Miramichi and the North Shore, etc.

DIED FROM LOCKJAW:—On the evening of Saturday last a valuable horse belonging to Mr. F. E. Neale died of lockjaw.

TRACADIE PICNIC:—The R. C. Congregation of Tracadie will hold a picnic on Tuesday September 11th, on the new Church grounds, for the benefit of said Church.

For bilious and miasmatic diseases, Ayer's Ague Cure is a safe and radical cure.

THE METHODIST PICNIC.—Owing to yesterday being wet the Methodist picnic at Woodburn Farm did not come off. It, however, will take place to day.

EARLY FROST:—During the nights of Sunday and Monday there was heavy frost which, we understand has done considerable damage to the late oats and potato vines.

SEASON FOR PARTRIDGE.—The open season for partridges commences on the 20th inst. Sportsmen will take notice that there is a fine of $10,00 for each bird found in possession of anybody prior to that time.

A HARVEST HOME.—A harvest home festival and concert under the auspices of St. Andrew's congregation, will be held on the grounds of George Dixon Esq., Napan, on Thursday 13th inst. For further particulars see posters.

Ayer's Sarsaparilla contains Iodide of Potassium and Iron, and vegetable blood purifiers.

THE TRAVELLING DAIRY:—On the morning of Tuesday last S. W. Peters and W. Hubbard left St. John for this quarter of the province with the Dominion travelling dairy. They intend to commence operations at Buctouche and work their way north.

SURPRISE PARTY.:—On the evening of Monday last a number of Mr. and Mrs F. E. Neale's friends gave them a very pleasant surprise on the fourth anniversary of their wedding, each one presented them with a suggestive remembrance of the occasion.

CHEAP SALE:—We would direct the attention of our readers to Mr. Goggin's advertisement in another column. As he is selling off at reduced rates, parties who call may expect bargains.

AN ABDUCTION CASE:—On Tuesday last Henry Russell who had been charged with the abduction of a girl named Sadie Crawford from her home in Musquash was brought before Justice McNaught at Fairville. He pleaded not guilty and was remanded for a week.

THE SEASONS WORK AT FREDERICTON:—The Fredericton Gleaner informed us that so far this season about 97,000,000 feet of logs have been rafted by the Fredericton Boom Co. The booms are now empty and the company are waiting for a good rain to bring up the river and float down the logs still remaining.

BIGAMY CASE POSTPONED:—The alleged bigamy case against the man named Crossman, of Sackville, came up before Stipendiary Wortman Friday morning at Moncton, but owing to the absence of witnesses it was adjourned until yesterday, the accused in the meantime being let out on bail, himself $200 and two sureties $100 each.

THE TRAVELLING DAIRY:—At a meeting of the residents of Napan held during the past week a committee was formed, composed of Messrs. Geo. McLean, John Galloway and Alex. G. Dickson, to make arrangements for the travelling dairy which is to visit that section on Monday, 10th inst. The meeting will be held in the school house, middle district.

COLD WATER CONVENTION:—A meeting of the committee on political action, appointed at the annual meeting of the Northumberland Prohibitory Alliance, was held in Newcastle on Friday last, and the date for holding a convention to nominate candidates for the coming dominion and local elections was appointed for Friday, September 28th, at 11 o'clock, Chatham time.—Advocate.

THE SCOTT ACT WAR:—Yesterday morning Inspector Menzies made a raid on the Central House and succeeded after considerable trouble in capturing some whiskey. During the skirmish which took place between the occupants of the house and the Inspector and the constable that attended him, Mr. Menzies had his hands severely cut by broken glass.

KILLED ON THE RAILWAY TRACK:—Our St. John exchange informed us that on Saturday last the body of J. W. Caulifield, of Westfield, Kings, was found dead on the Canadian Pacific track near St. John bridge. He had been run over by a train during the night. Caulifield was head teacher of Westfield school, and has been warden of the county of Kings. An inquest was held and the coroner's jury brought in a verdict of accidental death, with the statement that deceased had been intoxicated, and probably went to sleep on the track.

FIRE AT TRURO:—About 12.30 on the morning of Sunday last the main building of Craig & Saunier's hat works was discovered to be on fire. The firemen were quickly on hand, and notwithstanding the fact of a stiff breeze of wind from the south-west, they soon had the fire under control, but not before the upper portion of the building, together with some valuable machinery, was destroyed, and the lower, flat badly gutted. The total loss is estimated at $10,000; insurance $5,250. The factory, which had been idle for some time, had just got to work again, and had good prospects of a busy fall. The damage will be repaired at once.

CHANGE OF TIME TABLE:—The change of time table on the Canada Eastern Railway, took place on Monday 3rd inst. instead of on Thursday last, as we stated last week. One train will leave each way daily between Chatham and Fredericton under the new management. That for Fredericton will leave Chatham at 8 o'clock, standard time, arriving at Fredericton at 3 p. m. The train for Chatham will leave Fredericton at 7.30 a. m. and reach Chatham at 2.35 p. m. The only changes in the time of trains connecting with the I. C. R. is that the train going to the junction to connect with the accommodation going north will leave at 1.30 instead of 1.20 as heretofore.

