MC2398

POOR DOCUMENT

WANTS.
If you want anything you can get it by advertising in the GAZETTE.

The Evening Gazette.

10 CENTS will get you anything you want. That is what a Three Line advertisement costs in the GAZETTE.

VOL. II.---WHOLE NO. 432. ST. JOHN, N. B., SATURDAY, OCTOBER 12, 1889. PRICE TWO CENTS

AUCTION SALES.

Mechanics' Institute
Library Auction.

Closing Sale.

ON MONDAY EVENING, October 14, at 8 o'clock sharp.

Philp's Imperial Atlas (cost $28.00) Maps, Engravings, Pictures, Reports of Geological Survey of Canada, Files of Chronicle, Journal, Telegraph, Globe, News, Freeman, Courier, Sun, Gazette, Progress, Intelligencer, Tribune, Standard, New Brunswicker, Church Witness, Visitor, Dominion, English and American Magazines, &c., &c. No reserve. By order,
T. B. HANINGTON, Auctioneer.
October 10.

CITY AUCTION ROOM
T. B. HANINGTON, Auctioneer.
83 Prince Wm. street.

HALL STOVES, COOKING STOVES, RANGES, PARLOR STOVES, FURNITURE OF ALL KINDS, DISHES, CARPETS, &c.

Are wanted at my Auction Room for sale next week.

I send a Furniture Wagon to houses and shops for goods. Drop me a Postal Card or call, and receive prompt attention. Large, bright Auction Room.

83 Prince William Street.
T. B. HANINGTON.
Sept. 26, 1889. Auctioneer.

EXCURSION.

INTERCOLONIAL RAILWAY.

Merchant's Excursion
TO ST. JOHN,
OCTOBER 14th to 19th, inclusive.

TO accommodate merchants and others wishing to make or complete their fall and winter purchases, excursion return tickets will be issued from all stations in New Brunswick, and from Amherst, N. S., to St. John, during the week ending October 19th, by all passenger trains, good for return within one week from date of issue, at single first-class fare.

D. POTTINGER,
Chief Superintendent.
Railway Office,
Moncton, N. B., 8th October, 1889.

LOST.

LOST.—On Thursday afternoon, on King, Charlotte street or vicinity a Lady's Broach, set with Scotch Pebbles (Knights of Pythias design) the finder will confer a favor and be rewarded by leaving it at the Drug Store of W. B. McVey, 185 Union street.

LOST—A FOX TERRIER PUPPIE, answering to the name of Trip. Has black and tan spot over right eye, black spot between shoulders, ear slightly spotted and tail cut. Had red ribbon round the neck. The finder will be rewarded by returning the same to HEDLY T. SHERATON, 65 Hazen St.

MONEY TO LOAN.

MONEY TO LOAN on free hold security. E. T. C. KNOWLES, 107 Prince Wm. St.

BOARDING.

Advertisements under this head inserted for 10 cents each time, or fifty cents a week. Payable in advance.

TO LET—A Couple of Rooms furnished or unfurnished with good board at 20 Richmond street.

BOARDING—To let, in a quiet family and in a good locality, one bedroom with dressing-room attached. Hot and Cold Water; First-class Table. Apply at this office.

BOARDING—A few single gentlemen can be accommodated with board at 49 Mecklenburg street, pleasant rooms, nice location. Apply on the premises.

WANTED.

Advertisements under this head inserted for 10 cents each time or fifty cents a week. Payable in advance.

WANTED—A good steady pressman, good wages and steady employment to the right man. Apply at once to
JOHN EDGECOMBE, King street.

WANTED,—An experienced Housemaid. Apply to MRS. HOWARD D. TROOP, 70 Orange street.

YOUNG LADY, to attend Soda Fountain; Photograph Gallery Clerk, Lady Stenograph; 20 girls to do fancy work at home. Lady to make homemade bread for the trade. Office Clerk, at the LADIES' EXCHANGE, 134 Prince Wm. street.

WANTED—SINGLE MAN as Time keeper, to go out of the Province; Shipping Clerk; young enterprising Man as clothing stock clerk; Express Deliveryman; Fruit Packer; Billiardroom Clerk, at the BUSINESS EXCHANGE, 134 Prince Wm street.

FOR SALE

FOR SALE—A FREEHOLD PROPERTY ON Goodrich Street, North End, consisting of lot 50x100, with self contained Brick dwelling (12 rooms) thereon. In first-class order, well arranged, beautifully situated, and in every respect a desirable residence. Terms liberal. Apply to THE IMPERIAL TRUSTS CO.

