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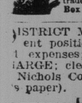

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FOR SALE—Cheney's Island, Grand Manan, N. B., containing about 300 acres. Well wooded, two dwelling houses, two barns and other buildings, all in good repair. Island will pasture about 300 head of sheep and winter large stock. Mainland can be reached at low water by horse and carriage. All stocks, farm implements, crops and furniture will be sold with place. Great bargain offered for cash. Apply to S. E. Russell, Cheney's Island, Grand Manan, N. B. 8-10-t.f.-d.

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RIVER SETTLERS WHO TOOK SIDES AGAINST THE BRITISH CROWN

Time of Stress in the Early History of New Brunswick---Revolutionists Sent Privateers to Prey Upon Commerce---Many Residents Along River Ready to Take Up Arms for Them, But Humiliation Followed.

W. O. RAYMOND, LL. D.

CHAPTER XXIII.

AFFAIRS ON ST. JOHN RIVER DURING THE REVOLUTION

In the year 1775 armed vessels were fitted out in several of the ports of New England to prey on the commerce of Nova Scotia. Many of these carried no proper commissions and were manned by hands of brutal marauders whose conduct was so outrageous that even so warm a partizan as Col. John Allan sent a remonstrance to congress regarding their behaviour: "Their horrid crimes," he says, "are too notorious to pass unnoticed," and after particularizing some of their enormities he declares "such proceedings will occasion more Torys than a hundred such expeditions will make good."

The people of Machias were particularly fond of plundering their neighbors, and, and that place was termed a "nest of pirates and rebels" by General Eyre Massey, the commandant at Halifax

Seize and Burn Fort Frederick.

Early in the summer of 1775 it was rumored that Stephen Smith of Machias, one of the delegates to the Massachusetts congress, had orders to seize Fort Frederick, and the Governor of Nova Scotia recommended the establishment of a garrison there to prevent such an attempt. But the military authorities were too dilatory and in the month of August a party from Machias, led by Smith, entered St. John harbor in a sloop, burned Fort Frederick and the barracks and took four men who were in the fort prisoners. The party also captured a brig of 120 tons laden with oxen, sheep and swine, intended for the British troops at Boston. This was the first hostile act committed in Nova Scotia and it produced almost as great a sensation at Halifax as at St. John. The event is thus described by our first local historian, Peter Fisher, in his sketches of New Brunswick:—

"A brig was sent from Boston to procure fresh provisions for the British army, then in that town, from the settlements of the river Saint John. The same vessel was laden with stock, poultry, and sundry other articles mostly brought from Maugerville in small vessels and gondolas, all of which had been put on board within about fifteen days after the brig had arrived. While she was waiting for a fair wind and clear weather an armed sloop of four guns and full of men from Machias came into the harbor, took possession of the brig, and two days after carried her off to Machias; the first night after their arrival the enemy made the small party in the Fort prisoners, plundered them of everything in it, and set fire to all the Barracks, but at that time they did not molest any of the inhabitants on the opposite side of the river."

The burning of Fort Frederick seems to have been made known at Halifax by James Simonds and Daniel Leavitt, who went to Windsor in a whale boat to solicit to protection of government. Their report caused a mild sensation on the part of the military authorities, and they began to take measures for the defence of the province, although it was more than two years before any adequate protection was afforded the settlers at St. John. Being apprehensive that the company's effects in the store at Portland Point might be carried off by marauders, Mr. Simonds a few weeks afterwards carried a portion of the goods to Windsor in the schooner "Polly" and disposed of them as well as he could.

Took Sides Against Britain.