CRUSHED TO DEATH BY A LOG:—We learn from Amherst, N. S., that Amos Ripley, son of Andrew Ripley, met with a terrible and sudden death Saturday afternoon, near Shulee. He was engaged in rafting logs, and placing logs on a raft, as his brother-in-law, Mr. Reid, rolled them down to him. One of the logs got too much of a start. Reid warned deceased to get out of the way, but he apparently thought he could stop it and went over to the raft. He, however, stumbled and fell on a log covered with rock weed and the log rolled completely over him, death being instantaneous. He received a bad gash on the forehead.

DEATH OF MR. GEORGE JOHNSTONE.—Mr. George Johnstone, who, for many years was one of the most prominent and active farmers in this county, died at Douglastown on Monday last at the advanced age of 93 years. Of late years, owing to age and infirmities, Mr. Johnstone has led a quiet and retired life. But when he was in his prime, some thirty years ago, he was one of the most prominent and active members of the Northumberland Agricultural Society and took an active part in every movement that had for its object the improvement of Agriculture in this county. His remains were interred in St. John's church burial ground yesterday.

TEMPERANCE MEETING AT NAPAN:—On the evening of Tuesday last the District Lodge of Good Templars held a public temperance meeting in the Good Templars Hall, at Napan. There was a very large attendence, and the chair was occupied by Mr. F. Gunn, the District Chief Templar. During the evening a number of addresses were delivered, and these, together with a number of readings and music by the choir made the time pass pleasantly away.

PERSONALS:—Rev. Joseph McCoy of St. Andrews Church has returned to Chatham after spending a summer vocation with friends in the West.

Master Willie Wilkinson son of the Rector of Bay du Vin left for St. John on Saturday morning to enter the Davenport School.

Master Willie Benson returned to the Rothesay Collegiate school last Saturday.

Alex Gibson, Esq was in town last Friday.

W. R. Carmichael the popular traveller for Lyman Sons & Co., wholesale druggists, Montreal, was in town this week.

Mr. and Mrs. W. T. Connors left for St. John on Monday last. Mr. Connors goes as a delegate of the Chatham Branch, No. 202, of the C. M. B. A. to attend the Grand Council of Canada now being held in that city.

The Yachts.

Three yachts of the Miramichi Club started in an alleged race to Bay du Vin on Thursday last. There was very little wind. The leading boat was within 19 minutes of seven hours going the twenty-one miles. Learig got there first, followed by Oriana and Maude. It was of course "no race."

Vessels Loading at Bridgetown.

During last week four large barques were loaded at Mr. Sinclair's mill at Bridgetown and found no difficulty for want of depth of water to float them. Previous to the present season the commanders of large vessels would not take this risk as they considered the depth of water was not sufficient. Now, however, as it has been proved that these fears have been groundless it is reasonable to expect that other large vessels will follow suit and take in their cargoes at the Bridge.

Labor Day.

At the request of the representatives of labor, parliament, at its last session, set aside the first Monday in September as a public holiday. In most of the cities and towns of the Dominion it was observed and trade processions were the order of the day. In Chatham the great majority of the stores were closed and the proprietors and clerks took an outing in the country, but the mills kept working.

In Newcastle the day was not observed. The stores were all open and none of the mills were closed.

In St. John the day was observed as a general holiday and the parade of working men was carried out in excellent style. The carpenter's union turned out a hundred teams. Among other bodies were sixty-five tailors, a large number of carriage makers, 300 ship laborers, 200 saw mill men, 60 moulders, 600 iron rollers, 100 carpenters and bricklayers, a large number of printers and other trades. Some of the representations were very interesting, one of the millmen giving all stages of work from cutting a tree to the shipment of lumber. They had a portable saw mill on wheels engaged in the actual work of making boards. The ship laborers had a large vessel fully rigged in the procession. The whole affair passed off well, the day being a perfect one.

In Halifax business was generally suspended, but the city laborers worked as usual. A large number of citizens went to the country for a days outing and between 2,000 and 3,000 people attended the St. Agnes' church picnic at Hosterman's grounds.

At New Glasgow, N. S., the town was crowded with thousands of people from all quarters of the country and the day was celebrated by a regatta on the river, horse races in the park and athletic sports.

At Toronto the day was celebrated by a mammoth picnic at Grand Park which was attended by thousands of people. During the day addresses were delivered by Sir John Thompson, Sir Oliver Mowat and Governor Kirkpatrick.

In Montreal the day was kept as a general holiday. About 10,000 paraded and the demonstration was a signal success.