FOR SALE.—A horse for sale, address P. O. Box 256, Indiantown.

TO LET.

Advertisements under this head inserted for 10 cents each time or fifty cents a week. Payable in advance.

TO LET—The store No. 216 Union street. Apply on the premises.

TO LET—Two Houses, on King St. East, Nos. 219 and 221; containing all modern improvements. Will be let at a moderate rent for the present year. Apply to CHAS. PATTON, corner of Princess and Pitt street.

TO LET—The residence of the ate Mrs. Robert Jardine, on the Marsh Road, one mile from be city, known as Woodside, with Stable, Barns, Garden and 23 acres land. Apply to JOHN BOYD, Market Square.

TO LET—In the Domville Building, large and small ROOMS, centrally located remember, pleasant and comfortable small families can be accommodated. Enquire of A. L. SPENCER, on the premises.

Winter Sashes.
Now is the time to order your WINTER SASHES.
Sashes Made, Fitted and Glazed.
A. CHRISTIE W. W. CO.,
Waterloo St.

Fine Watch Repairing.

I HAVE engaged the services of a FIRST-CLASS Watch, French clock and Chronometer repairer, and will guarantee satisfaction to those needing such articles put in thorough order.

All work promptly attended to at No. 81 KING STREET.

W. TREMAINE GARD,
Goldsmith and Jeweller.
Under Victoria Hotel.

KITCHEN FURNISHING GOODS.

New Goods Daily Arriving, including all the Latest Novelties.

Cake Coolers,
Pancake Griddles,
Apple Corers

Sole Agents for
THE TRIUMPH SELF WRINGING MOP.

SHERATON & SELFRIDGE.
38 King Street, opposite Royal Hotel.

AMERICAN FANCY GOODS.

Pon Pons,
Tassels,
Tinsel Cords,
Fancy Silk Fringes,
Fancy China Silks,
Bolton Cloth,
Fancy Tidies,
Stamped Linens,
Pillow Shams,
Pillows for Covering,
Pillows Covered,
Couching Cord,
Medallion Braids,
Pineapple do.
Novelty do.
Mantle Drapery,
Banner Rods,
Towel Rings,
Curling Irons,
Dress Weights,
Button Moulds,
Wallets and Shopping Bags made of Oozed Calf.

"Chatelaine Bags with elaborate frames, chains and hooks in antique silver are quite in vogue. Ooze Calf is the favorite material."—Fashion Journal.

Hunter, Hamilton & McKay,
97 King Street.

—THE—
CANOPY HAMMOCK.

A new and useful Lawn Adornment. Easily set up and portable. Call and see it.

F. E. HOLMAN.

DON'T SHIVER

When you can get Wool Goods at such LOW PRICES.

Blankets, Comfortables and Flannels.

Ladies and Gentlemen's
Fine Wool Underwear,
ULSTERINGS.

DANIEL & ROBERTSON,
LONDON HOUSE RETAIL,
Cor. Charlotte and Union Streets.

IF YOU WANT
Winter Underware, Blankets, Flannels, Wool Dress Goods, Cardigans or Knitted Wool Goods,
At the lowest Prices, go to
KEDEY & CO.,
213 UNION STREET.

P. S.—To LADIES: We have just received a large lot of Black and Colored Kid Gloves which we are selling at 45 cents a pair. You will find them better value than any 65 cent glove in the market. K. & Co.

SHARP'S

Favorably known for upwards of forty years it has become a household name. No family should be without it. It is simple and very effectual. In cases of Croup and Whooping Cough it is marvelous what has been accomplished by it.

BALSAM

In its use the sufferer finds instant relief. How anxiously the mother watches over the child when suffering from these dreadful diseases, and would not she give anything if only the dear little one could be relieved—? Be advised of

HOREHOUND

and keep constantly on hand in a convenient place a bottle of this Balsam. If you cannot get it of your dealer, send direct to us, in stamps or currency, 30 cents,

ANISE SEED.

with your address, and we will forward, carriage prepaid, one bottle of this wonderful remedy, so that you may try it and be convinced.

SHARP'S BALSAM MANUFACTURING CO.,
CONNOR & DINSMORE, Proprietors,
Saint John, N. B.
T. B. BARKER & SONS, Wholesale Agents.

