General Business.

JUST RECEIVED

—DIRECT FROM—

MANUFACTURERS.

Blacksmith's

Stocks and Dies.

Little Giant Screw Plates

EXTRA TAPS AND DIES, DRILLS, AND TAPER REAMERS.

Mowing Machine Repairs,

Sections, Guard Plates, Rivets, Etc.

For "Buckeye," "Wood," "Warrior," "Toron and "Massey" Mowers.

A Full Assortment of HAYING TOOLS.

PRICES LOW.

G. STOTHART.

Corsets! Corsets!

WE have just received a splendid assortment of Corsets in the following lines—

Crompton's Coraline Corset.
Ball's Health Preserving Corset.
Dr. Warner's Health Corset.
Belle Corset. Mary Corset.
Lily do. Everlasting do.
And Nursing Corsets.

—ALSO—

Misses' Corsets, Child's Waists, and a full line of Corset steels.

LOGGIE & Co.
Opposite Golden Ball.

TO LET.

The house and premises now occupied by D. G. Smith Esq. Apply to

G. A. BLAIR,
Agent for Owner

Chatham, August 11th, 1885.

NOTICE.

ALL persons indebted to the undersigned are requested to call and arrange the same within the next three months, otherwise legal proceedings may be commenced; and all persons having claims will if required have the amounts paid; no claims after that time will be acknowledged. RICHARD HUTCHISON.

Douglastown, August 26, 1885.

MIRAMICHI STEAM SERVICE

The Miramichi Steam Navigation Company's

STEAMER "NELSON"

1885 1885

Capt. Thos. Haviland,

will, on and after Monday, May 25th, until further notice, run daily, (Sundays excepted) as follows—

LEAVE.

Chatham.	Nelson.	Newcastle.
For Douglastown Kerr's Mill, Newcastle and Nelson. (Solar time.)	For Newcastle, Kerr's Mill, Douglastown and Chatham. (Solar time.)	For Kerr's Mill, Douglastown and Chatham. (Solar time.)
6.15 a. m.	7.00 a. m.	7.15 a. m.
9.00 a. m.	9.45 a. m.	10.00 a. m.
11.00 a. m.		11.45 a. m.
3.00 p. m.	2.45 p. m.	3.00 p. m.
5.30 p. m.	6.15 p. m.	6.30 p. m.

carrying passengers and freight between all the points named.

PASSAGE-TICKETS

may be procured in Chatham, at Mackenzie's Drug Store and Mr. John Brown's store; in Douglastown, at Mr. Hutchison's store; in Newcastle, at Mr. McLaggan's store; in Nelson, at Mr. Dan'l Baldwin's store, at the following rates.—

Good for ONE PASSAGE, Chatham to Newcastle or Nelson, or vice versa.

One ticket, 20c. | Ten tickets, $1 60
Five do 90c. | Fifteen do 2.10
Twenty tickets, $2.40.

Tickets good for one passage between any of the above intermediate points, viz, Chatham to Douglastown, or Kerr's Mill, or *vice versa*, Doug. Douglastown to Nelson or intermediate points, or *vice versa*, Newcastle to Douglastown or intermediate points, etc., **TEN CENTS EACH.**

Intermediate tickets will be sold in lots of twenty-five for $2.00.

FREIGHT

Will be carried from any one point on the route to any other point at 25cts. PER HUNDRED LBS. Special arrangements will be made with shippers of large quantities.

Flour, Pork, Fish, Etc.

200 Bbls. Brown FLOUR;
100 hlf-bbls do. do.
125 bbls. CORN MEAL.
50 do. MESS PORK.
150 Quintals new CODFISH.
40 Cases CANNED OYSTERS.
10 do do LOBSTERS.
10 do do PEACHES.
7 do COLEMAN'S MUSTARD.

Geo. S. DeForest.
13 South Wharf.

8 th May, 188[illegible]

A PRIZE.

Send six cents for postage, and receive free a costly box of goods which will help you to make money right away than anything else in this world. All, of either sex, succeed from the first hour. The broad road of fortune opens before the worker absolutely sure. At once address. TRUE & Co Augusta, Maine.

WE SELL

POTATOES,

SPILING, BARK,

R. R. Ties, Lumber, Laths,

Canned Lobsters, Mackerel, Berries,

Potatoes, Fish, Etc.

Best Prices for all Shipments.

Write fully for Quotations.

Hatheway & Co.

General Commission Merchants,

22 Central Wharf, BOSTON.

Members of Board of Trade, Corn and Mechanic exchanges.

CONFECTIONERY,

FRUITS ETC.

Fresh Goods of Superior Quality

Always to be found at

M. J. STAPLES'S
Vondy Building, Chatham

tf.

The "Imperial Wringer."
AND
Wash-tub Stand.
Clothes Forks, etc.

New devices for convenience on Wash day—save labor and lighten the work left to be done.
H. P. MARQUIS,
Cunard Street.