The Delineator for October is Called the

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and contains an unusually large number of articles on interesting subjects. In addition to the regular fashion matter there is a special article of much value to mothers called Fitting Out the Family for Autumn and Winter. There are also articles for the housekeeper on Seasonable Cookery, Hints on Serving Peaches, Apricots and Plums, and The use of the House, Life and Work at Mount Holyoke College are well treated by a recent graduate, the second paper in the Kindergarten Series opens up the study in an interesting way, and there is a practical contribution on Millinery as an Employment for Women. The relations between Mother and Daughter are concluded in this number, and in how to Live Wisely the subject of Illness and What not to do is ably discussed. Instruction in Artistic Handcraft is given in Venetian Iron Work and the Uses of Crepe and Tissue Papers, and entertainment is provided in a Hallowe'en German and a Chrysanthemum Party. Around the Tea Table is as gossipy as usual, and there are papers on Knitting, Netting, Tatting, Lace Making, Crocheting, etc., etc.

The Subscription Price of the Delineator is One Dollar a year, single copies, fifteen cents each.

Address orders to The Delineator Publishing Co. of Toronto (Ltd.) 33 Richmond St. West, Toronto, Ont.

Burglars at Canterbury.

CANTERBURY STATION, Sept. 3.—This morning at two o'clock L. A Hopper's store was broken into. The safe was blown up and the whole front of the store blown out. Three hundred dollars was taken. Three men were seen running from the building by the villagers who were alarmed by the shock. The cry "fire" was made by Mr. Hopper, who heard the buglars but could not get out of his room which was above the store, as the doors were tied on the outside. Three suspicious looking characters came into the village last night. The tools with which the burglars worked were taken from a blacksmith shop opposite.

Gaspe Oil Wells.

MOST VALUABLE FIND SAID TO HAVE BEEN MADE.

BUFFALO, N. Y., Sept. 1.—A special to the Courier from Wendom, N. Y., says: Among the arrivals of strangers over the Buffalo, Rochester, and Pittsburg Railroad recently to visit the gas well which the Natural Gas Trust is developing a mile east of here, was a contractor from Gaspe Basin, Que., where a new oil field is being developed by Boston capitalists.

This new oil field has been very productive and profitable, and the discovery of oil has been kept a close secret. Every man that has worked in the field has been obliged to take an oath before being giving employment that he will never tell a secret or give any information to outsiders concerning the oil well. The oil is taken to Boston by boats. The oil is much heavier than the Pennsylvania oil and is said to resemble Russian oil. From tests made in the surrounding country it is thought that an extensive oil field will be found in Eastern British America that will soon cause considerable excitement.

At Sea Without a Crew.

NORTH SYDNEY, September 3.—On Sunday morning, Captain Kennedy, of the steamer Delta, when off Scaterie, noticed a schooner under sail moving about in an aimless sort of way. Seeing no person on board and noticing that the sails were braced aback, he persued the straying vessel and after some difficulty succeeded in placing his mate and four men on board. The vessel proved to be the topsail schooner St. Clair, 97 tons, of Plymouth, England, built in 1890, and had left Twillingate, Nfld., some time ago for North Sydney. The vessel's lights were still burning and everything was in good condition, there being nothing to indicate that she had been ashore; but the boat lashings were cut and bore the impression that the boats had left the schooner in a hurried manner. The St. Clare, which arrived here yesterday afternoon, is now at the General Mining Association's pier. No tidings have yet been received of the missing crew.

Fighting in the Pacific.

SAN FRANCISCO, Cal., Aug. 31.—A press correspondent at Apio, Samoa, writing under date of August 16th, says: "Since the last mail the forces in arms have not been entirely idle. About a fortnight ago the rebels destroyed the houses of the government supporters at Talealili, and the sufferers subsequently made their ways to the home of the depredators and killed six men, beheading them and bringing their ears to Apia.

"Early last week King Malietoa addressed a letter to the consular representatives, announcing his inability to preserve law and order in Samoa any longer and begging them to interfere. The naval commanders, after consultation with the consuls, took matters into their own hands.

"On the 20th the British warship Buzzard bombarded Luatuanu, which, however, the rebels had burned and evacuated during the night, retreating to Saluafata. War vessels and royal troops followed them up, reaching there that evening. Saluafata was found deserted and the position of the rebels remained undiscovered owing to the darkness.

"At dawn the troops encountered the enemy and a battle ensued, the former losing two killed and one wounded. The enemies loss is unknown. Later the men-of-war opened fire on the rebels, who were scattered in the bushes. The war ships continued firing until late in the afternoon when a letter was sent aboard from the rebels offering to surrender."

"Walseaoa, who was on the Curacoa, was consulted, and he met the delegates and peace was arranged, the rebels giving up 100 rifles to the king and promising to cease hostilities. The government troops lost 6 men during the fighting, while the loss of life on the rebel side is believed to be heavy.

"News reached here this morning that there had been further fighting between the rebels and government troops, the former being joined by 800 men under Temasse, and that the rebels are now determined to fight to a finish."