F. W. WISDOM,
Mill, Steamboat and Railroad Supplies, 41 Dock Street, St. John, N. B.
IMPORTER AND DEALER IN
Rubber and Leather Belting, Rubber and Linen Hose, Lace Leather and Cut Lacing, Cotton Waste and Steam Packing, Lubricating Oils, Mill Files Emery Wheels, Emery Cloth and Emery, Wrought Iron Pipe, Cast Iron Water Pipe; Steam, Gas and Water Fittings, Steam Pumps, Steam Gauges, Injectors, Bolts, Nuts and Washers, Babbit Metal and Antimony, Steam and Hot Water Heating supplies.
Lowest Quotations Gven on Special Supplies

SECOND EDITION.

THE YANKEE NAVY.

THE BIG MONITORS ROTTING AT THEIR MOORINGS

Navy-yard Workingmen Find the Rust has Eaten Through the Bottoms of the Double Turreted Monitors.

BY TELEGRAPH TO THE GAZETTE.

NEW YORK, Oct. 12.—It was disclosed yesterday at Brooklyn navy yard that that bottoms of the big double turreted moniters Miantonimop and Terror are rotting away. The workingmen observed the bilges of the Terror to be full of water and a minute inspection showed that the water was actually coming in through the holes eaten by the rust. This discovery will in all probability necessitate complete new bottoms for these vessels and the expense will be great.

ONE MORE.

Still Another Victim of the Deadly Electric Light Wires in New York.

BY TELEGRAPH TO THE GAZETTE.

NEW YORK, Oct. 12. As a man named Feeks, employed by the Western Union Telegraph Co. was repairing a wire this afternoon at the top of a pole at the corner of Chambers street he in some way received a shock of electricity and the fluid actually made his body sizzle as it lay across the mass of wires. The body remained there until a fireman got the current turned off by the electric light company when it was taken down.

FOREST FIRES CAUSE ALARM.

They are Burning in Every Direction and the Drought is Most Extended.

BY TELEGRAPH TO THE GAZETTE.

ST. PAUL, Minn.; Oct. 12.—The spread of prairie and forest fires in Minnesota is becoming alarming. The fire is eating its way in every direction and thousands of acres of pine and prairie land will be burned over unless there is a heavy rain. The drought is the most extended and unusual ever known in Minnesota.

Pestilence at Johnstown.

BY TELEGRAPH TO THE GAZETTE.

JOHNSTOWN, Oct 12. — Pestilence has followed the flood in the Conemaugh valley and the horrors of typhoid fever now confront the stricken people.

As near as can be estimated, 200 persons are sick with this disease and kindred fevers.

The cause of this spread of disease is due to the debilitated condition of the residents of the valley and to the poor shelter afforded by the temporary structures that are inhabited.

Ocean Steamers in Collision.

BY TELEGRAPH TO THE GAZETTE.

GLASGOW, Oct. 12.—The state line steamer State of Nebraska bound for New York came into collision to day with the Allan line steamer Norwegian from Montreal. The State of Nebraska was driven ashore and her stern lies high up in the ferry slip at Greenock.

A Cunarder's Firemen Strike.

BY TELEGRAPH TO THE GAZETTE.

LIVERPOOL, Oct. 12.—The firemen on the Cunard line steamer Umbria who belong to the union struck today because non-union men here employed on the vessel. The strike will delay the sailing of the steamer a few hours.

The Emperor and Czar go Hunting.

BY TELEGRAPH TO THE GAZETTE.

BERLIN, Oct 12, — Emperor William went to the Russian Embassy at 7 o'clock this morning and met the Czar at 7.15. They started for Hubertustock, where the day was devoted to hunting. They returned to Berlin this evening.

The Czar's Determination.

BY TELEGRAPH TO THE GAZETTE.

BERLIN, Oct. 12.—Tageblatt says, The short speech made by the Czar at the banquet last evening, shows he is determined to preserve a free hand.

Weather Report.

POINT LEPREAUX, 3 p. m.—Wind N. W., fresh, partly cloudy, therm. 52. One schr. inward, four schrs. outward.

The Weather.

WASHINGTON, Oct. 12. — Indications — Fair, followed in Northern New York and Vermont by light rain. Slightly cooler. Winds becoming north-westerly.

Chicago Markets.