The next year was a decidedly uncomfortable one for the people living at Portland Point. In the month of May two privateers entered the harbor, remaining more than a week. Their boats proceeded up the river as far as Maugerville and informed the people that the province would soon be invaded from the westward, that privateers were thick on the coasts and would stop all manner of commerce unless the settlers joined them. They threatened, moreover, that should the Americans be put to the trouble and expense of conquering the country all who sided with the mother country must expect to lose their property and lands. About this time some Indians arrived with letters from General Washington, and it was believed that the whole tribe was about entering into an alliance with the Americans, as they showed a decided predilection in their avor and even threatened to kill the white inhabitants unless they would join the "Boston men." There can be little doubt that the majority of the people on the River St. John were at this time disposed to side with the Revolutionary party also. A public meeting was held on the 14th of May, 1776, at the meeting house in Maugerville, at which a number of highly disloyal resolutions were unanimously adopted. One of the leading spirits at this meeting was the Rev. Seth Noble, who had already written to Gen'l. Washington to represent the importance of obtaining control of western Nova Scotia, including the River St. John. Jacob Barker, Esq'r., was chosen chairman and a committee, consisting of Jacob Barker, Israel Perley, Phineas Nevers, Daniel Palmer, Moses Pickard, Edward Coy, Thomas Hartt, Israel Kinny, Asa Kimble, Asa Perley, Oliver Perley and Hugh Quinton, was appointed to prepare the resolutions which were subsequently adopted by the meeting. One of the resolutions reads:—

"Resolved, That it is our minds and desire to submit ourselves to the government of Massachusetts Bay and that we are ready with our lives and fortunes to share with them the event of the present struggle for liberty, however God in his providence may order it."

Some Who Were Loyal.

The resolutions adopted were circulated among all the settlers on the river and signed by 125 persons, most of them heads of families. The committee claimed that only twelve or thirteen persons refused to sign, of whom the majority lived at the river's mouth. If this statement be correct, the resolutions certainly could not have been submitted to all the inhabitants, for there is evidence to show that at least thirty families outside of the township of Maugerville were steadfastly and consistently loyal to the government under which they lived. The names of these people are as deserving of honor as the names of the Loyalists who came to the province from the old colonies in 1783. In the township of Maugerville the sentiment of the people was almost unanimous in favor of the Revolution and we have no data to determine who were loyalists—if any. But at St. Anns we have Benjamin Atherton and Philip Weade; in the township of Burton John Larley, Joseph Howland, and Thomas Jones; in Gagetown Zebulon Estey, Henry West, John Crabtree, John Hendrick, Peter Carr and Lewis Mitchell; on the Kennebecasis Benjamin Darling; in the township of Conway, Samuel Peabody, Jonathan Leavitt, Thomas Jenkins, John Bradley, Gervas Say, James Woodman, Peter Smith, and Christopher Cross; at Portland Point, James Simonds, James White, William Hazen, John Hazen William Godsoe, Lemuel Cleveland, Robert Cram, John Nason, Moses Greenough, Christopher Blake and most of the men in the employ of Hazen, Simonds & White.

A number of Acadians too were loyal to the government of Nova Scotia and should be mentioned in this connection. Louis Mercure and his brother Michel Mercure rendered good service to the Governor of Nova Scotia in carrying dispatches to and from Quebec during the war period. Of the Martin family, Jean, Simon, Joseph, Francois and Amaut were warmly commended by Major Studholme for their fidelity and active exertions on various occasions. Members of the Cyr family also rendered important services as guides or pilots, Oliver, Jean, Baptiste and Pierre Cyr being employed in that capacity by Major Studholme and Lieut. Governor Michael Francklin.

At this distance of time it is difficult to determine the number of people on the river who were disposed to be actively disloyal. That they had many inducements to cast their fortunes with their friends in Massachusetts is undeniable. At Maugerville the powerful influence of the pastor of the church, Rev. Seth Noble, and of the leading elders and church members was exerted in behalf of the American congress. Jacob Barker, who presided at the meeting held on the 14th May, was a justice of the peace and ruling elder of the church. Israel Perley and Phineas Nevers were justices of the peace and had represented the county of Sunbury in the Nova Scotia legislature. Daniel Palmer, Edward Coy, Israel Kinney and Asa Perley were ruling elders of the church. Moses Pickard, Thomas Hartt and Hugh Quinton were leading church members. The gentlemen named, with Asa Kimball and Oliver Perley, were appointed a committee "to make immediate application to the Congress or General Assembly of Massachusetts Bay for relief under the present distressed circumstances."

