

STARTLING HONEYMOON PREDICAMENTS.

A HANDCUFFED BRIDEGROOM AND A BAREFOOTED BRIDE.

moon the possibility of finding himself in any kind of predicament rarely enters his head, and he is consequently all the more scared when circumstances conspire to land him in some awkward fix.

It was something more formidable than circumstances, however, that placed a Philadelphia young man in a very untasteful predicament on the brink of his honeymoon—to wit, 250 members of a well-known social club. The wedding, it seems, had proved the society event of the year; and the gay and festive club members determined that the honeymoon should not suffer in comparison.

To them, apparently, the bridegroom did not appear to have tied his hands sufficiently by taking a wife, so they must needs send him on his honeymoon in handcuffs. Having secured hand-cuffed their unfortunate victim, they escorted him and his bride to the railway station, whence he departed in that helpless condition on his honeymoon.

Some heartless practical jokers at Marion, Indiana, however, went one better—or worse—on the occasion of the marriage of a youthful townsman. Such a high toned means of effecting their release, he had taken care to add to the character of the occasion a number of the revelers handcuffed the happy pair on their train, giving the key to one of the attendants, with instructions to release them at Kokomo, some distance away.

One of the jokers, however, obtained possession of the key and ran off with it, leaving the couple at the mercy of the police. Not content with this, their tormentors went the length of announcing to the other passengers by printed handbills, distributed from end to end of the train, that they were a newly-wedded couple, and that the bride was a beautiful girl.

After travelling as far as Frankford, a distance of sixty-five miles, the handcuffed couple left the train, creating no small astonishment by their appearance. There, by a good deal of patient labor, one of the station hands succeeded in filing the chain through, and the handcuffs were unclipped by a friendly policeman. To the unfortunate prisoners this putting asunder of the bonds which bound them was more than a happy release.

Extraordinary was the predicament in which a bride from Indianapolis recently found herself while on her honeymoon. The couple had been spending this at Chicago, and were due to leave, when the husband, returning to their private room, found his bride absent.

Seeing a pair of shoes and a trunk of stockings lying by the lady's trunk, he surmised that his wife had gone downstairs, leaving him to see that the articles were duly placed in the trunk.

The reports of law-cases have recently been so liberally punctuated with judicial witticisms, followed by "laughter" or "loud laughter," that one cannot resist the conclusion that some of our judges have missed their vocation, and that they might have made equally large incomes in a very different calling.

Yet much of this humor which proves so side-splitting in the rather dreary atmosphere of a court of law seems rather poor stuff when read in the cold medium of print; and one seldom nowadays encounters anything so funny as some of the sayings of judges of past generations.

Chief Baron O'Grady was, for instance, a humorist of the first water, as the following stories will prove. One day a brother judge, who owed his promotion rather to interest than to brains, was boasting to O'Grady of the summary way in which he disposed of matters in his court.

"Let me illustrate my point, my lord," he said, "by an example. Now, I have two little manors—"

"That, Mr.—," Lord Mansfield interjected, with a smile, "is a matter of common knowledge."

BARON KOMURA HOMEWARD BOUND.

Will Cross to Vancouver by the C. P. R.

Will Travel in Sir William Van Horne's Private Car—Discovery of Coal—Militia Matters.

(Special to the Sun.)

OTTAWA, Ont., Sept. 24.—Baron Komura, the great Japanese statesman, is to make his homeward journey by the Canadian Pacific route. Sir William Van Horne, chairman of the board of directors of the C. P. R., has placed his private car Saskatchewan at the disposal of the Japanese envoy, and accompanied by Baron Kaneko and Mr. Sato, chief attaché of the Japanese legation at Washington, Baron Komura will leave New York on Wednesday morning for Montreal.

The Saskatchewan will be attached to the Imperial Limited the same evening and proceed direct to Vancouver, arriving there on Monday, Oct. 2nd, the sailing day of the Empress of India, on which vessel the two Japanese statesmen and their staff have taken passage. As Baron Komura is still in feeble health, it will not be possible for him to accept any hospitality or participate in any public function while in the Dominion. Indeed, as a precautionary measure, he is to be accompanied to Vancouver by a New York physician and a trained nurse.

The Free Press says the Canadian Papermakers' Association has been dissolved, the Laurentide Paper Co. being responsible for the breaking of the combine.

R. L. Borden, M. P., arrived here this morning from Toronto. The reports of the discovery of coal by engineers along the projected route of the N. T. R. are believed to refer to lignite, the existence of which in Ontario north of Height of Land has been known for twenty years. The authorities in the small hours of the morning, and a queer spectacle they presented. The bridegroom's tail coat had been banded down over his eyes, while his bride, in white wedding garments, were all splashed with mud.

Although it was raining heavily, the couple slept on, and it was only when the bride awoke, by the early morning, that she discovered the mud on her dress. After collecting his scattered thoughts, the man explained how he and his wife had been benighted, and on giving their addresses they were allowed to go home.

Officers, warrant officers, non-commissioned officers and men volunteering for transfer to the Canadian permanent forces, were permitted to be accepted, be released from their regular army engagements, and will be required to relinquish all claim upon the imperial government for pay or pension earned by previous service.