	Open	Highest	Lowest	October. 12. Close
Wheat—Dec.	82½	82½	81¼	82¼
" —May	85¼	85¼	84¼	85¼
Pork—Nov.	9.40	9.45	9.40	9.40
" —Jan.	9.22	9.40	9.32	9.32
Oil	99	100	99	99½

LOCAL MATTERS.

LAUNCH AT SALMON RIVER.—Mr. Hugh McLean's fine three-masted schooner, built at Salmon River, Q. C., was successfully launched on Wednesday.

COULDN'T PLAY.—The lacrosse match between the Beavers and Y. M. C. A's had to be postponed this afternoon owing to the inability of some of the Beavers to play. This match which has been talked of for so long a time will likely fall through as a consequence.

DEATH OF MR. HUGH MCMONAGLE.—Mr. Hugh McMonagle the well known proprietor of the Sussex house who was stricken with paralysis a few days ago died this morning about 4 o'clock. Mr. McMonagle was widely known as a horse fancier. He was in the provincial legislature for a short time during the days of Wilmot and Gray. He was much respected and will be greatly missed by his large circle of friends and acquaintances.

THE MECHANICS' INSTITUTE will, no doubt, be filled to overflowing Monday evening when the celebrated debater and lecturer, Prof. Clark Braden, will deliver his first lecture in this city on the subject, "A statement of the issues between Christianity and Infidelity." The fact that he has on numerous occasions debated with the ablest representatives of infidelity, such as Underwood, Watts, Jamison, and that they have at times even declined to meet him shows clearly that they consider him a most conclusive speaker. An American paper says of him, "He enchains his hearers from the first word, and not by mere rhetoric, but by his inexhaustable array of facts and arguments. He argues chiefly from science and sceptical concessions, and is never happier than when in close quarters with infidelity. He has great power of wit and sarcasm and uses them with telling effect. He is careful, and select in expression and self possessed and positive in utterance."

CARLETON YOUNG MEN'S MEETING.—The Rev. W. O. Raymond will deliver a special address to men only, on "Moral Purity" in the Y. M. C. A. hall, King street, West End, on Sunday at 4 p. m. Mr. J. S. Thorne and others will address the meeting for both sexes held in the evening at 8.15 o'clock.

ENTRIES FOR TUESDAY'S RACES.—Entries for the meeting to be held at Moosepath Driving Park, Oct 15th, closed yesterday with the following to hand:

Three-year old class ($80 purse) J H McGivern, b s Flori; S T Golding, blk f Cleon; W H Fowler, ch f Governess.

Free-for-all ($150 purse) Thos Clarke, b m Maud C; S T Golding, br s Sir Garnett; A E Belyea, g g Postman; Dan Brophy, b m Nellie; Robt Moore, g g Jim Dandy.

City Police Court.

John Nagle, Olmer Akerly, James Montgomery, Peter Mahoney and George Cusick were fined $50 each for violating the Scott Act.

The cases of Nixon, Duffy, McClusky and McCann for the same offence were postponed until Friday.

Of Personal Interest.

Rev. Wm. Lawson left by train this afternoon for Amherst, where he will preach tomorrow.

Dr. Smith of North End leaves for New York on Monday to try if Turkish baths will benefit his health.

Russell Sage of New York went to Fredericton yesterday he was expected to return here this evening by special car.

F W Holt and W A Lamb of the Shore Line are at the Victoria and Royal respectively.

Police Court

James Dixon and Wm. Moore were fined $20 each for fighting on Marsh Bridge.

The cartmen's cases were taken up this morning. Wm. Clarke of the mayor's office, was the first witness examined. He testified as to the number of Albert D. Wilson's cart license and that he had not a license for a sloven. Wm. Walker, John Kirk and Fred Tapley, were next examined and gave evidence to the effect that the sloven was under the direction of the defendant but whether he owned it or not they could not say. The defendant pleaded not guilty. The cases were postponed until the 23rd of this month.

Interesting Judgments.

In [illegible] yesterday, Hanington delivered in the case of Williams and wife vs the Town of Portland, and also in the case of Fanjoy vs the Town of Portland.

The first of these cases was brought to recover compensation and damages for injuries received by the female plaintiff by falling while walking on some planks extending from her house to the street in front, the street having been cut down by the defendants, and the planks placed in position by the plaintiff in order to reach the street after such cutting down. The defence set up was that the town was not liable. The case was tried June '87 and resulted in a verdict of $625 for the plaintiffs. Sol. General Pugsley for the plaintiffs and E. R. Gregory for the defendants.