A Double Life

Late despatches from Chicago, Ill., furnishes us with the following account of a Jekyll-Hyde case in modern, every day life. The party took the character of an insurance agent by day and a bandit by night. The despatch says the man giving his name Gorman who participated in the Deerfield hold-up and subsequent stirring events late Friday night and Saturday morning; and who was indentified as Billy Williams, a well known character on the Pacific coast, was again identified to-day by responsible men as H. E. Griswold, a well-known and well-to-do local inspector of the Manchester Insurance Company.

Griswold's father is said to be a travelling inspector of the Home Fire Insurance Company, of New York, and lives in that city. The people making the identification are officials of the Manchester Insurance Company, and they maintain they are not mistaken. It appears to be a case of Dr. Jekyll and Mr. Hyde. Griswold had no need to steal or shoot his fellow-man, but he did it apparently because he loved the excitement of such a life. Crime has apparently become a pastime with him, and he is supposed to have found an apt pupil in Lake, a poor, unemployed laborer. During the daytime Griswold filled the important position of fire-risk inspector, which he used as a cloak for his marauding excursions during the night.

About five years ago Griswold married a country girl, and she became Mrs. Gordon, not Griswold. Since then they have lived in various parts of Chicago, their last home being at No. 13 Curtis street. To day the timid, frightened wife called at the police station and gave her name as Gordon, saying she never knew her husband by any other name. It is believed that the police department, with the aid of the railway companies, is running to earth, in this dual arrest, a long train of depredations of which Griswold is the centre.

The story of Griswold's life, so far as known, is unique. Born almost 28 years ago, his father tried to give him a fair education, but the boy's instincts were wild and lawless. He eventually disappeared from home and was next heard of in the west as a cowboy and ranchman. After seven years of adventurous life in California, Oregon and Idaho, he came to Illinois and secured employment as a brakeman at Rock Island, Ill. While there he married, and, by the influence of his wife, was caused to live a quieter life. His father, noting the improvement in his behavior, used his influence to secure his son a position with the local office of the Manchester Assurance Company. Young Griswold grew prominent in his new position, and soon drew a good salary. However, the reformation was not complete, but just when Griswold began his double career, while in the employ of the assurance company, is not known. Further disclosures are expected at the inquest over the remains of Detective Owens, which has been postponed for a week to permit the police to make a full investigation of Griswold's and Lake's careers.

Frightful Forest Fires.

ST. PAULS, Minn., September 2.—The town of Hinckley, Minn., was completely destroyed by forest fire last night. From 150 to 200 lives lost. The loss of life at other points will probably swell the total to 400 dead.

CUMBERLAND, Wis., Sept 2.—The lumber town of Baronette, with 500 population, eight miles north of this city, and Granite Lake, a small town four miles north, were completely wiped out of existence last night by fire. The people who barely escaped with their lives, were brought to this city. Five families are missing and it is thought they may have perished in the flames. Fifty million feet of lumber were burned at Baronnette, and five million feet at Granite Lake. Fire is raging violently over a territory ten miles square, southeast of this city. Hundreds of farmers are homeless, barely escaping with their lives. Impossible to estimate the loss at this hour. The wind is blowing a gale and great apprehension is felt with the fire completely surrounding the city.

RICE LAKE, Wis., September 5:—Terrible forest fires in this vicinity, and the town of Bashaw has been wiped out. Bridges are burned, and telegraph lines down.

MARQUETTE, Mich., September 2.—Forest fires covering 100 square miles are reported from the upper peninsula. Timber losses reach hundred of thousands of dollars.

ST. CLOUD, Minn., September 2.—The pine region of eastern and central Minnesota is all ablaze to-night, and immense damage is done. Three persons burned to death.

MINNEAPOLIS, Minn., September 2.—Balletins from the fire district show that the damage done by fire was not exaggerated. Duluth reports $1,000,000 worth of property destroyed and 300 lives lost. Relief trains were sent from here and St. Paul. In Wisconsin the towns of Barothette, Granite Lake, Cumberland, Pineville, Comstock and Forest City are burned. Seventy-five houses were destroyed at Shell Lake and Spooners is being threatened.

ST. CLOUD, Minn., September 2.—First report of terrible loss of life at Hinckley received here early this morning from Pine city. A message to the Great Northern officials here said Hinckley had been burned, the Great Northern round house being the only building left. Thirty lives lost. At noon another telegram placed the dead at nearly 200. Word was received to be prepared to render assistance. The Great Northern is doing all in its power to reach the fire stricken town. Ever since yesterday afternoon work trains have been engaged in rebuilding the burnt bridges. All men that can be used are being rushed to the front. Three large bridges are down. At 6 the road was clear to a point within about 15 mile of Hinckley. Scenes at the front where work trains are engaged are frightful. One crew reported that they saw flames sweeping down on a house close to the track. The place was enveloped in fire before the people could escape. The workmen were powerless to render assistance although they were so close they could hear the people screaming as they were being cremated. Newspaper men are trying to reach Hinckley over the Great Northern from here, but it is not thought they will get there before to-morrow. All telegraphic communication is shut off. A messenger from Hinckley who reached Mora says 148 people were found dead in the new town of Pokegama, which was wiped out.