At the Maugerville meeting it was unanimously agreed that the committee, whose names have just been mentioned, should have charge of all matters civil and military until further regulations should be made, and that all who signed the resolutions should have no dealings with any person for the future who should refuse to sign them. The tone of several of the resolutions was that of open defiance to the constituted authority of Nova Scotia, the signers pledging themselves to support and defend the actions of their committee at the expense, if necessary, of their lives and fortunes. One of the resolutions reads:

"Resolved that we will immediately put ourselves in the best posture of defence in our power; that to this end we will prevent all unnecessary use of gunpowder or other ammunition in our custody."

Asa Perley and Asa Kimball, two of the committee, were sent to Boston to interview the Massachusetts congress on behalf of the people living on the river. The commissary general there was directed to deliver them one barrel of gunpowder, 350 flints and 250 weight of of lead from the colony's stores; they were also allowed to purchase 40 stand of small arms.

Humiliation for the Disloyal Ones

So far all seemed favorable to the promoters of rebellion, but bitter humiliation was in store, and within a year the vast majority of those who had pledged themselves to the people of Massachusetts as "ready with their lives and fortunes to share with them the event of the present struggle for liberty, however God in His providence may order it," were compelled to take the oath of allegiance to His Majesty King George the Third for the defence of the province of Nova Scotia against all his enemies.

An impartial review of the situation on the St. John at this stage of the American Revolution would seem to show that the sympathies of a large majority of the settlers were with the revolutionary party, at the same time many of the people were much less enthusiastic than their leaders and if left to themselves would probably have hesitated to sign the resolutions framed by their committee. The presence of the privateersmen, who came up the river at the time the meeting at Maugerville was held, was an incentive to many to sign the resolutions and the attitude of the Indians was a further inducement to stand in with the people of Massachusetts, who had lately entered into an alliance with the savages.

During the autumn of this year (1776) the Bay of Fundy was so infested (with pirates and picaroons that the war vessels Vulture, Hope and Albany were ordered around from Halifax. They were not entirely successful in their endeavor to furnish protection, for the privateers frequently managed to steal past the large ships in the night and in fogs and continued to pillage the defenceless inhabitants.

Another hostile act was now undertaken by the people of Machias of a more ambitious kind than the destruction of Fort Frederick. This was nothing less than an attempt to capture Fort Cumberland, where Lieut. Col. Joseph Gorcham was in command with a detachment of the Royal Fencible Americans. This attempt was in the end a miserable fiasco, but it occasioned much alarm at the time and was the cause of some distress to the loyal inhabitants of that region.

SHIP NEWS.

PORT OF ST. JOHN.

Arrived.

Tuesday, Oct. 18.

Schr Rebecca W Huddell, 210, Fardie, from New Bedford, D J Purdy, bal.

Schr Hunter, 187, Hamilton, from New York, D J Purdy, brimstone.

Schr Lotus, 98, Greville, from Newark to Fredericton, coal.

Schr Domain, 91, Wilson, from Boston, J W McAlary & Co, bal.

Coastwise—Schrs Eastern Light, 40, Cheney, from Grand Harbor; Ouida, 9, Cook, from Grand Manan; Venus, 42, Thurber, from Freeport; Fair Play, 11, Holmes, from Beaver Harbor; Fred and Norman, 31, Cheney, from Grand Harbor; Citizen, 46, Woodworth, from Bear River; Stranger, 20, Brown, from Yarmouth; Souvenir, 27, Robichaud, from Meteghan; stmr Greville, 49, Collins, from Annapolis, and cld.

Wednesday, Oct. 19.

Str Manchester Corporation, 5,586, Heath, Manchester, Wm Thomson & Co., general.

Str Orinoco, 1,550, Bale, Demerara, West Indies, etc, Schofield & Co, malls, mdse and pass.