The defendants appealed to the Supreme Court and the case was argued in Easter term last by the Solicitor General for the respondents and L A Currie for the appellants.

Mr. Currie based his appeal for a non suit or verdict for defendant on the following grounds.

That there is not sufficient evidence to connect the defendants with the cutting down of the road, or other alleged grivevances.

There is no evidence of the recording of that part of the road or street where the plaintiffs live and the alleged accident happened, or that city monies were expended there.

That there is no liability if the street were cut down by the defendants, the cutting down being for public benefit.

No evidence of negligence on the part of the defendants.

That there was no breach of duty on the part of the defendants and negligence alone, if proved, would not entitle Plaintiffs to recover. Contributory negligence and a number of other grounds including improper admission of evidence and misdirection of the learned judge.

The judgment of the full court sustains the appeal and grants a rule absolute for a non suit.

The facts in the other case, which was an action to recover damages for an alleged illegal arrest and imprisonment, appear to be as follows:

The plaintiff in 1885 was assessed for $2.25 taxes and claimed he paid them to Chamberlain Moore, receiving the regular discount. In 1886 Constable James Howard asked him to pay them, and plaintiff replied they were paid and he had a receipt therefor. He did not produce his receipt and in 1887 the constable called on him, where he was in the employ of C, & D. Everett, and arrested him for such unpaid taxes. That plaintiff accompanied the constable to plaintiff's house for receipt but not then being able to find it, plaintiff paid the money under protest.

The defence on the trial was that the city was not liable for the acts of the officer. The jury found a verdict for the plaintiff in $400. Messrs. Hanington and Wilson for the plaintiff, E. R. Gregory for the defendant.

The case was appealed and argued before the full court by Hon. Attorney General for the respondents and L. A Currie for the appellants. Mr. Currie based his appeal in the case on several grounds—among them being misdirection of the learned judge—non-direction, error in the learned judge in not submitting certain questions to the jury. Improper rejection of evidence, &c., &c.

The full court has now decided that a new trial be granted in this case, unless the plaintiff consents to reduce the verdict to $100, and files such consent in the clerk's office on or before 1st Dec. next.

NOTHING DEFINATE

A REVIEW OF THE CASE.

THE SUBSTANCE OF WHAT WAS SAID AT THE INQUEST DURING THE PAST WEEK.

Several More Important Witnesses Examined Last Evening.—A Long Session But Few Developments.

The inquest on the body of the late Mrs. Macrae has been proceeding at the city court room for nearly a week. It began on Monday evening last and will not likely be finished for some days yet. The testimony of the many witnesses examined has been clear, but owing to its minuteness, has probably been forgotten by those who are not in a position to follow the investigation closely. The links of evidence are slowly being welded together to form the chain by which the authorities mean to fasten the crime to the guilty party.

Everybody knows the history of the crime—the sending of poisoned candy through the mails to clergymen in the city—the death of Mrs. Macrae by this means and the arrest of Wm. McDonald on suspicion.

On Monday night Coroner Berryman began his enquiry, with Solicitor General Pugsley for the crown, and Charles A. Stockton watching the interests of the prisoner and J. H. Belyea the interests of T. B. Barker & Sons, by whom McDonald was employed.

The first evening was taken up chiefly with forming a basis of enquiry, and except for the testimony of Stephen J. King, postal inspector, no evidence of importance was elicited. Rev. Messrs. Deinstardt, de Soyres and Shaw, testified to the receiving of packages through the mails, on Wednesday 2nd inst, the contents of which, on examination were found to be heavily "dosed" with strychnine. A. W. Macrae, eldest son of Rev. Donald Macrae, testified to a box of poisoned candy having been sent to the residence of his father on the same day. Others substantiated these statements. Investigations by the postal authorities, as explained by Inspector King (both Monday and last evening) went to show that the boxes had been posted at the lobby of the St. John post office on Tueday evening between the hours of 5.15 and 8.15. The posting of these boxes was traced by means of the obliterators used on the stamps, and by circumstances in various connections. Packages might be marked "City" and yet be posted at any of the offices exchanging mails with St. John, such as Fredericton, Woodstock, Pamsels, Rothesay, Grand Bay, Westfield, South Bay, St. Martins, Black River, Milledgeville or several other places. But the fact that the stamp obliterators at these offices are all of different patterns and the marks on the stamps in question are similar to those made by the St. John office obliterators, goes to show that the packages passed through the St. John office only. Circumstances in connection with the distribution of these packages proved at what time they were collected at the post office, and the fact that they were posted at the place and time stated above has been very clearly proven by the investigations of Inspector King and the other postal authorities.