VINEGARS.

LANDING, 1 Car Load E. & A. Robitaille celebrated Vinegars.
Eureka double strength. White Wine XXX
Cider, superior quality. do do XX
For sale low by

DeForest, Harrison & Co.
7 & 8 North Wharf,
St. John, N. B.

North Atlantic S.S. Com'y.

The steamship "Nellie Wise" of the above Company's line, is due to arrive at Miramichi from Cardiff *via* Charlottetown, on or about 12th September, and will sail

FOR THE UNITED KINGDOM

via Charlottetown, on or about the 21st September. The port of destination will be determined to suit the trade and will be advised later on.

R. A. & J. STEWART,
Agents.

General Business.

CAPITAL PRIZE. $75,000
Tickets only $5. Shares in proportion.

L.S.L.

Louisiana State Lottery Company.

"We do hereby certify that we supervise the arrangements for all the Monthly and Semi-Annual Drawings of The Louisiana State Lottery Company, and in person manage and control the Drawings themselves, and that the same are conducted with honesty, fairness, and in good faith toward all parties, and we authorise the Company to use this certificate, with facsimiles of our signatures attached, in its advertisements."

G. T. Beauregard
J. A. Early

Commissioners.

Incorporated in 1868 for 25 years by the Legislature for Educational and Charitable purposes—with a Capital of $1,000,000—to which a reserve fund of over $550,000 has since been added.

By an overwhelming popular vote its franchise was made a part of the present State Constitution adopted December 2d A. D. 1879

The only Lottery ever voted on and endorsed by the people of any State.
It never scales or postpones.

Its Grand Single Number Drawings take place monthly.

A SPLENDID OPPORTUNITY TO WIN A FORTUNE. NINTH GRAND DRAWING, CLASS I. IN THE ACADEMY OF MUSIC, NEW ORLEANS, TUESDAY, **OCT. 13, 1885—185th** Monthly Drawing

CAPITAL PRIZE, 75,000

100,000 Tickets at Five Dollars Each.
Fractions, in Fifths in proportion.

LIST OF PRIZES.

1 CAPITAL PRIZE			$75,000
1	do	do	25,000
1	do	do	10,000
2 PRIZES OF $5000			12,000
5	do	2000	10,000
10	do	1000	10,000
20	do	500	10,000
100	do	200	20,000
300	do	100	30,000
500	do	50	25,000
1000	do	25	25,000

APPROXIMATION PRIZES.

9	Approximation Prizes of $750		6,750
9	do	do 500	4,500
9	do	do 250	2,250

1967 Prizes, amounting to $365,500

Application for rates to Clubs should be made only to the Office of the Company in New Orleans

For further information write clearly, giving full address. **POSTAL NOTES**, Express money Orders, or New York Exchange in ordinary letter. Currency by Express (all sums of $5 and upwards at our expense) addressed

M. A. Dauphin,
New Orleans, La.

or **M. A. Dauphin,**
607 Seventh St., Washington, D. C.

Make P. O. Money Orders payable and address Registered Letters to

NEW ORLEANS NATIONAL BANK,
New Orleans, La.

OR

LOUISIANA NATIONAL BANK,
STATE NATIONAL BANK,
New Orleans, La.
GERMANIA NATIONAL BANK,
New Orleans, La.

WILLIAM RAE

has at his shop, UPPER WATER STREET, a large assortment of CEMETERY WORK, in

TABLETS, GRAVE-MARKS, ETC.

Ranging at prices from $4 upwards.
Chatham, July 21st, 1885.

Central Book Store.

We take pleasure in announcing that our stock of

BOOKS AND STATIONERY

is now complete, comprising a full assortment of

SCHOOL BOOKS AND SUPPLIES.

The latest publications in the

FRANKLIN SQUARE LIBRARY,

Warne's unabridged Novels, Harper's Handy Series, Robertson's American Series, Leisure Hour do., Lily do., a good line of Handsomely bound volumes.

PHOTOGRAPH ALBUMS, AUTOGRAPH DO.

A large and varied stock of

NOTE PAPERS AND ENVELOPES, Papetrie in boxes, WRITING FLUIDS in quarts, pints, and ½ pints, and small. BLANK BOOKS, broad and long cap from 2 to 8 quires, small kind, ruled for all purposes. Memos, Weekly and Monthly TIME BOOKS.

A large and varied lot of TOY BOOKS. CARD BOARD, all colors and perforated. Tissue papers, Pens, Pencils, Games, Visiting Cards Paper Clips, Legal Stamps and Paper, &c. &c.

RC. PRAYER BOOKS, CHURCH SERVICES.

Rev'd E. Wallace Waits' pamphlet on the Institution and claims of the Sabbath, 5cts.

Bibles, etc. etc., Rubber Bands, Erasers, Artists' materials, Oil and Water, etc., etc.

AT CENTRAL BOOKSTORE.
IDA MOSS.