Coastwise—Schs Maudie, 25, Beardsley, Port Lorne; Silver Cloud, 45, Post, Digby; Packet, 49, Longmire, Bridgetown; Georgie Lenwood, 25, McGranahan, St Martins; Bess, 25, Melanson, St Stephen; Mystery, 14, Mass, Grand Harbor.

Thursday, Oct. 20.

Stmr St Croix, Thompson, from Boston, Portland, Lubec and Eastport, pass and mdse, W G Lee.

Schr Rex, 57, Smith, from Eastport, A W Adams, bal.

Schr Wanola, 272, Wagner, from New York, J W Smith, bal.

Schr John A Beckerman, 376, Rogers, from Boston, Alex Watson, bal.

Schr Frank and Ira, 98, Branscombe, from Perth Amboy, N C Scott, clay.

Schr Effie May, 67, Cook, from Boston, D J Purdy, bal.

Coastwise—Schrs Alice May, 18, Murray, from fishing; Alfred, 28, Guthrie, from Sandy Cove, and cld; Utah and Eunice, 33, Outhouse, from Freeport; stmr Centreville, 32, Graham, from Sandy Cove, and cld; Senlac, 614, McKinnon, from Halifax; schrs Nina Blanche, 30, Crocker, from Freeport; Nellie D, 32, Doucette, from Salmon River.

Cleared.

Tuesday, Oct. 18.

Schr W H Waters, Belyea, for Quincy, Stetson, Cutler & Co.

Schr Adeline, Williams, for Lynn, J A Patterson.

Coastwise—Stmr La Tour, McKinnon, for Campobello; R L B, Baird, for Wolfville; Hesperus, Lewis, for Apple River; Ouida, Cook, for fishing.

Wednesday, Oct. 19.

Bqe Guiseppino, Scotts, Buenos Ayres, f o, Stetson, Cutler & Co.

Sch Pandora, Holder, Yarmouthville (Me), J R Todd.

Coastwise—Schs Yarmouth Packet, Shaw, Yarmouth; Susie N, Merriam, Windsor; Effort, 62, Milner, Annapolis.

Thursday, Oct. 20.

Schr Nellie Watters, Bishop, for Eastport, Gandy & Allison.

Schr Virginia, Publicover, for Fort de France, L G Crosby.

Schr Lavonia, Tower, for Bristol (R I); cargo loaded at Port Greville.

Schr Rewa, McLean, for City Island, f o, A Cushing & Co.

Schr Rex, Smith, for Lubec, Gandy & Allison.

Coastwise—Stmr Senlac, McKinnon, for Yarmouth, etc; schrs Alice May, Murray, for Musquash; Hattie McKay, Card, for Canning; Clara A Bemner, Phinney, for Campobello; Nina Blanche, Crocker, for Freeport; Florence, Harris, for Yarmouth; Harold, Hopkins, for Barrington.

Sailed.

Tuesday, Oct. 18.

Stmr London City, Furneaux, for London via Halifax, Wm Thomson & Co.

CANADIAN PORTS.

Halifax, Oct. 18—Ard, schr Willie L Smith, from Shelburne for Bonnie Bay (Nfld), and cld.

Halifax, Oct 19—Ard, strs St John City, London; London City, St John; Baines Hawkins, Port Hood; Halifax, Charlottetown and Hawkesbury, and sailed for Boston; Pro Patria, St Pierre (Miq).

Sld—Str Florence, Bain, London.

Chatham, Oct 18—Cld, bqe Fristod, Jacobson, River Mersey, fo.

Hillsboro, Oct 18—Ard, schs Helen M, Mills, St John, and cleared; Brookline, Anderson, Bangor.

Cld 18th—Sch Hartney W, Wasson, Newark.

Sydney, Oct 14—Sld, schs Leonard Parker, Port Hastings; Jessie Lena, do.

Quebec, Oct 13—Ard, strs Sicilian, Montreal for Glasgow, and sailed 14th.