MINNEAPOLIS, Minn., September 2—The first train over the St. Paul and Duluth road direct from the scene of the great fire reached Minneapolis this afternoon. Mrs. Lawrence, a passenger, says the first evidence of fire was almost suffocating. One mile north of Hinckley about fifty people rushed toward the train, screaming frantically. The engineer, seeing their danger if they remained, stopped the train and let them aboard.

The heart became intense and a volcano of fire burst out in an effort to whip the train and occupants off the earth. Mrs. Lawrence describing the scene, said: "At the first rush of the flames towards the cars, the window panes went out with a crash, and the train began slowly to return towards Skunk Lake. People screamed, and men jumped through the car windows. The panic was horrible. Every fear-crazed person was for himself and did not care how he got out of the rushing avalanche of flames. My dress caught fire, but I extinguished the flames. I saw two Chinamen paralized by fear. They made no effect to get away and simply hid their heads under the seats and burned to death. I stood it as long as I could, then rushed out of the car, jumping over one or two persons lying on the ground injured. Some people jumped into Skunk Lake. I simply ran along the ties, the fire had burned away. After running until my strength gave out, I fell down between the rails and expected every minute my dress would be burned from my body. I put out the flames on my dress half a dozen times, and had to hold my hands over my baby's face to keep it from suffocating." This morning Mrs. Lawrence was picked up in the middle of the track, about two miles north of Hinckley, by a relief party from Duluth, which made a trip on a handcar.

The site of Hinckley, says Mrs. Lawrence, is nothing but a blackened waste. The bodies of dead and injured persons are lying everywhere. Fully 125 persons were aboard the limited, but only the two Chinamen were burned outright. About a dozen persons, according to Mrs. Lawrence, were injured in the panic when the people tried to escape from the car. Some rushed to the platform and jumped off while the train was moving; others fought their way through the struggling, frantic mass of passengers. In their effort to get away from the scene many persons suffered severe injuries such as broken bones and limbs.

Mayor Eustis received a telegram from a citizens committee at Rush city, Minnesota, this afternoon, stating that 150 lives had been lost at Hinkley and the situation was horrifying. A carload of provisions was procured, but no engine could be secured to take it to the sufferers.

MORA, Minn, September 2.—The bodies have been taken out of Hinckley and places in the vicinity. The nearby town of Pokegama is wiped out. The eastern Minnesota train, which left St. Paul at 1.05 yesterday afternoon and arrived at Hinckley 6 o'clock last night took 200 people on board and moved westward towards St. Cloud. The train has not been heard of since. There is general fear that it has been burned with all on board.

There is no chance that the passengers are alive, unless they found a stream or slough into which they could go and escape the fire. Every family in Pokegama is homeless and in danger of starving to death. A freight train is in a ditch one and one half miles west of Pokegama. 25 people are in the caboose. Fire is all round them. If they are not rescued soon all must perish. Hans Neilsen, section foreman at Pokegama, started away with his family yesterday afternoon on a hand car to escape the fire. Nothing since been seen or heard of them. It is certain they have perished.

The Church and Drink.

AN EXPLANATION OF MGR. SATOLLI'S LETTERS ON THE LIQUOR QUESTION.

NEW YORK, August 20.—A Time special from Washington gives an interview with Monseigneur Joseph Schroeder, of the Catholic University of Washington, in which he gives an authoritative explanation of the purpose of Mgr. Satolli's letters on the liquor question.

"The letters of the Apostolic delegate," said Mgr. Schroeder, "cannot properly be characterized as an edict, or a decree, or a law, as has been done in various publications. Furthermore, it is an exageration, if the approval extended to a local regulation, intended for, and limited to the diocese of the bishop, is represented to mean the promulgation of a routine for other dioceses. It is a distortion of the utterances of Mgr. Satolli to stamp them as a declaration of war against the proprietors or frequenters of saloons or against the use of spirituous beverages generally."

"What are the facts in the case?"

"A bishop whose noble purposes have never been doubted, even by his adversaries, considers it now opportune to call a halt to certain abuses by an incisive measure. Certain Catholic societies, against which this measures was directed, appealed to the Apostolic delegate, asking to have the regulations of the Bishop set aside or modified. Two such written requests were received by Mgr. Satolli and his answer to both of them was that he could not grant the request. The real point in these letters is the refusal of His Excellency to set aside the order promulgated by the Bishop. Mgr. Satolli simply declined to nullify a regulation prescribed by the Bishop of Columbus for the Bishop's own diocese. This fact, however, does not in any way justify the various conclusions that have been drawn therefrom. The delegates' approval of the steps taken by the Bishop of Columbus does not compel all other Bishops to promulgate similar regulations, nor is there even such a suggestion implied. Nor can it be implied that Mgr. Satolli, in giving this approval, has directly or otherwise issued a decree excluding all Catholic saloon-keepers from Catholic societies, or that he considers the sale or consumption of spirituous beverages sinful."

