C. Arbuthnot. London: Gen A. Baynes, Monttieal: Mrs. Berisford, Montreal: Rev. Lord Archibald Pouglass, London: Frank Duckett, Fred Fowler, Miss M. tention has been given to arrange-J. Frith, Miss Hattie Gardiner, Mr. and Mrs. Samuel ilird, Montreal; Mr. Wm. Hendrie, jr., Miss C. M. Hend-

rie, Miss Maud Hendrie, Hamilton, Ont .: W. A. Johnston, Brockville, Ont : Rev D. W. Morcison and Mrs. Morrison, Ormstown, P. O.: Col. J. B. MacLean, Montreal: Robert Ness, Howick, P. Q.; H. Phillips, Captain J. J. Riley, J. J. Riley, Jr., Wm. Wylie, Montreal.

Second sabin-H. G Wilson, Montreal; Mr. Rutherford, Miss Bryce, Toronto; Wm. Sheppard, T. H. Burke, Victoria, B. C.: Mrs. E. T. Evans. Kingston, Ont.

Steerage-Vistor Witola, Winnipeg: Mrs. A. E. Mann, Mrs. Eliza Rice, Annie Chamberlain, Mr. and Mrs. Max Glender, Montreal: J Timmons, Winrip-g. Wm. Duncan, Victoria, B. C .: John Emanuel, Dulu'h: Robert Pat-terson, Chicago, Michael Bras, A. H. Malmesdal, Minneapolis; Otto B. Johnson, Chicago: Dora Christiansen, Port-

land; Mr. and Mrs. Wm. Gibson and two chillren, Jessie and Susie. The following is a list of the officers in charge of the Castillan; Captain, Lieut. R. Barrett, R. N. R.; chief off-

cer. D. McAffeer; nurser, John Stewart; surgeon, Dr. Neville; chief engineer Dariel Golan; steward, Edward Hurtnell; stewardess, Miss Ada Ames. The Glasgow derald thus speaks of the trial trip of the Castillan. The new Allan insesteamer Castilian, built by Workman, Clark & Co., Belfast, ran ver trials yesterday on the Firth of Clyde. A social train left St. Enoch station, conveying a company of ever a hundred ladies and gentlemon to Prince's nier where they mbarked on the Glasgow and Southestern steamer Chancellor and were transferred to the Castilian at the Tail of the Bank. The Castilian is the first of the three new passenger steamers now building for the Allan

main deck and have all moder conveniences. A large and comfortable smoke room is arranged with companion house on deck above, and the dining saloon is capable of fining

er. The lavatory accommodation has been well looked after and is fitted with baths, etc., having hot and cold supply. The steerage passengers are berthed on the main deck forward and are accommodated in stateroom having four to six berths each. Ther is a large companionway extending up to shelter deck, and sall the sanitary arrangements are of the most mod ern type. The crew are berthed under forecastle deck and the stewards and petty officers on main deck for ward, the officers and engineers being accommodated amidships. The ship is heated throughout by steam on a carefully arranged system. A powerful installation of electric light, with machinery in duplicate, including cargo lamps, is fitted throughout. All the auxiliary machinery is by

the best makers and includes steam capstan windlass, steam winches, warping capstan, and also direct-act ing steam steering engine in house aft and 'controlled from pilot house on bridge. In accordance with the usual practice of the Allan line, special atments for securing the accuracy of the compasses and to the provision of all the equipment required for safe navigation of Canadian waters. The Castillan may be expected to become a favorite steamer in the Canadian trade during the coming season The weather was comparatively

favorable for steam trials. A moderate southwesterly breeze was blowing and there were no big seas to contend against. The sun was shining in early part of the day, but in the afternoon a heavy misty rain came un channel. As a result of several runs over the measurel mile, the vessel obtainel a speed of about 151-2 knots. which was regarded as satisfactory. At the close of the trials the company dined in the handsome and spacious saloon.

The Portland Press of March 6th says The new Allan liner Castilian duly arrived here yesterday, reaching her dock at 10 a. m., and made a maiden trip which fully met the expectations of her builders and owners. She left Liverpool Thursday, February 23, and was at Halifax Friday last, accomplishing the run without a stop, something remarkable for an ocean Mner on her first passage across the Seas.

As she steamed into the harbor yes terday the Castilian presented a handsome appearance with her two raking nasts and large circular funnel, 14 feet in diameter, and so soon as she was docked she became an object re-viewed with great interest by a crowd of visitors, and justly so, for the Castilian is a fine specimen of an ocean steamer built on the latest and most improved plans. * * *

No pains have been spared to equip the Castilian with every appliance which will aid in correct navigation.

On the trip Prof. Robertson intende to take in the annual meeting of the Farmers' and Dairymen's association of New Brunswick at Fredericton He will afterwards visit the dairy school at Susser and also attend a meeting somewhere in Nova Scotia (probably at Truro) called by the Farmers' and Dairymen's association of Nova Scotia.

Prof. Robertson and Mr. Macain horticulturist of the Central Experimental farm, attended 12 meetings in P. E. I. On every occasion the halls were packed. Great interest and enm were shown. The P. E. Is. landers are going to take up the systematic selection of seed grain, the growth of apples and the fattening of chickens in the same unirit and manner in which they took up co-operative dairying.

John Smith, Windsor, N. S., Charles Nevins, St. John, and William Reid, David Russell and Henry Duffell, Montreal, are seeking incorporation at Ottawa as the Yukon Dredging and Prospecting company, with a capital of \$200,000. Other St. John and Montreal capitalists are interested in the company, which will be floated in England.