Passed down 13th, strs Lake Manitoba, Montreal for Liverpool; Athenia, do for Glasgow; 14th, Parisian, do for Liverpool.

Passed in Father Point 14th, str Montcalm, Evans, Bristol for Montreal.

Victoria, B C, Oct 1—Ard, bqe Ancona, Robbins, Callao for Vancouver.

Hillsboro, Oct. 19—Ard, schr Melrose, Norton, from Calais; bqtn Ethel V Boynton, Bartlett, from Boston.

Chatham, N B, Oct 20—Cld, stmr Concordia, for Dublin.

Halifax, Oct 20—Ard, British cruiser Eromothen, from Portsmouth (Eng); tug Lord Kitchener, from Boston (with barge 106).

Sld—Stmrs Ocamo, Fraser, for Bermuda, West Indies and Demerara.

BRITISH PORTS.

Dover, Oct 18—Passed, stmr Kydonia, from Pugwash for London.

Manchester, Oct 15—Sld, stmr Manchester Importer, for St John.

Shields, Oct 16—Sld, stmr Devona, for Montreal.

Prawle Point, Oct 18—Passed, stmr Evangeline, from Halifax for London.

Glasgow, Oct 17—Ard, stmr Sardinian, from Montreal via Liverpool.

Liverpool, Oct 19—Sld, strs Welshman, Portland; Mount Royal, Montreal; Baltic, New York via Queenstown; Friesland, Philadelphia via Queenstown.

Kinsale, Oct 19—Passed, str Bengore Head, St John for ——.

Liverpool, Oct 19—Ard, str Ottaman, Portland.

Lizard, Oct 17—Passed, str Tampican, Montreal for London.

Londonderry, Oct 17—Ard, str Fos, Rimouski via Sydney (C B.)

Inistrahull, Oct 19—Passed, ship Athena, Cape Chatte for Ardrossan.

Swansea, Oct. 18—Sld, bqe Ingebjorg, for Miramichi.

Brow Head, Oct 20—Passed, stmr Helene Horn, from Chatham (N B).

Stockholm, Oct 18—Ard, stmr Oscar II, from Sydney (C B).

Leith, Oct 19—Ard, stmr Kildona, from Montreal via London.

Barry, Oct 20—Ard, stmr Bengore Head, from St John.

London, Oct 20—Ard, stmr Evangeline, from Halifax.

Glasgow, Oct 20—Sld, schr Bessie Dodd, for St John's (Nfld).

Liverpool, Oct 20—Sld, stmr Bavarian, for Montreal via Moville.

FOREIGN PORTS.

Boothbay Harbor, Me, Oct 18—Ard, schr Vineyard, from New York; Hattie E King, for Boston; Yankee Maid, for Boston.

Boston, Oct 18—Ard, schrs Comrade, from St John; Alice Maud, from St John; Edgar W Murdock, from Norfolk; Charlotte W Miller, from Albany; John B Manning, from Newport News; Alma E A Holmes, from Newport News; Clarence H Venner, from Baltimore; Ella F Colwell, from Woodbridge Creek; Clara E Rogers, from Woodbridge Creek; Gracie J, from Machias.

Below—Ship (supposed) Adriana, from Java.

Cld—Schrs Annie, for Salmon River; Gardined G Deering, for Philadelphia.

Sld—Schrs Marjory Brown, for coal port; Mary E Lynch, for Stonington (Me); tug Gypsum King, towing barges Gypsum Queen, Lizzie Burrill and J B King No 20, for Windsor.

Sld—Schrs Alma, for New York; Julia Baker, for Boston; Gold Hunter, for Boston; D Mangam, for Boston; Wm Pickering, for Neponsit (Mass); Loduskia, for Stonington (Me).

City Island, Oct 18—Bound south, stmrs Silvia, from St John's (Nfld) and Halifax; Donald, from Sydney for Perth Amboy; schrs Genevieve, from St John; Nellie Eaton, from Calais; James Hoyt, from Green's Landing (Me); Eliza Lavensaler, from Thomaston; Empress, from Rockland; Harry L Walton, from Rockport.