On the other hand, the government of Canada are prepared to guarantee to all whose services are accepted, that their personal interests will be carefully safeguarded, that their previous service in the regular army will be allowed to reckon towards increase of pay and pension under Canadian regulations, that those who under British army regulations were permitted to re-engage or extend their service, will be allowed to do the same in the Canadian permanent force, and that they will not be required to accept any lower rank, rate of pay, allowances or other emolument than they are in receipt of from the British army at the time of the transfer.

The minister reserves to himself the right to accept the services of only such applicants as he may consider advisable.

The wearing of Pugaree badges by the Royal Canadian Artillery is authorized. Authority is given for the organization of the Royal Canadian Field Artillery as horse artillery, this branch of the regiment being henceforth designated "Royal Canadian Horse Artillery."

The organization of two additional companies of Royal Canadian Garrison Artillery, to be designated Nos. 3 and 4 companies, is authorized. Nos. 1, 2 and 4 companies will be organized as coast artillery companies, and No. 3 as a heavy artillery company.

DISBY MULATTO STILL AT LARGE.

BRIDGEWATER, Mass., Sept. 24.—Mr. St. Clair Francis of Wigby, N. S., the insane mulatto who escaped from the state farm here a week ago, is still at large, although the authorities believe that he has taken refuge in the thick undergrowth of a swamp about a mile to the west of this town.

Picket lines were thrown about the swamp last night and have been kept intact all day, and the place will be kept surrounded with the hope that hunger will drive Francis to surrender. The officials are of the opinion that the convict has not been able to slip through the encompassing line of watchers.

COUNTRY MARKET.

Table with columns for Wholesale and Retail prices for various goods like Turnips, Beef, Pork, Mutton, etc.

FISH.

Table with columns for Wholesale and Retail prices for various fish like Codfish, Medium, Finnan haddies, etc.

GROCERIES.

Table with columns for various grocery items like Cheese, Rice, Cream, etc.

FRUITS, ETC.

Table with columns for various fruit and food items like Currants, Apples, Walnuts, etc.

PROVISIONS.

Table with columns for various provisions like American clear pork, Pork domestic, etc.

FLOUR, ETC.

Table with columns for various flour and food items like Manitoba, Cornmeal, etc.

GRAIN, ETC.

Table with columns for various grain and food items like Hay, Beans, etc.

OILS.

Table with columns for various oil and food items like White Rose and Chesnut, High Grade Sarnia, etc.

Table with columns for various oil and food items like Silver Star, Lined oil, Turpentine, etc.

SHIPPING NEWS.

PORT OF ST. JOHN.

Arrived. Sept 25—Sch Eilhu Burritt, 50, Spicer, from Eastport, P Tufts and Co, bal.

Sept 25—Sch Eric, 118, Hale, from St. John, N. B. Sch Harry Morris, 28, Lougher, from Boston, P Tufts and Co, bal.

Sept 25—Sch J N Parker, 98, Lippett, from Greenfield, W. J. W. Smith, bal. Sch Comrade, 77, Kerrigan, from Plymouth, master, bal.

Sept 25—Sch Frank and Ira, 38, Brancomb, from New Bedford, N O Scott, bal. Sch P and E, 99, Wilson, from Providence, P Tufts and Co, bal.

Sept 25—Sch Wm L Elkins (Am), 228, Dixon, from Salem, Mass, J W Smith, bal. Sch J N Parker, 98, Lippett, from Greenfield, W. J. W. Smith, bal.

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Millions of Herring and Hake Ashore on Courtenay Bay.

They Are Piled Up Several Feet on the Beach—Farmers Hauling Them Away in Carts—Luck For the Fertilizer Factory.

Scattered over the Courtenay Bay flats and along the eastern shore of the bay, and piled up in places to a height of from two and a half feet, are thousands of barrels of fish. And although since they first appeared on Saturday morning many have been hauled away, there seem to be more now than ever, as other great shoals have followed the first.

During the tide early on Saturday morning, immense schools of sardine, and large herring, were chased by hake and haddock. These larger fish in turn were followed by dogfish, and the whole mass swam right into Courtenay Bay. Here on the flats when the tide went out, they were left. The dogfish seemingly did not come in far enough to get caught, as only one or two of them have been found. But the herring and hake are all piled up together, or scattered over the broad flats.

On Saturday evening's tide, even more were thrown up, and since then more seemingly have been washed away, as the quantities appear to be even larger than when they first arrived. At one place in the cove near the Almhouse there is an area fully three hundred yards long by a hundred and fifty wide, where herring, hake, haddock and some cod, are piled up to an average height of two and a half feet. And extending from there down to Red Head, and up the flats beyond Crouville, the sands are literally hidden by these millions of fish. No one over there remembers anything like it ever occurring before.

The fish have been a source of profit to many people. The Carrite Fertilizer factory is quite near where the fish are thickest, and on day Saturday two double teams were engaged in hauling fish to the factory. Supt. Woods of the Almhouse got ten double loads to be used in manuring the Almhouse garden. Mr. Desjardins teams work, and practically every farmer within a radius of three or four miles set for one or more loads.