F. W. RUSSELL

is now offering

PORK, FLOUR, MEAL, MOLASSES, TEA, SUGAR

and a full line of choice family Groceries, Crockery, Glass and Earthenware, Boots and Shoes, Hats, Ties and Scarfs, and ready made Clothing.

At lowest cash prices.

Black Brook July 7, 1885.

GREAT BARGAINS

—IN—

Watches, Clocks, Jewelry, Silverware, Fancy Goods.

Ready-made Clothing, Hats, Shirts, Gents' Furnishing Goods.

Meerschaum and Briar Pipes and all Smoker's Goods.

As we intend leaving the Province next spring the whole stock must be sold and will be sold, regardless of cost.

Call and see for Yourselves.

I. HARRIS & SON.
Chatham, July 13th, 1885.

NOTICE.

ALL persons indebted to the subscribers are requested to make immediate payment. All accounts not settled before the first of August will be placed in an Attorney's hands without further notice.

I. HARRIS & SON.

Chatham, July 13, 1885.

NEW GOODS

—AT—

Thomas Flanagan

A GOOD ASSORTMENT OF

Ready-made Clothing

—WILL BE—

SOLD AT COST

as I am going out of the ready-made clothing trade after this season

Latest Styles Ladies' and Gents' Kid Boots and Slippers.

Also: A large assortment of

ALL KINDS OF BOOTS

which have been bought of Bankrupt Stock an will be sold accordingly low.

Purchasers will do well by calling and seeing stock before purchasing elsewhere.

A Good Assortment

ress Goods of all Kinds,

such as Merinos, Coburgs, Lusters, Nuns' Veiling Cashmeres and Prints.

Cottons in grey and white at all prices to suit,

Tweeds of all Kinds,

HATS of SOFT AND HARD
Latest styles

GENT'S FURNISHING GOODS

LANDING.

40 Cases Morton's Mixed Pickels
90 Bills Yellow C. Sugar.
American Water White Oil.

DeForest Harrison & Co.
7 and 8, North Wharf,
St. John, N

Miramichi Advance.

CHATHAM, N. B. - - SEPTEMBER 10, 1885.

Ireland.

On the occasion of the visit of the Prince of Wales to Ireland last spring we ventured some remarks on the political situation in that country and the changes that were likely to take place in respect to the Executive and Municipal Governments. There has not been much progress made as yet, towards their fulfilment, but the discussion still goes on and will, doubtless, result in some final settlement, which will give peace to the public conscience, if not content to the irreconcilable agitator. The latter will, however, in time, disappear with the real or imaginary causes upon which he exists, like the blister that carries off the disease—both undesirabe conditions of bad health. A recent letter to the London *Times* from Mr. Clifford Lloyd is interesting and instructive in this connection. It is practically the views we have already sketched, but in an enlarged an elaborated form, accompainied with all the force of his experience and ability and the courage of conviction. The plan of reform he advocates is liberal as it is conservative, and is instinct with the spirit of the constitution under which alone Ireland can hope to have true liberty, which must be associated with order. We cannot picture Ireland in the future outside of the federation of the British Empire, except in a condition of social and commercial ruin, but we may, under the dictates of wise and lawful counsels see her renewed, clothed, and in her right mind sitting at the feet of justice.

The letter of Mr. Lloyd is too long for insertion this week, but we will reproduce it in our next. There are also many useful hints in it which may apply to our condition in the apparantly transition state of our Municipal Government.

IMPORTANT!—Since the news arrived of the Dutch having taken Holland, advices have been received relating to a severe battle at a place called Waterloo, near Brussels, the particulars of which are published in the *Adaocate*, which always seems to give its readers early information of this kind.

Yachting—England vs. the United States.

[St. John "Globe."]