Bound east—Stmrs North Star, for Portland; Rosalie, for Boston.

New York, Oct 18—Ard, schrs Wm R Park, from Brunswick; Penobscot, from Norfolk; J B Elliott, from Virginia; L Towner, from Norfolk; Eliza A Scribner, from Wilmington (N C).

Sld—Schrs Annie Ainslee, for Richmond; Blanche Hopkins, for Fernandina; Robert H Stevenson, for Newport News and Key West.

Portland, Oct 18—Ard, schrs Luta Price, Oriole and Alaska, from New York for St John; St Croix, from Baltimore; Celia F, from New York; Eva May, from Coxsackie; C C Lane, Abel C Buckley and Grace Davis, from Perth Amboy; Colin C Baker, from New York; George E Prescott, from Stonington for New York; Lydia M Grant, from Harpswell; Myra Sears, from Bar Harbor; Mollie Rhodes, from Vinal Haven for New York; Marcia Bailey, from Boston.

Sligo, Oct 8—Ard, bqe Bertha, from Chatham (N B).

Yokohama, Oct 18—Ard, stmr Empress of India, from Vancouver.

Vineyard Haven, Mass, Oct 18—Ard, schr Abbie Keast, from Hantsport for orders.

Passed—chrs Wm L Elkins, from St John for New York; Jennie E Righter, from Windsor bound west; Robert Graham Dun, from Windsor for Newburg.

Boston, Oct 19—Ard, str Ivernia, Liverpool; ship Adriana, Java; stmr Centreville, Graham, from Sandy Cove; schs Neva, Bear River; Sarah A Blaisdell, Bangor.

Sld—Str Devonian, Liverpool.

Boothbay Harbor, Oct 19—Ard, schs Winchester, Philadelphia; Ida May, New Bedford; D W B, New Haven; Romeo, Providence; N C Gates, Norwalk; Forest Belle, Machias; Swallow, St John; Walter Scott, do; Mary Ann, McCann, New Bedford; Belmont, Weymouth.

Sld—Sch Silver Leaf, New York.

Calais, Oct 19—Ard, sch Julia & Martha.

Sld—Sch L M B, Cheverie (N S.)

City Island, Oct 19—Bound south, str Horatio Hall, Portland; schs Marjorie J Sumner, Bridgewater (N S); Harold J McCarty, Richmond; T W Cooper, Bangor via Bridgeport; Kit Carson, Bangor.

New York, Oct 19—Ard, str Teutonia, Liverpool; sch Samuel B Hubbard, Philadelphia for Wiscasset.

Cld—Schs Rhoda, Liverpool (N S); Civilian, Bass E Terre; Nellie, Weymouth; Melba, Windsor; Wandrian, Walton (N S.)

Philadelphia, Oct 19—Ard, str Nora, Hillsboro; schs Frank W Benedict, Windsor; Childe Harold, do; Elizabeth T Doyle, Hillsboro; James Boyce, do.

Cld—Str Georgetown, Portland; schs W S Fielding, Canso.

Portsmouth, Oct 19—Ard, schs Katherine, Boston for Sullivan; R Carson, New York for St John.

Salem, Oct 19—Ard, sch Clifford C, New York for St John.

Vineyard Haven, Oct 19—Ard and sld, str Waccamaw, Philadelphia for Portland.

Ard—Schs Georgia E, New Bedford for St John; Jonathan Cone, Calais for Westport Point; Maple Leaf, Parrsboro for orders.

Sld—Sch Abbie Keast, from Hantsport for New York.

Boston, Oct 20—Ard, stmrs Bostonian, from Manchester; Prince George, from Yarmouth (N S); schr Annie Gus, from Calais.

Sld—Stmr Boston, for Yarmouth (N S).