But all the fish were not taken away to be used as manure. When they were first noticed on the beach, the fish were all nice and fresh, but by the time the news spread the warm sun of Saturday had dried up the top layer. However, these were easily shoved aside, and the remainder of the fish were in first class condition. So teams went out from the city, some owned by fish dealers, others by private citizens, and little boys with go-carts also went along. In this way very large quantities were removed. But all the teams made but little impression on the heap of fish, so the next tide other large quantities were washed up. These will likely receive a share of attention today from residents of both the city and Courtenay Bay.

Yesterday afternoon some hundreds of people went out to see the fish. It was a pretty sight and a most remarkable one. One silver hake was picked up by Mr. Woods of the Almhouse, and he found inside it no less than sixteen of the small herring. This seems to be the record so far, though instances are reported where six or eight were found.

A number of fishing boats from Courtenay Bay are in the bay, but it is not known whether any of them loaded up with fish or not. B. for Newark; Horatio Hall, from Portland; U S cruiser Chattanooga, from Boston; schs Margaret G, from Advocate, NS; Dara C, from Port George, NS; Rescu, from Chatham, N B; Moana, from Halifax; Rowena, from Spear, from St John, N B; Freddie Eaton, from Calais, Me, via New Haven; Oakwoods, from Narragansett, N S.

Bound east, U S despatch boat Dolphin, from New York for Boston. BOSTON, Sept 25.—Ard, str Cambrian, from London. Cleared, schs Walter Scott, for St John; Princess, for Brighton, N S. CITY ISLAND, Sept 25.—Bound south, sch Coral Leaf, from Diligent River, N S. Bound east, str Prince Arthur, for Yarmouth, NS; Silvia, for Halifax and St Johns, NB; Edda, from Newark for Hillsboro. CALAIS, Me, Sept 24.—Ard, schs J Lindsay, from Boston and Portland; Maple Leaf, from Windsor, N S. CHATHAM, Mass, Sept 24.—Fresh southwest winds; clear at sunset. Passed east, str Edna, from New York for Hillsboro, NB; Sylvia, from do for St John, NB, and Halifax, NS. BOSTON, Sept 24.—Ard, str Cambrian, from London; Prince George, from Yarmouth, N S; schs George W Wells, from Baltimore; Rowena, from Sackville, NB; Mary C, from River Herbert; Leo, from do; George L Slipp, from Hantsport, N S; S S Boynton, from Rockport, Me; G M Hopkins, from Newburyport; tug Itta, from St John, NB (came here for three cargoes). Sailed, str Boston, for Yarmouth, N S; schs Harry C Chester, for Bridgewater and Jonesport, Me; G Walter Scott, for St John, NB; Princess, for Brighton, N S. VINETARD HAVEN, Mass, Sept 25.—Ard and sid, schs St Croix, from South Amboy for Hallowell; Nettie Cushing, from Port Reading for Waldboro; Jennie G Pillsbury, from Coxsack, for Rockland; Louisa, from Cottage City for Bangor; Wm Slater, from a Booth, from Port Rockland; Annie A Booth, from Port Johnson for St John; Isabella G Cole, from Kingsport, NS, for New York; Lizzie J Call, from Kennebec, bound west. Ard, schs Viola, from St John for New York; Donna T Briggs, from Stoughton, Me, for do; Sunbeam, from Augusta, for Providence; B H Warford, from Bangor for City; James Barber, from St Martins, NB, for Stamford, Conn. Sid, schs W D Hilton, from Jersey City for Bangor; Woodbury M Snow, from Port Reading for Waldoro; Marcus Edwards, from Machias for New Haven; Henry May, from Portland for Norwalk; Seth M Todd, from Annapolis, for New Bedford; Sylvia, from Annapolis, NS, for Stoughton, Conn; S H Sawyer, from South Gardner for Grouton, Conn. Passed, str Sylvia, from New York for Halifax; schs Nathaniel C Palmer, from Newport News for Portland; F C Pendleton, from Newport News for Gardiner; Ned F Walker, from New York for Vinal Haven; Lanie Cobb, from New York for Calais; Emma McCann, from do for do; Gladys Burke, from Providence for Bangor; Joseph W Hawthorne, from Brunswick for Portland; F H Odiorne, from New York bound east; T W Dunn, from do for do; J R Rodwell, from Sullivan, Me, for New York; Charles F Wolston, from Kennebec for do; I T Whitmore, from Stoughton, Me, for do. BOOTHBY HARBOR, Me, Sept 25.—Ard, schs Ernest T Lee, from Calais; Ralph E Grant, from Mt Desert; Bertha V Mitchell, from Machias; Westerlo, from do; Josephine, from Annapolis, NS. NEW YORK, Sept 25.—Ard, str Astoria, from Glasgow. CITY ISLAND, Sept 25.—Bound south, schs Omega, from River du Loup; Grace Seymour, from Hantsport, NS; Three Glaziers, from St John; Roger Drury, from St John; George B Kinck, from Long Cove, Me; E S Dickerson, from Bridgeport; G S Page,

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