The great yacht race for the possession of the "America's" cup will take place this week over the New York Yacht Club's course. There will be three races—best two out of three—Sept. 7th, 8th and 9th. The event excites great interest both in England and America. The "Genesta" is the yacht which has come from England to wrest the prize from America; the "Puritan," a Boston centreboard boat, will try to uphold the honor of her country. The cup for which the yachts compete was won by the "America" (170 tons) Aug. 22, 1851, against the entire fleet of the royal squadron in a race off Cowes, Eng. There was no time allowance, says the Boston *Herald*, and the "America," although the last boat to start, came in 20 minutes ahead of the "Aurora" (47 tons,) the smallest boat of the fleet. With time allowance for tonnage the "Aurora" would have been beaten less than two minutes, while at one time she was 8 miles behind, but was enabled to partially "catch up," while the America, later on, was "drifting with a light wind and tide ahead. It is a remarkable fact that these two were the only boats coming to the "finish," all the rest getting caught in the tide off St. Catherine's, being discouraged and going back. The yachts, 15 in all, ranged from 47 to 392 tons (three masted schooner Brilliant,) of which eight were less than 84 tons and seven 160 to 392 tons. For seventeen years the cup remained unchallenged, and it was not until Aug. 8, 1870, that a race was finally sailed between the "Cambria" (schooner) and the New York fleet, including the "America." The result was that the "Magic" (centre-board schooner and smallest boat) came in first and the "America" fourth, 14m. behind, while the "Cambria" was number 10, and 27m. 3s. behind the "Magic" (by time allowance 39m. 12.7s.) The "America's" beat the Englishman over 13m. The "Cambria" proving a failure her owner at once laid the keel of the "Livonia" (schr.) for a renewed contest, "boat against boat," and races were finally arranged to be sailed Oct. 16, 18, 19, 22, 23, 24 and 25, 1871, best four out of seven. Of these races, the schooner Columbia (centre-board) sailed three, winning two by 27 minutes and by 7 minutes, and losing the third by 15m. 10s., through damage to her steering gear, but largely ahead at the time of the accident. The next two were sailed by the Sappho, and won by 30m. 21s. and 25m. 27s. These settled the races. The Countess of Dufferin, a Canadian schooner, raced with the schooner Madeleine August 11, 1876, and the latter won by 10 minutes 59s. A second race, Aug. 12, also with the Madeleine, resulted in a victory for her of 27m. 14s. The America (not in the race) sailed over the course and was 8m. 5s. behind the Madeleine, but beat the Countess by 19m. 9s. After a lapse of four years the Atalanta, another Canadian yacht, was matched against the Mischief (both centreboard sloops), and sailed her first race Nov. 9, 1881, losing it by 28m. 20½s. A second race Nov. 10 between the same boats also resulted in a victory for the Mischief by 38m. 54s. If the Genesta is beaten the English have the right to match the Galatea in a second trial, and should the Genesta win, the yacht club will have the right to race the Galatea the present season to recover it.

The "America's" cup is described by an exchange as of solid silver, ewer shaped and elaborately ornamented. It stands full two feet high and weighs at least 100 ounces. Around the broadest parts are medallions variously inscribed. The first inscription is as follows;—"One hundred-guinea Cup, won Aug. 22, 1851, at Cowes, Eng., by yacht America at the Royal Yacht Squadron regatta, open to all nations." Then follow the names of all the vessels which started in the race. On the next medallion is engraved "Schooner America, 170 tons, Commodore John C. Stevens; built by George Steers, New York, 1851." On the other spaces are inscriptions recording the results of the races with the schooners Cambria, Livonia and Countess of Dufferin and the sloop Atalanta. In the "deed of gift" to the New York Yacht Club, the America's cup is distinctly understood to be the property of the "club," and not of the owners of the vessel which may win it in a match, and that is to be forever open to be sailed for by organized yacht clubs of all foreign countries—a perpetual challenge cup.

NEW YORK, Sept. 7.—At an early hour this morning the river fronts were invaded by a small army of well dressed men, most of whom carried fall overcoats and marine glasses strung across their shoulders. There were many ladies in the throng, and the destination of the crowd was the yacht race by way of the many excursion boats which, gaily decked with bunting, rested easily at the ends of the piers, from up town down to the battery. At the foot of West 23rd street the police boat Patrol received a select assemblage.

Betting, which last night had changed somewhat more for the Genesta, shifted again this morning on Wall street to $65 to $10 in favor of the Puritan.

NEW YORK, Sept. 7, 6 p. m.—The Puritan-Genesta race was postponed till to-morrow. There was a very light wind and darkness set in before the race could be concluded.