City Island, Oct 20—Bound south, bqe White Wings, from Hantsport (N S); schrs John W Dana, from Tenny Cape (N S); Fred B Balano, from Waterside (N B); Robert Graham Dun, from Windsor (N S) for Newburg; Jennie E Righter, from Windsor (N S) for Philadelphia.

Dutch Island Harbor, R I, Oct 20—Ard, stmr Winnegance, from Port Reading for Hallowell (Me).

Portland, Me, Oct 20—Ard, stmr Hilda, from Parrsboro (N S); Waccamaw, from Philadelphia; schr Isma, from Westport (N S).

Philadelphia, Oct 20—Ard, schr Raymond T Maull, from Cheverie (N S).

Vineyard Haven, Oct 20—Ard and sld, schr Wm H Davenport, from St John for Medford.

Ard—Schr E A Post, from Philadelphia for Sydney (C B).

Sld—Schrs Georgie E, from New Bedford for St John; Jonathan Cone, from Calais for Westport Point.

Shipping Notes.

The Halifax steamer Havana, while passing through the Straits of Belleisle, towing a barge to Hamilton Inlet, Labrador, ran into a gale. The hawser parted and the steamer sheltered at Chateau, but the barge became a total wreck, and her cargo of 800 barrels of flour and 100 barrels of pork was lost. The freight was for a lumber concern in Hamilton Inlet.

Captain Watson Butler, of Hartford, has accepted the command of the ship Ballachulish. Capt. A. W. Hilton left Yarmouth Saturday night to join the steamer Trebia, of which he has been appointed master. Capt. Albert Harris, of Salem, has been appointed first officer. Capt. Alfred Durkee, of Yarmouth, will assume command of the steamer Vortigern.

The schooner Scotia Queen will load coal at Port Reading for Yarmouth, at $1.10.

A despatch from New York says: Two dismantled, abandoned, waterlogged schooner hulks were sighted by the steamer Denver, which arrived from Galveston and Key West. One of the wrecks seen off Georgetown is thought to have been the St. John schooner Syanara. She was burned. The other, which was about thirty miles off the Florida coast, was that of a white, three-masted schooner, apparently a Nova Scotian. There was no sign of life. Many bundles of shingles were floating around her.

The bark Ingebjorg sailed from Swansea on the 18th for Miramichi.

The West Indies liner Ocamo, Captain Fraser, sailed from Halifax yesterday for Bermuda, West Indies and Demerara.

BIRTHS.

RAMSAY—In this city, on the 18th inst., to the wife of W. J. E. Ramsay, a son.

MYERS—In this city, on the 17th inst., to the wife of Fred. J. Myers, a daughter.

DEATHS

MULLIN—At Crouchville, Simonds, on the 19th inst., Catherine Ann Mullin, a native of St. John (N. B.), aged 77 years.

FERRIS—Rena R., daughter of Capt. Jas. D. and Lizzie P. Ferris, died in Boston, Oct. 18, in the seventh year of her age.

KANE—At he rresidence, Westmorland road, on the 20th inst., Catherine, wife of the late Michael Kane, leaving four sons and one daughter to mourn their sad loss. (Newburyport papers please copy).

A GREAT FIGURE STEPS OUT

VISCOUNT ALFRED MILNER
FROM THE BLACK AND WHITE

Lord Milner has resigned the High Commissionership of South Africa on account of ill health, brought about by the prolonged strain in grappling with the situation, which is daily becoming more difficult, owing to the financial and racial troubles of the country.

SEVEN LIVES LOST IN FLORIDA STORM

SCHR. MELROSE WRECKED DURING TERRIFIC GALE

Enormous Damage to Shipping and Many Disasters Reported --Wind Blew 90 Miles an Hour.

Miami, Fla., Oct. 19—Seven lives were lost on Saturday in the wreck near Palm Beach of the schooner Melrose during the gale which began to blow on the South Florida coast on Friday and struck this place about nightfall on Sunday.