Mgr. Schroeder added that the Church has never in any wise condemned the reasonable and moderate use of spirituous beverages, nor has Mgr. Satolli.

AN INVALUABLE HOUSEHOLD REMEDY, for the cure of rheumatism, neuralgia, sore throat, toothache, headache, sprains, pains in the back, neck or limbs, chills, colic, cramps or any pains or aches (internal or external) is Dr. Manning's German Remedy, the universal pain cure. No home should be without it. Manufactured only by the Hawker Medicine Co., St. John, N. B. All druggist sell it.

Loss of Life by a Cloud Burst.

SAN ANTONIO, Tex., Sept. 1.—The cloud burst in the country west of here was a terrible catastrophe. As reports come in the belief is general that several hundred persons lost their lives by drowning. Damage to property is immense. One half of the residences in the town of Uvalde were swept away. There is great suffering among those who lost their homes. Thousands of head of cattle were swept away. The Southern Pacific railroad's loss is over a million dollars by damage to tracks and bridges.

THIS IS A HARD SEASON on old people. Many are weak, have no appetite, and are generally depressed. A course of Hawker's nerve and stomach tonic will give them a new lease of life.

Concerning Yachts.

WHAT A HALIFAX MAN SAYS OF THE YACHTING ACCIDENT.

[Recorder.]

"What do you think about the yachting accident in St. John?" said our reporter to Mr. F. H. Bell, meeting that gentleman on the street and knowing the interest he takes in all yachting matters.

"I am extremely sorry about it, not only because of the loss of life, that is of course, but because it hurts yachting. A great many people have a notion that it is a very dangerous form of sport and that the man who goes sailing takes a big risk, that accidents are inevitable, and must happen sooner or later. Of course every such accident as this strengthens that impression tremendously. But there is no reason for such a belief. There is hardly a yacht accident but the causes of it are plain enough."

"What about this one?"

"Simply a bad boat. A shallow centre-board yacht, probably of great beam and small depth, with no external ballast, and a lot of canvas, and a tremendous crew, twelve, to help to keep her up by sitting out to windward. Such a boat will be stiff enough up to a certain point, but when she goes, she goes all at once and with no chance of recovery."

"You say it was the fault of the boat. Wouldn't any kind of a boat have been liable to go the same way if caught in such a squall?"

"Certainly not. A properly built yacht would have come through it as safe as a church."

"You mean if properly handled?"

"Well, of course, good handling is a great help. But to a good modern yacht it would not make any difference, so far as safety went, how she was handled."

"Isn't that going too far?"

"Not a bit. It's only a matter of depth and outside ballast. You make a boat deep enough and hang part of her ballast on her in the shape of a metal keel, and you simply can't upset her. She is just like those toy men the children have, weighted at the bottom, and which always "bob up serenely" no matter how you tumble them about. Such a boat will lie down till the wind blows over her, but that is all. She is so deep that her rudder is always in the water, and you have control of her. All you have to do is to put your helm down and she comes up into the wind and on an even keel again. If the boat carries a good "weather helm" you don't even need to do that; she will come up herself. The only danger of such a boat is that she may fill with water while hove down. You can easily prevent that by having a good side, "freeboard" it is called, a good deck and a water tight cockpit with good coamings round it. Then, if you have a boat that can't upset and can't fill, what can happen to you? All you need is to stick on to her; she'll do her part."

"Are there any boats like that in Halifax?"

"Oh, yes. The Wym and Youla and Lenore all have heavy lead keels, and several others have lead or iron keels. In such boats yachting is as safe as driving, perhaps safer, but a shallow boat is a regular trap."

"It is a long time since there has been a yachting accident in Halifax?"

"The last one in connection with the yacht squadron was in September, 1876, when the Cygnet was upset and Mr. Tupper and Mr. Fay drowned. It was a bad, cranky boat did that, too. We have much better boats now than we had then."

Hall's Hair Renewer enjoys the confidence and patronage of people all over the civilized world, who use it to restore and keep the hair a natural color.

Curious Case of Mistaken Sex.

PARIS, August 19, 1894.—A most curious affair has just happened in the Department of the Basses-Alpes. A young woman of twenty-four years, Mlle. Laure Bernard, who is well known in the district as having been head of a school for the cure of stammering at Treschatel, near Gap, a few months ago suddenly changed her sex, and has since married one of her friends. It would seem that, despite her certificate of birth, her name and her costume the young lady was really a man.

"Milli." Laure Bernard was born in a commune of the Arrondissement of Embrun, of a most respectable and fairly wealthy family. One brother was a distinguished naval surgeon, another took holy orders; a sister is a nun, and another is married to a notary in large practice at Gap. It appears that at the time of her birth the question of the child's sex was a difficult one to settle, and the weaker one was chosen. Mlle Laure was placed in a convent, where she remained till the age of nineteen years, receiving an exceedingly complete education.