Owing to the lateness of the start of the initial race between the Genesta and Puritan, and to lack of wind afterwards, the yachts succeeded to-day in making only half the course, or 20 miles. In this 20-mile beat to windward the Puritan squarely outsailed the Genesta, 1 mile in 10 and nearly 2 miles in 20. A haze settled upon the bay all morning, and there was no wind from any quarter until nearly noon. A hundred sail of yachts lay in the Horseshoe at Sandy Hook, this morning, when the judges' boat Luckenback arrived from New York with the judges. There were also aboard John Harvey, A. Carey Smith and Henry Steers, the yacht's designers. At 10 o'clock the Puritan passed out in tow of a tug and was saluted by guns from nearly every steam yacht in the fleet while on the way to Scotland light ship, the starting point. The Genesta remained in the Horseshoe while Kiebs, of the New York yacht club, representing the Puritan, was put on board from the judges' boat. She then proceeded under sail to the lightship. The English cutter was also saluted by a large fleet of yachts now under weigh. The tide was running flood during the forenoon; 217 vessels of all sizes and rigs were assembled within a mile of Scotland lightship. After a tedious wait, two hours after the arrival of the contestants at the lightship, the preparatory signal was given from the judges' boat at 1.30, followed five minutes later by the starting signal. Most of the attendant fleet were then lying to the southwest of the lightship, to give the Genesta and Puritan clear water to start in. The wind had come in from the southeast, a moderate breeze, shortly after 1, and it was hailed with delight. The Puritan slipped across the line first, close up to the judges' boat, at 1, 35, 55, but for some reason Captain Carter, of the Genesta, tacked to starboard just before reaching it, losing 1 m. 42 secs., and being handicapped 37 seconds thereby. She crossed at 1.37.[illegible] official time Capt. Crocker of the Puritan, which boat looked very handsome with mainsail, spritsail, topsail, foresteysail, jib and jibtopsail set, meant "fight" from the start. At the moment the Genesta crossed the line the Puritan came about and in 30 seconds had filled away on the starbord tack with the Genesta a hundred yards on the beam. The course was right in the "wind's eye" S. E. Cheered on by shouts from hundreds of spectators and followed by an immense flotilla of pleasure craft, the two contestants headed due east on their first reach. Finding that he could neither pass the Puritan to leeward or out point him, Capt. Carter, after 23 minutes, suddenly put the Genesta about to cross the Puritan's stern. But Capt. Crocker put his helm down at once, bringing the handsome white sloop round 40 seconds later. The Genesta was full of tacks for round she came again in 10 seconds. Both yacts were carrying exactly the same canvas. Instead of gaining by the little skirmish which he inagurated, Capt. Carter had lost and the Puritan had gained a decided advantage. Both yachts went about at 3.07, reached to the southward, having made about eight miles of easting; on the starboard tack. Now the Puritan began to rapidly open the gap between herself and the Genesta, and when they next tacked to the eastward at 4.11, she was fully three-quarters of a mile to westward of her antagonist, an eighth of a mile ahead. At 5.15 both tacked to the southward again, and now the Genesta was over a mile on the Puritan's lee quarter-way. Both yachts walked through the fleet of schooners, astonished spectators, and proved the superior speed of these boats as compared with old models. At 6.30, when the judges' boat arrived at the outer mark it was sundown, the wind growing lighter and the yachts being then two miles to leeward, it was evident the race could not be sailed within the required time of seven hours. The regatta committee ordered it postponed until to-morrow, when the boats will start at the same hour and over a similar course. The result of to-day's contest is though by experienced yachtmen to be convincing proof that the Puritan can beat the cutter under any conditions.

SANDY HOOK, Sept. 8.

As the boats were getting ready fo cross the line at 11.48 o'clock this morning the "Puritan" struck the "Genesta," carrying away the latter's bowsprit. When the boats became disengaged it was discovered that the mainsail of the "Puritan" was badly torn. This accident will postpone the race at least several hours and it may put it off for several days. There is great excitement on board the "Genesta." Much disappointment is felt aboard the hundreds of vessels around the starting point over the mishap. There was every prospect of a splendid race. The race for to-day is declared "off" on account of the accident.

The Preller Murder.

IS PRELLER DEAD OR ALIVE?—VIEWS OF A BOSTON DOCTOR WHO KNEW BOTH HIM AND HIS ALLEGED MURDERER.

BOSTON, Aug. 30—The young English surgeon, E. H. Graham-Dewey, who has been practising medicine in Boston for some years and who is referred to in the letter received a day or two ago by Maxwell, the alleged murderer of Preller in St. Louis, which purports to have been written by Preller himself from Wilkesbarre, Pa., states that he knows nothing of the letter in question or of the St. Louis mystery. He thinks the letter is very English in its phraseology and calls attention to several characteristics in it peculiar to Englishmen. These characteristics he thinks he recognized as belonging exclusively to Preller, whom he knew quite well,

The mention of Tewksbury in the letter referred to by Dewey is a startling coincidence, inasmuch as a conversation of the kind referred to in the letter actually did take place between Maxwell and Dewey, to which conversation Preller was a listener.

Dr. Dewey believes that Preller is alive but is much mystified by the peculiar developments in the case: He credits, to some extent, however, the theory that Maxwell may have administered an overdose of chloroform to Preller and then have tried to dispose of the body as found in the trunk in the Southern Hotel. He knows that Preller carried a heavy insurance on his life because he was told so by Preller himself. He thinks that there is a possibility that Maxwell may have caused Preller's death by accident and that he then tried to profit by the circumstance. Dr. Dewey says Maxwell, as he knew him, was very effeminate and entirely devoid of courage. If it be Maxwell, he says, who is under arrest in St. Louis, and who presents so bold a front, he must be very sure of his ground. Dr. Dewey further says he does not believe that the body supposed to be Preller's was ever satisfactorily identified and gives reasons for such belief. He knew both Maxwell and Preller very well and says he is as much mystified as any one at the incomprehensible phases of the case.

EGOTISTICAL WAYS MARK PRELLER'S MURDERER EVEN IN CHILDHOOD.