At Chubb's corner Saturday W. A Lockhart sold 100 shares of Gold King mining stock, par value \$1, at \$2.25 per share; a Bridge and Railway Construction 5 per cent. \$500 bond, 15 years to run, at 61-2 per cent, pre-mium; alsi \$2,000 city market 6 per cent. bonds, due 1915, at 27 3-4 per cent. premium. Abbey's Effervescent Salt Two sizes 25C 60CC This size is for This size is for trail. You will be convinced of its merits at once. of all druggists.

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scaffold, but to little effect. An inquest was held and the usual verdict returned. The body of Parslow was immediately taken to St. Canut for inter-

tators for the gallows.

ment. The government has also granted permission for the body of Cordelia Viau to be given to her friends. The crowd still hangs about the jail,

and show but slight signs of dispersing. The procession started at 8 o'clock. There was no unnecessary delay, and the execution was without a hitch.

Last night the village was packed with people; all the hotels were packed, and hundreds hustled around half the night looking for a place to sleep. Many were unable to find accomm dation of any kind. Strangers were falling over one another in the narrow and dimly lighted streets, but the greatest good humor prevailed. No listurbance occurred, and there was no attempt made at rescue.

On Wednesday Cordelia Viau asked her advocate to see, as a special favor, that a mass, accompanied musical service, be performed by the priests in the St. Scholastique church and that she be given permission to play the organ, and that Parslow sing, just as they did in the St. Camuet church before the crime. He promised to do his best, but of course sion was not granted. The prisoners made no formal con fession before death, but in the many talks which Cordelia Viau had with her spiritual adviser she substantially admitted the crime. She has maintained in these conversations that Parslow actually did the deed, while she held the knob of the door. She said that while Parslow went into the bedroom and struck the sleeping man,

who was lying on the bed, stupefied with sleep and liquor, she was looking on. The murder was planned to be done by one good blow upon the neck. To the horror of both this blow was not effective, and Poirier staggered to his feet. Parslow thereupon threw Jown the knife and re fused to proceed with his deadly work. The woman then taunted him with cowardice, saying: "Tou began the job, and you must finish it." Parslow thereupon completed his horrible task. The condemned woman, Mrs. Polrier, was always spoken of as Cordelia Viau. This was because under the Quecec law a married woman under indictment is always tried under her maiden name.

The crime for which Cordelia Viau (Mrs. Isidore Poirier) and Sam Parslow suffered the death penalty was a most horrible one. On the morning of November 21, 1897, the murdered body of Isidore Poirier, the husband of the Viau woman, was found cold in death on his bed, with his throat cut from ear to ear. The body was otherwise horribly mutilated, and the

The Firemen Had a Battle of Four Hours With the Flames.

They tore awaw the black cloth in their efforts to view the bodies. Father ST. STEPHEN, N. B., March 12 .-Meloche upbraided them from the From three until seven o'clock this morning the fire departments of St. Stephen and Calais battled with a stubborn fire in the three story brick block on the corner of Main and North streets, Calais. The fire apparently started in a small room at the back of the building, occupied by the Calais Cornet band. The band had been playing Saturday evening to advertise the opening of C. J. Lyford & Co.'s new store, and it is possible that the fire in their room had not been properly attended to on leaving. The building, which is occupied by stores, professional offices and photo studios, was damaged to the extent of about one thousand dollars. Mr. Pierson, photographer, lost practically his whole outfit, including

a matchine just purchased at a cost of one hundred and twenty-five dollars His insurance is light. Dr. Grant. dentist, is a heavy loser. Dr. Holland, physician, was also a loser. William Poole, restaurant keeper, is a heavy loser. By far the heaviest George Downes, successor to J. Wat-erman, clothing dealer. He carried a very large stock of clothing, hats and by gents' furnishings in the corner store, down stairs. The fire was mostly confined to the second and third floors but water and falling debris ruined all of his fine stock which was not carried out. In the darkness of a foggy night much that was carried to the street was stolen. His loss will amount to five thousand dollars. The amount of insurance carried by the different losers cannot be learned today, The block is owned by John

Prescott and other Calais capitalists. who are probably well insured. Mr. Downe's stock was also probably well covered by insurance. Pearson's loss is estimated at one thousand dollars; insurance five hundred.

WEDDING BELLS.

A very interesting event took place on Wednesday evening, March 1st, at the residence of Mr. and Mrs. Lewis Dunphy, Upper Blackville, in the marriage of their third daughter, Ella E., to F. J. Comeau of New Bandon. The ccremony was performed by the Rev. Mr. King. The oride looked elegant gowned in a travelling suit of blue. The bride was attended by her sister Jennie, who was abbired very becomingly for the occasion. The groom was supported by W. Bennett Collins of Stonehaven. The wedding party was confined to relatives and friends. Mr. Comeau presented his bride with an elegant pracelet, and the bridesmaid with a beautiful gold pen and holder. After the ceremony the bridal party repaired to the dining room, where a sumptuous repast awaited them. The happy couple left on the night express, amid a shower of rice and good wishes, on their wedding trip to Montreal. They will be at home to their friends after March 10th, at New Bandon, N. B.

the conclusion the expression corded at the po bition did not portion of the justify the intro ment of a prohi I have the hor Dear Mr. Sp Yours ye ST. JOHN The Crew of the Landed at GLOUCESTEI The schooner .I Wm. Gluett, of centia Bay, N. 1 ring, arrived th on board the hi British schr. F

> The crew wa nesday last, 120 of Thatcher's savs that at afternoon the der two-reefed gale blowing at sighted far to was also notic signal of distre was impossible known craft, b it was thought In the course o aid of a small sel was worke of the Preston. The vessel w and Cant. Clue boat had been sel waterlogge be taken off. A dory was Lyman Wildes who rowed the terous seas wh moment to en managed to re was so furious essary to and it was on

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