On leaving the convent she founded at Trenchatel a school for curing stammering. She also made tours through the neighboring departments, teaching her methods of cure with great success. As stammering is exceedingly common in that part of France, in a year or two she managed to accumulate a small fortune of 40,000f. With this money and without any assistance from her parents "Mlle." Laure, always in skirts, went to Grenoble and studied medicine. Nothing in her outward appearance betrayed that she was of the masculine sex. The face had perhaps a certain hardness of feature and the voice was slightly manly in its tone, but on the whole she wore her skirts "as to the manner born." Of beard or mustache there was not a trace.

It is said at Grenoble that when attending the medical school she sometimes wore male clothing. It is very certain that she took great pleasure in female society. It was even on account of this that she threw off the old Adam— or the old Eve to speak more correctly—and entered the state of matrimony. "Mlle." Laure went to Embrun and got the Tribunal Civil to change the register of her birth. Mlle. or M. Bernard will be included in the list of recruits for next year.

To Protect German Sugar.

A UNION FORMED FOR DEFENCE AGAINST THE NEW AMERICAN TARIFF.

[By Cable to the Herald.]

Berlin, Sept. 2, 1894.—Representatives of the German sugar interests met yesterday in Kroll's Garden and resolved to form a protective union. They voted also that the union should adopt such measures as would save the beet sugar industry of Germany and allied industries from killing competition or hostile legislation.

A deputation called upon Freiherr Marschall von Biebarstein, Capriv'i's representative, and submitted a petition for government protection of the beet sugar industry against the new American tariff. Just what kind of protection they expect the sugar men neglected to say. They were informed that the government was aware there was likely to be trouble with the new American tariff and would give immediate attention to the petition.

Latest News.

M. Jacques St. Cere in a Commercial Cable despatch from Paris says that the reason why the Russian military manoeuvres have been countermanded is the discovery of a widespread conspiracy against the life of the Czar.

A Commercial Cable despatch from Berlin says that Count Capriv'i's organ the Reichbote, is advocating the cultivation of better relations between France and Germany.

A Commercial Cable despatch from Dartmouth announces the death at Kildysart, Ireland, of Lieutenant Henn, owner of the cutter Galatea, which competed for the America's cup in 1886.

The Chinese government has ordered troops and a fleet to Port Arthur to make an attack on the Japanese.

Six negroes, accused of arson, were shot to death by a mob near Memphis, Tenn.

Advances in the price of sugar, which make the commodity cost more to the consumer, have been made on account of the new tariff, and it is expected that still higher figures will soon go into effect.

A Case of Stepmother.

THE STORY OF THE WEEKS CHILDREN AND THEIR EVENTFUL VOYAGE.

[North Sydney Herald.]

The barquentine Laura, Capt. Kehoe, which arrived here at midnight Wednesday from Harbor Grace, Nfld., had on board the children of Dr. Chas. J. Weeks, of Rose Blanche, Nfld., who were picked up about 60 miles south-southeast of Rose Blanche. The children had been adrift at sea since Friday night and no tidings of them had been received until the arrival of the Laura at this port. The children are brother and sister, aged respectively 17 and 15 years. The boy's name is William and the girl's Fannie. It was not by accident that the children came to be adrift in an open boat for three days far from the sight of land, but their leaving home in such a very novel manner was an act of their own wills and had been carefully planned before the undertaking was commenced. The children's mother has been dead for some years, and it appears their stepmother, with whom they had been living, did not treat them with all kindness. The father, too, apparently did not show them the consideration that would be expected from one in his position. In fact he clearly intimated to his son that it was time now that he was able to look after himself, and told him on several occasions that he would not support him the coming winter. The poor children were thus placed in such a position that they decided to leave home in the hope of reaching Halifax, where their relatives reside. The only means by which they could get away from such an out-of the way place as Rose Blanche was by water, and they decided to risk their lives in an open boat rather than remain at home and be subject to unfair treatment. They accordingly secured a small boat with two sails, and on Friday night last, about eight o'clock, they set out on their perilous voyage with but one loaf of bread and a pint of water to sustain them on their uncertain passage. They drifted about without having the slightest idea of longitude or latitude, and on Sunday morning, becoming weakened through hunger and thirst, they retired to the cuddy of the boat, from whence they did not appear until picked up by the Laura. Capt. Kehoe, of the Laura reports that he left Harbor Grace for North Sydney on Thursday last. Owing to the direction of the wind the vessel was carried further up the gulf than is usual on such voyages, and were it not for this fact the children would not have been picked up by the Laura, and the probability is that they would now be dead. About 7 o'clock Sunday evening Captain Kehoe sighted the boat about three miles on the lee bow. It was nearly dark when the boat was reached, and only by the slightest chance were the children rescued from their awful fate. Not a sail was set, nor a flag or signal of any kind hoisted to intimate that help was needed. In fact there was no appearance of a living creature being on board. When the boat struck up against the side of the vessel her masts were taken hold of by the crew, who called several times to see if there was anyone on board. No answer came and the boat was again let go. She was drifting past the vessel and had reached the mizzen rigging when the boy appeared out of the cuddy and was observed by the vessel's crew. The work of rescue then commenced and in a short time the children were safe on board the Laura. The boy on reaching the deck was so far gone that he fainted. The girl, who is two years younger than her brother, appeared to have stood the terrible strain with better endurance, although not a dry stitch of clothing covered her body. Once on board the vessel they were all right, and were treated most kindly by Capt. Kehoe. Friends of the children in North Sydney boarded the Laura this morning where she lies at anchor in the harbor, and the children were taken ashore by Capt. Gordon in the tug Merrimac. They are at present at the residence of Mr. George Robinson, of the boot and shoe factory, and will remain there some days, and will likely be forwarded to their relatives in Halifax.