TROY, N. Y., Aug. 29.—An Englishman now residing in Troy, who is well known but wishes his name withheld on account of family reasons, recited many incidents to-day which serve to identify Maxwell, who is held at St Louis for the murder of Preller. He said:

"I was born in Derbyshire, England, about ten miles from Hyde, bur my family moved to Hyde in 1870, where they have since resided. For several years I went to St. George's parish school. Alex. Reed was the rector of the parish. The schoolmaster, I am certain, was the father of Hugh M. Brooks, alias Maxwell, who is accused of the St. Louis murder. I have seen a number of portraits of him, which resemble him in every particular excepting the beard. The strong family resemblance, too, leaves no doubt in my mind that he is my former school mate. My father was merchant in Hyde and sold goods constantly to the Brookses, and the families were on very friendly terms and often exchanged calls. Mr. Brooks, the father, was a good teacher, but rather inclined to be quick tempered. He flogged his scholars severely at times, of which punishment I received my full share. I remember that he punished a child severely once, and that the child soon afterwards died. A Coroner's inquest was held, and Mr. Brooks was censured, but no criminal charge was brought against him. Mrs. Brooks was prominently connected with St. George's parish, and was highly esteemed by every one in the place. She was kind and motherly, and was a general favorite.

"Hugh M. Brooks was the elder son. He is now about twenty-five years old, I should think. He had one brother, George, who was about two years younger, and a smart, studious and bright young fellow. Hugh was very peculiar and very egotistical. As a child he always endeavored to make his playmates believe that he was what he was not. He was quarrelsome, too, and often presumed upon the fact that his father was the school-master of his playmates. He carried his head high in the air as he walked, or rather strutted, and constantly looked about from side to side to see if anyone was watching him. In school his desire to show off got him into trouble all the time and he was soundly thrashed by his father whenever he was caught in any mischief. I remember that once, when he was being whipped a relative came into the room and Hugh crawled under a desk so the relative would not witness his disgrace.

Hugh and I were in this school together four years. after I left school I did not see very much of him, but have since learned that he did not graduate. The most noted lawyer thereabouts was a man named Brown who lives in Stockport, five miles from Hyde, and Hugh was afterwards articled to him. I do not know how long he remained in Brown's office and have not heard very much about him since. He was a rather light haired boy about medium size. His father was about medium size, inclined somewhat to corpulency. The family lived in an ordinary two story English dwelling and their income was sufficient to insure comfort."

WILKESBARRE, Pa., Aug. 29.—The report that Preller, the supposed victim in the St. Louis Hotel murder case, had been seen in this city, and had written a letter from here to Maxwell, the alleged murderer, created a sensation this morning. While little reliance is placed in the story, the police and the reporters of local papers are much exercised and are pushing investigations in all parts of the city in an effort to trace the author of the letter. As yet no clue has been found.

Rioters in Charge of a Town.

CHINESE ATTACKED AND MURDERED BY WHOLESALE—BURNED TO DEATH AND DRIVEN TO THE HILLS.

OMAHA, Neb., Sept. 3, 1885.—A terrible riot, resulting in the loss of several lives, occurred yesterday afternoon at Rock Springs, Wy. T., where are located the largest coal mines in the whole Union Pacific Railroad system. Exasperated at seeing Chinese workmen brought there from time to time for the purpose of taking the places of white miners, the latter attacked the Mongolians with firearms, drove them from their camp and burned down the quarters of the Chinamen, some fifteen of whom were either shot or perished in the flames.

DETAILS OF THE OUTBREAK.

For some weeks past there have been frequent indications of discontent among the white miners at Rock Springs, owing to the fact that the company recently imported a large number of Chinese to take the places of the white men employed. The indignation of the latter culminated yesterday afternoon when the entire force of white miners, numbering about one hundred and fifty, organized, and, arming themselves with shotguns and revolvers, marched to that portion of the town occupied by the Chinamen. After firing a volley in the air they reloaded and ordered the Celestials to leave at once. The terrified Chinaman, over five hundred in number, at once obeyed, and, without waiting to secure any of their personal property, fled to the hills like sheep, closely pursued by the rioters, who fired several shots at the fugitives, killing seven of their number and wounding many.

FIFTEEN CHARRED BODIES.

The rioters then set fire to the Chinese quarter, when fifty houses owned by the railroad company and a similar number belonging to the Chinamen were destroyed. The progress of the flames was so rapid that several of the unfortunate people occupying the houses, and who either did not hear or heed the order to leave, were burned to death. According to the latest advices received at the Union Pacific headquarters here this afternoon from Rock Springs the charred remains of fifteen Chinamen have thus far been found in the ruins of Chinatown, and it is believed that this is only about half the number of victims. It is said that several of those who thus lost their lives were feeble and helpless from disease.

BANISHED TO THE HILLS.