Numerous candy manufacturers have been summoned to identify the candy, and numerous box and paper manufacturers have been summoned to identify the boxes, and the paper used in wrapping. In this way it has been learned that a portion of the candy was purchased at Thos. White's and the rest of it from Hugh P. Kerr. As far as can be discovered T. B. Barker's is the only establishment where boxes similar in all respects to those used in the distribution of the candy, can be procured.

W. F. Best, analytical chemis, tstated in his evidence the methods employed in the analysis of the candy and the organs of the deceased, and the result arrived at. He testified to the presence of strychnine in the candy in large quantities and the presence as well, of strychnine in the stomach of deceased. The latter crystals he tested before the jury, with a result such as he expected.

The most important testimony yet given before the Coroner is that of the employes of T B Barker & Sons. The evidence is wholly circumstantial and directs suspicion against William McDonald, only so far as his actions cannot be accounted for.

From W B Gerow, head book-keeper, it was learned at the enquiry that McDonald had been in the habit of entering the wholesale department after night without the permission of those in authority, but had entered by some means unknown to him.

He had reason to believe, however, that McDonald had got a key duplicated from one he had borrowed from Wm. Haines, another employe. On three occasions Mr. Gerow saw McDonald in the wholesale store alone, and on the second of these McDonald was in a stooping position at the end of the counter in the drug room. Gerow had always noticed the quick sharp way in which McDonald did anything; but on the Friday previous to the arrest, he said, McDonald was peculiarly nervous.

J. H. Wasson, another employe, W. S. Barker, of the retail department, and H. B. Peters, head of the wholesale, had also seen McDonald about the establishment after night when he had no business there, and had noticed his peculiar actions at times. Suspicions were aroused on the part of the two latter and Mr. Gerow after the story of the poisoned candy was made public, and Mr. Gerow was effected to the extent that he went to Coroner Berryman's to examine the boxes.

The evidence of these witnesses went to show that a package originally containing eight drachm bottles of American strychnine, had been broached and one bottle taken—a fact which none of them could account for. Moreover this package was at the bottom of several tiers of packages with the broken end concealed—a suspicious circumstance in itself.

Minor circumstances have been brought before the Coroner and jury, all of which have a connection with the case, and which combine to form a chain of evidence to be strengthened by important depositions not yet made. Such facts as those elicited to the effect that McDonald while once very religious has lately been hard in his denunciations of religion have a strong bearing on the case. His insanity, too, has been the subject of investigation in a measure, and, even though he was discharged from the provincial asylum a short time ago, presumably cured, yet the circumstance itself is not favorable when considered with other circumstances.

The public mind is not yet satisfied as to the extent of the information received by the authorities warranting McDonald's arrest, and it is believed

Continued on Fourth Page.

HER CARGO TO BE TAKEN OUT.

Futile Efforts of a Fleet of Tugs to Pull The City of New York Into Deep Water—Passengers Landed in Steamboats—What the Pilot Says of the Accident.

NEW YORK, Oct. 12.—The Inman steamship, City of New York, had stuck in the mud in Gedney's channel for over 24 hrs., at 11.15 o'clock tonight, and was likely to stick there until she could be lightened. It was an unpleasant ending of the voyage in which her White Star rival for the first time defeated her and a fire in the coal bunkers that lasted 12 hours had helped to make the voyage unpleasant too. It was a clear night when she grounded. The range lights were plainly visible. Moreover, the City of New York was built to enter this harbor at dead low tide, while the tide was then little short of flood. She was drawing less than 25 feet. In Gedney's channel the water was not less than 29 feet deep. The channal is marked with buoys and lighted by electricity. The ship had picked up from the pilot boat David Carl, No. 4, Pilot Dennis Reardon, and after passing the lightship, headed away for Gedney's channel. The pilot and Capt. Athur W. Lewis were on the bridge with other officers. A report came ashore today that the pilot and the captain had a disagreement about where the channel was, but both denied it when a Herald reporter boarded the steamship this afternoon. Pilot Reardon said in the captain's presence: "I came aboard at 11 o'clock on Tuesday night in a heavy gale. I have taken Capt. Lewis four times into the port and four fimes out of it. The rule of the company is that six officers beside the captain and the pilot shall remain on the bridge while the pilot is in charge. We were all [illegible] 8 o'clock Wednesday night, we heard the red electric light buoy that marks the entrance to Gedney's channel. We were about half a mile from the entrance to the channel when a pilot boat crossed immediately under our bows. She was burning a torch as a signal to us in case we wanted a pilot. I ported to avoid colliding with her and got into very shallow water. When I saw the fix we were in I put the helm down hard to starboard, but we were aground. She went into the mud so easily that there was no shock. I don't think that I will be blamed. The accident could not have been avoided."