DIED

At Evergreen Villa, near Brantford, Ontario, on Sept 4th, Elias Jane Scott, relict of the late John McCoy, and mother of Rev. Joseph McCoy M. A., pastor of St. Andrew's Church, Chatham N. B.

Shipping News

PORT OF CHATHAM.

Entered From Sea

Aug 22—Bk Algoma, 1145, Overgaard, Belfast, Wm McKay, bal.

27—Bk Dorotea M, 486, Moreseo, Gloucester, J B Snowball, bal.

29—Bk N. S. del Salute, 421, Olivari, Bonguella, Order, bal.

31—Bk Gjtavat, 934, Tengstrone, Bordeuing, J B. Snowball, bal.

Entered Coastwise.

Aug 22—Sch Glen, 23, Handrihan, Tignish, master cattle.

23—Sch Finn, 10, Gallant, Mimingash, master cattle.

23—Sch Marion F, 23, McLaughlin, Tracadie, J B Snowball, lobsters.

24—Sch Caughnawaga, 14, Dugay, Tracidie, J B Snowball Lobsters.

24 Sch Lorne, 18, Sonia, Tracadie, W. S. Loggie, Berries.

24—Sch White Bird, 27, Paquet, Shippegan, W S Loggie, gen cargo.

24—Sch Jennie May, 19 McGrath, Tignish, master, cattle.

25—S S Mary O'Dell, 13, McLean, Richibucto, A & R Loggie, gen cargo.

25—Sch Florence May, 74, Anderson, Cross Bay, J W & J Anderson, bal.

25—Sch Maria, 28 Lewis, Kouchibouguac, W S Loggie gen cargo.

25—Sch Paragon, 34, Stafford, Magdalens, master, bal.

25—Sch Maggie McBeth, 26, Mackey, Tignish, master, cattle.

27—Sch Levinia, 18, McCarthy, Tignish, master, cattle.

27—Sch Frank, 20, Miller, Alberton, master, cattle

27—S S Mary O'Dell, 13, McLean, Richibucto, A & R Loggie, gen cargo.

28—Sch St. Peter, 15, Gillis, Tignish, master, lumber.

30—Sch Ella B, 62, Murphy, Magdalens, Master, bal.

30—Sch Amy B, 60, Williston, Charlottetown, W S Loggie, gen cargo.

31—Sgo Monkland, 148, Sonis, Tracadie, J B Snowball, deals.

31—Sch Wild Brier, 24, Costain, Mimingash, Master cattle.

31—Sch Lorne, 18, Sonis, Tracadie, W S Loggie, gen cargo.

1—S S Mary O'Dell, 13, McLean, Richibucto, A & R Loggie, berries.

Sept 1—Sch Golden Ball, 11, Cousens. Mimingash, Master, oats.

1—Sch Caughnawaga, 14, Dugay, Tracadie, Master, gen cargo.

2—Sch Acadian, 77, Doucett, Sydney, E Johnson, coal.

2—Sloop Beaver, 28, Dignard Tracadie, A & R Loggie, gen cargo,

3—S S Mary O'Dell, 13, McLean, Richibucto. A & R Loggie, gen cargo.

3—Sch Glen, 20, Hanrihan, Tignish, Master oats.

4—Sch Evening Star, 28, Ache, Shippegan, Master, gen cargo.

4—Sch Glen, 10, Gallant, Mimingash, Master, cattle.

Cleared for Sea

Aug 27—Bk Marguerete, 341, Westberg, Bridgewater Dock, F E Neale, deals.

28—Bk Bertano, 763, Schuffino, Marseilles, J B Snowball, deals.

Sept 1—Bk Euro, 704, Batticich, Cardiff, J B Snowball, deals.

Cleared Coastwise.

Aug 23—Sch Marion F, 23, McLaughlin, Tracadie, master, gen cargo.

24—Sch Caughnawaga, 14, Dugay, Tracadie, master, gen cargo.

24—Sch Lorne, 18, Sonia, Tracadie, W S Loggie, gen cargo.

24—Sch White Bird, 27, Paquet, Shippegan, W S Loggie, gen cargo.

24—Sch Jenney May, 19, McGrath Tignish, master Lumber.

25—S S Mary O