After witnessing the destruction of the Chinese quarter, the miners proceeded to visit the various mines in the camp, unearthed all the Chinamen at work therein and ordered them to leave immediately under pain of instant death. Of the 500 Mongolians at Rock Springs yesterday morning not one is left. All are in the hills west of the town. They are absolutely without food, and are afraid to go to Green River City, about ten miles distant. Sheriff Young arrived at Rock Springs from Green River on a special train yesterday afternoon, with a posse of deputies, but they were too late to prevent the mob from carrying out their plans.

This morning the white miners patrolled the town, determined to hold it against all lawful authorities who might put in an appearance for the purpose of restoring order, as well as to keep the Chinamen from returning. The latter seem to be awaiting further developments before stirring from the hills. During the day they have several times attempted to send a flag of truce to the enemy and to hold a conference, in hopes of bringing about a compromise, but their messengers have all been driven back with warning shots by the outposts.

TELEGRAPHING FOR TROOPS.

Nothing is being done in the mines, and all trains pass through the town without stopping, as the place is entirely under the control of the mob. The Sheriff of Sweetwater county declares that affairs have got beyond his control. Governor Warren has left Cheyenne for the scene of the riot, and has telegraphed to General Howard, at military headquarters here, for troops. In the absence of General Howard Adjutant General Breck has forwarded the message to General Schofield, whose division headquarters are at Chicago. Up to six o'clock this evening no reply had been received by General Breck, and consequently no military action has yet been taken. United States Attorney Campbell, of Wyoming, who was in Omaha to-day, left on the noon train for Cheyenne. Another despatch states that Governor Warren has arrived at the scene of the riot, and that the town is quiet, while he is advising the men to keep order and let affairs resume their accustomed course.

The mines at Rock Springs have been operated ever since the Union Pacific Railroad was completed. General Manager Callaway is said to be wholly blameless in the matter. Beckwith & Quinn, contractors, have a contract with the company for loading coal upon cars, and that firm employs the men, both white and Chinese, that are involved in this trouble. Mr. Callaway says that the company will insist upon the re-establishment of order, as it is in no way responsible for the riotous proceedings. He is unable to state what will be done about labor in future, as the end of the existing difficulty must be seen before any arrangement can be made.

Hanging a Rebel.

(N. Y. Herald, Sept. 4th.)

Purser Emerson, of the Pacific Mail steamship Acapulco, which arrived yesterday from Colon, brought some interesting particulars regarding the execution of Prestan and other leaders in the late revolution upon the Isthmus. He had in his room a large picture of the execution and a smaller portrait of the man himself, which had been pasted on a paper weight. The latter disclosed the features of a light colored mulatto, with a pallid, unwholesome skin, sharp featured, and a keen, wideawake look. He wore his hair brushed up and back, and had little, fluffy side whiskers. He was not good looking, but very intelligent, and it was easy to believe from his portrait that he was a man who had a commanding position among his fellows.

When the populace learned that Prestan's death was underlined for positive performance on the 18th, it became clamorous, and loud threats were made that the man who served as executioner would have to attend his own funeral in short order.

For a time the military party were at a standstill. They had their prisoner safe, and they had his condemnation written, sealed and signed. But how to get him hanged? There was the rub. It was like making a horse drink after you have got him to the water. Of course, a Yankee solved the problem. Doughty old Captain Roundtree, the American captain of the port, who had charge of the Gamecock when it was stolen by the rebels, said he'd be hanged if he would allow the hanging to be postponed for want of a hangman. He could take the place himself, threat or no threat. So the Governor ordered the execution to go on upon the date named.

On the 18th the place was in a frenzy. All work was suspended, and the populace turned out in the streets. But the soldiers were plentiful, and their guns had sharp bayonets set and fresh cartridges in the barrels, and they were ordered to shoot at the first sign of an outbreak and let the investigating be done afterward.

Opposite the ruins of the burned jail a derrick was swung over the railroad track. This was the gallows. Underneath it a flat car was run, surmounted by a dry goods box. These were the platform and drop. The condemned man was brought here, and lightly mounted this unique scaffold, while a crowd of barly laborers were sent underneath the car with orders to put their shoulders to the wheel and push it out from under the prisoner when the signal was given. Prestan showed no signs of fear, though he knew a painful death was in store for him. A line of guards surrounded the car and a native *padre* stood near. Captain Roundtree fixed the noose about Prestan's neck with the neatness and despatch of an old hand. When all was ready Prestan turned to the spectators and yelled:—

"I am not afraid of death. I am an American!"

Then suddenly, before the car could be moved, he jumped from the box, hoping, doubtless, to break his neck. He failed to accomplish this end, however. The noose tightened and it was seen that he was choking to death. As the body slowly swayed to and fro Prestan raised his hands, which, at his earnest request had been left unbound, and wiped the foam from his mouth. He appeared to be conscious for several minutes, and it was half an hour before he was dead. The body was cut down and an autopsy held, which was attended by the high muckamucks. The brain and heart were taken out and preserved in alcohol. Then the official press of the Republic was ordered to report that a feeling of unusual satisfaction prevailed over the execution.