In a few hours Miami and most of the towns on the east coast of Florida were cut off from communication with the outside world. Telegraph wires were blown down and the railway tracks were obstructed and not until today was communication restored.

The wind attained a maximum velocity of 75 miles an hour here.

The Melrose carried a crew of eight and four passengers. Just before sunset a great wave swept over the vessel, capsizing it and throwing the passengers and crew into the sea. Mrs. Hallen, one of the passengers, was lost, but the crew managed to cling to the sides of the vessel and Mr. and Mrs. Weller, two other passengers, found themselves in the water within reach of the yardarm of the foremast. When the ship righted herself the two were still clinging to the rigging. The mast, however, fell and crushed Mrs. Weller. Her lifeless body was washed overboard while Mr. Weller had both bones of his right arm broken. The schooner drifted until Monday when all were washed overboard. Mr. Weller grasped a hatch and floated ashore, landing near Palm Beach, as did the captain, mate and two colored seamen. One white man and four negroes were drowned. At present it is impossible to give their names.

The four-masted schooner James Judge, of Philadelphia, is aground four miles south of Palm Beach, having gone ashore Monday in a terrific gale, in which the wind blew from sixty to ninety miles an hour. The crew are all safe. The vessel is badly damaged. She carried no cargo.

The three masted barque Zion, owned by A. Hemmes, of Emden, Germany, loaded with a million feet of lumber from Pensacola to London, stranded five miles north of the House of Refuge, near Fort Lauderdale, about 3 o'clock yesterday, and captain Hemmes and crew of 14 men, after eight hours of struggling, saved themselves with the aid of pieces of lumber and improvised rafts.

In the surrounding country the fruit and vegetable crops were damaged to a considerable extent.

At Buena Vista, the residence of J. G. Truitt, was blown from the pillars and several others twisted and strained. No report has been received from Cutler and Homestead sections, where it is feared the most damage has been done to fruit and vegetables.

INTERCOLONIAL RAILWAY

On and after SUNDAY, July 3, 1904, trains will run daily (Sunday excepted) as follows:

TRAINS LEAVE ST. JOHN.

No. 2—Express for Halifax and Campbellton	7.00
No. 6—Mixed train to Moncton	8.00
No. 4—Express for Quebec and Montreal	11.10
No. 26—Express for Point du Chene, Halifax and Pictou	11.45
No. 136—Sub. for Hampton	13.15
No. 8—Express for Sussex	17.15
No. 138—Sub. for Hampton	18.15
No. 134—Express for Quebec and Montreal	19.00
No. 10—Express for Halifax and Sydney	3.25

TRAINS ARRIVE AT ST. JOHN.

No. 9—Express from Halifax and Sydney	6.25
No. 135—Sub. from Hampton	7.45
No. 7—Express from Sussex	9.00
No. 133—Express from Montreal and Quebec	12.50
No. 5—Mixed from Moncton	15.10
No. 137—Sub. from Hampton	15.30
No. 3—Express from Point du Chene	17.05
No. 25—Express from Halifax, Pictou Campbellton and Point du Chene	17.15
No. 1—Express from Halifax	18.45
No. 21—Express from Moncton (Sunday only)	1.35

All trains run by Atlantic Standard Time; 24.00 o'clock is midnight.

D. POTTINGER, Manager.

CITY TICKET OFFICE: 7 King street, St. John, N. B.
GEO. CARVILL, C. T. A. Telephone, 1063.

M. V. PADDOCK, PH. C., Analytical Chemist and Assayer, Office and Laboratory, 131 Union Street.

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White Enamel Iron Beds,	regular price $3.90,	Sale Price	$2.65
" " " " " "	4.50,	" "	3.45
Extension Tables,	" " 7.00,	" "	5 40
" "	" " 8.25,	" "	6.50

Dining Chairs, golden oak finish, 56c.

All our stock is reduced in price for this sale. Now is your golden opportunity—it may not occur again for a long time.

GEORGE E. SMITH, Successor to F. A. Jones Co., Ltd., 18 KING STREET.