Capt. Lewis said that this statement was true in every particular. A ship always slides upon a sand bar like a sled on a snow drift, and then, when she stops, she sinks in. The City of New York was not less than three feet in the mud, and the tide was running ebb. There was nothing for it but to signal to Sandy Hook and prepare to spend the night right there. A fleet of tugs went down to haul her off at the morning tide. When daylight came they began to gather about her. It was seen that she was not less than 300 yards out of this channel on the north side of it. She was listed to port. At low tide her twin screws were out of water. Her nose pointed nearly west. By 7 o'clock the fleet of tugs had made fast to the big ship, some at the ends of hawsers stretched from her bow and some alongside fast to short lines. The passengers thronged the decks to see the novel spectacle. At the signal the tugs all threw their throttles wide open, and there was a long pull and a pull altogether. By 8 o'clock she began to move slowly. They were striving to slew the head of her around to the south toward the channel, and succeeded pretty well.

For an hour they worked away, and then they had to stop. The tide, urged by the northwest wind, had run away to sea from under them. There was nothing for it but to send for steamboats to take off the passengers. The J. E. Moore and the Fletcher went down, and by 11 o'clock the passengers were debarking with their hand baggage. The water was smooth, and the transfer was easily made, There were 512 first cabin passengers, and the two boats just held them comfortably. By 2:35 o'clock they were beside the pier at the foot of Christopher street. Among the passengers thus transferred were Mr. George Gould and his young wife, who was Edith Kingdon, the actress. Mrs. Gould had been ill during the entire voyage, and was not able to walk down the steep gang plank from the New York to the John E. Moore. A sturdy and handsome officer picked her up in his arms as if she had been a child, carried her down the plank, and put her in a reclining chair in the ladies' cabin. George Gould followed, looking very anxious. There were hundreds of people on the pier to await the boats. The passengers were as good natured as hungry people could be. They had breakfasted at 7.30 and had left the ship before luncheon. They had passed resolutions before leaving the ship commending the care and courtesy of the ship's officers. The steamboat George Starr brought up the second-class passengers and a load of baggage, and got them to the Inman pier at 7 o'clock. They were very cold, for there was no shelter for them on the steamboat. They sat cuddled up together and shivered it out.

There is no class of steamships that can stand grounding so well as twin screw ships. The fore and aft bulkheads make them stiffer than a bridge truss. As a matter of fact, a single screw ship could not go aground where the City of New York did without damage. Nevertheless, the stranding involves considerable loss to the insurance companies. The tow will amount to $2000 or more. The passengers had to be cared for and fed, and the cargo will have to be hustled, an extra expense, to land it after a day's delay.

The City of New York made the passage in 6 days, 10 hours and 20 minutes. Her best day's run was 469 knots. Among her passengers were Wilson Barrett and Miss Eastlake.

SECOND EDITION.

CROP FAILURE IN DAKOTA.

HUNDREDS OF FAMILIES IN A STARVING CONDITION.

They Have Been Subsisting on Roots and Herbs and are Without Sufficient Clothing.

BY TELEGRAPH TO THE GAZETTE.

ST. PAUL, October 12.—The extreme drought has caused a failure in the crops in Ramsey county, Dakota and in consequence hundreds of families are reported to be without any means of subsistence during the coming winter. Relief measures are being taken.

There have been three failures of the crops in succession and many hundreds are not only on the verge of starvation but are without sufficient clothing to protect them from the weather.

For weeks these people have been subsisting upon roots or herbs until now their supplies are wholly exhausted.

THE NEGRO MUTINY AT NAVASSA.

The Ringleaders in the Mutiny in Irons and to be Tried for Murder.

BY TELEGRAPH TO THE GAZETTE.