Purser Emerson said that it was very hard to get authentic information regarding what is going on in the interior. There was a rumor that 400 government troops had been killed by the rebels near Barranquilla, but the matter has been kept very quiet by the authorities.

Loss of the Hanoverian.

ST. JOHN'S, NFLD., September 2,—The Allan steamship "Hanoverian" from Halifax, came ashore last night in Trepassy Bay, and it is supposed will prove a total wreck. The passengers are all safe.

[The "Hanoverian" was a fine iron steamship of 2350 tons register, and made her first voyage to Montreal in 1882. She was commanded by Lieut. Thomson, R. N. R., and has been employed this season on the company's line between Baltimore and Halifax and Liverpool, calling at St. John's for the Newfoundland mails. She was on the way from Halifax to St. John's when the disaster occurred. Trepassy Bay is in the extreme south-eastern peninsula of Newfoundland, just west of Cape Race.]

HALIFAX, N. S., Sep. 2.—The Allan steamer "Hanoverian" struck at Portugal Cove, seven miles from Trepassy, Nfld., at 4 o'clock this morning in a thick fog. The passengers, crew and mails are safe. There is fifteen feet of water in the hold.

ST. JOHNS, N. F., Sept. 3, 1885,—The following additional particulars have been gleaned from a correspondent who visited the wreck of the Hanoverian this morning:—At daylight on Wednesday, when the steamer was off Cape Mutton, the captain saw the buoys of some fishing boats. Expecting that he was around Cape Race he took Cape Mutton to be Cape Bollard. Shortly after passing Cape Mutton, about six o'clock, he saw a fishing boat, but so confident was he of his position and so little did he anticipate danger that he did not think it worth while to question the occupants of the boat as to the steamer's whereabouts. The weather continued foggy, with the wind about southeast. The officers of the ship continue very reticent with regard to the cause of the disaster. The passengers believe the ship's course should have been altered off Cape Mutton, and some of them intimated as much to the third officer, who was on deck.

Soundings at half-past nine o'clock showed eighteen fathoms of water. Just after the last sounding the passengers on deck saw through the fog the white houses in Portugal Cove, and drew the attention of the officers to them. The engines were then reversed, but too late. The ship struck heavily and stranded about four hundred yards from the shore. Boats were lowered and other arrangements made to leave the ship if necessary. The passengers behaved with commendable coolness, and were landed safely, with the mails.

The people on shore saw the Hanevarian about a mile off some short time before she struck, and two respectible planters of Portugal Cove, named Ryan and Hartery, with their crews, immediately after the steamer stranded, launched their skiffs and offered assistance, which the captain declined. He referred to them as savages, this unwarranted expression being coupled with a strong seaman's adjective. The passengers are all comfortably sheltered in the houses of the hospitable fishermen in Portugal Cove. A portion of the luggage has been saved, the balance, with cargo, consisting principally of grain in bulk, pork and canned meats, is under water and not yet started. The water is now over the saloon tables and the vessel is a total wreck. The captain and first officer remained on the wreck all night, awaiting the arrival of relief steamers from St. Johns.

A marine court of inquiry will be at once established to probe the cause of the loss of this splendid ocean steamer, with her valuable freight and the added contingency of the closely probable loss of her living freight. The Tenedos will arrive here to-morrow with the passengers.

ST. JOHN'S NFLD., Sept. 4.—Advices from Trepassey state that divers examined the Hanoverian to-day and found the rudder and rudder post cleaned from the stern, and the cargo rushing out through two vast gaping holes. The damage ascertained is fatal, and the bottom of the ship is embedded on ragged rocks. The Tenedos is just steaming to anchorage, having on board 153 passengers.

The Lost Hanoverian.

The New York *Herald* says: The loss of the Hanoverian on the rocks near Cape Race is one of the most remarkable shipwrecks on record. It is remarkable in the fact that there was no loss of life. All on board escaped by a miracle, and not through any able management of those in charge. It was very fortunate that the vessel stranded just where she did—within easy distance of the shore, and not on one of the many fatal ledges which fringe the iron bound coast of Newfoundland.

Cape Race is famed for its dangerous rocks and its swift currents. Navigators approaching it either from the south or the west should be particularly careful. The intelligent use of the lead will insure safety. The line of soundings is so distinct that careful captains can tell their whereabouts by it in the darkest or foggiest weather. But the lead must be used with regularity and frequency to insure an accurate result.

The Hanoverian was lost, it seems, by a curious mistake. The captain is said to have taken Cape Mutton for Cape Bollard. But this should not be believed until it is confirmed by more authoritative evidence. The dangers of Cape Race are well known. The velocity and uncertainty of the currents in that quarter are also well known. Fog is frequent there, too. In these days of skilful and scientific navigation an ocean steamer with the splendid appliances of the Hanoverian should go round Cape Race with perfect safety in any kind of weather.

Equal To Hungry