JAMAICA, October 12. The U. S. S. Galena has arrived here from Navassa, the scene of the recent mutiny among the negro laborers. When the Galena reached the Island the danger was over and the surviving white men and several negroes who did not take part in the mutiny had left the Island, as further work on the island was suspended, and as the remaining men were not likely to be desirable employees when work should be resumed, they were shipped on vessels for Baltimore.

The six ringleaders in the mutiny were taken on board the Galena and placed in irons to be tried for murder.

Comes to Arrange a Race

BY TELEGRAPH TO THE GAZETTE.

NEW YORK, Oct. 12.—James Bell, the Scteh thread maunfactuer who built the yacht Thistle, arrived here today. It is said in yacht circles here that Bell has secured controlling interests in the Thistle and has come here to arrange another international race.

Forty Thousand Deaths.

BY TELEGRAPH TO THE GAZETTE.

NEW YORK, Oct. 12.—The report of Dr. Tracey, register of records of the health department, shows that the total number of deaths in 1888 was 40,175 and that the death rate was 2633, with an estimated population of 1,526,081.

Help Just in Time.

NEW YORK, Oct. 12.—The steamer Eider reports that on Sept. 28th in lat. 20, 25 n. long. 18. 24 w, the steamer Eider met the Norwegian bark Fred in a sinking condition. The crew were taken off well nigh exhausted. The captain of the Eider said the bark must have sunk within twenty-four hours after he hove in sight of her. She was wrecked in a hurricane on Sept. 10th.

Hidden by the Fog.

BY TELEGRAPH TO THE GAZETTE.

SANDY HOOK, N J, Oct 12.—A dense fog prevails and the stranded steamer City of New York is entirely obscured from view.

London Markets.

LONDON, Oct 12.

Consols 97 3-16 for money and 97 [illegible] for Nov account.
United States Fours, ...
Do. do. Fours and a half.....
Atlantic and Great Western firsts.....
Do. do do seconds.....
Canada Pacific..... 71½
Erie 10⅞
do. Seconds..... 107¼
Illinois Central..... 120½
Mexican ordinary..... 46½
St Paul Common..... 73½
New York Central..... 110½
Pennsylvania.....
Reading.....
Mexican Central firsts.....
Bar Silver .....
Spanish Fours .....
Money 2 @ 3½ per cent.
Rate of discount for short and long bills 3½ per cent.

LONDON, Oct 12th closing.

Consols 97 1-16 for money and 97 5-16 for acct.

A & G W firsts.....	
Can Pac.....	71½
Erie.....	
Do seconds.....	
Ills Cent.....	
Mexican ordy.....	48½
St Paul Common.....	
N Y Cent.....	
Penn.....	
Reading.....	
Mex cent new 4s.....	

Money 3 @ 3½ per cent

Liverpool Markets.

LIVERPOOL, Oct. 12—Cotton quiet moderate enquiry. American middling 5 sales 7,000; speculation and export 500; rects 22,000, All Amn 18,900. Futures weak.

LIVERPOOL, 4 p m. Cotton amn midd Oct 6¼ sale of today including 6000 bales. Futures closed steady.
d bayer. Futures closed barely steady.

Brevities.

Yesterday Jas. Harris & Co. turned out of their car shops several box cars for the Windsor and Annapolis railway.

It is understood that O. J. Le Blanc, M. P. P. for Kent Co., will be the successor of Hon. Mr. Turner in the Legislative Council.

The Victoria mills, below Fredericton' formerly owned by Simmons & Burpee, will be sold at auction on November 1st.

At a special meeting of St. Andrews Society, held on Thursday, resolutions of condolence with Rev. Dr. Macrae in his recent bereavement were passed. The St. John deanery passed similar resolutions.

John L. Carleton has been retained by the widow of the late James Casey of Milltown to bring an action against the town authorities to recover damages for the loss of her husband.

In accordance with a resolution passed by the maritime W. C. T. U. a public meeting will be held in the Y. M. C. A. hall tomorrow afternoon at 3.30.

St. Paul's (Valley) church will be reopened tomorrow morning. It has been closed for about five weeks, during which time the interior has been repainted.

Between 30 and 40 employes have been discharged from the New Brunswick railway shops at McAdam. This is the annual fall reduction made in consequence of the falling off of work in the winter. More men will probably be discharged soon.

Just received from Havana La Habanera, LaVenis, El Amber, Angel Queens and Vicente Suarez Queens, wholesale and retail at Whitebone & Co., City Market Building, Charlotte street.