SHIP NEWS.

PORT OF ST. JOHN.

Arrived.

Nov 13—Str Dominion, 2,581, Dawson, from Sydney, R P and W F Starr, coal.

Coastwise—Schs Annie Blanche, 68, Rowe, from St Stephen; Eastern Light, 40, Cheney, from Grand Harbor; Annie Coggin, 21, Rolfe, from Windsor.

ST JOHN, Nov 13—Ard, str St Croix, Thompson, from Boston via Maine ports, W G Lee, mdse and pass.

Nov 14—Coastwise—Schs E M Oliver, 13, Harkins, from fishing; St Bernard, 24, Weaver, from Belleveau Cove; Nina Blanche, 30, Crocker, from Freeport; L M Ellis, 34, Lent, from Westport; Little Annie, 18, Polard, from West Isles; Electric Light, 34, Bain, from Digby; Chaparral, 37, Thibideau, from Meteghan.

Sch Ida M. Barton, 102, Barton, from Fall River, J W McAlary and Co., bal

Sch Genevieve, 124, Butler, from Newark, A W Adams, coal.

Sch Lena Maud, 98, Giggey, from Boston, J E Moore, bal.

Sch Adella, 58, Henderson, from Calais, D J Seeley and Son, bal.

Sch W H Watters, 120, Belyea, from New York, A W Adams, coal.

Nov 15—Str Helsonborg, Schreil, from Glasgow, J H Scammell and Co, bal.

Nov 16—Sch Hattie Muriel, 84, Wasson, from Boston, J W McAlary Co, fertilizer, etc.

Sch Thistle, 123, Steeves, from New York, Peter McIntyre, coal.

Sch Onward, 52, Wasson, from Boston, A W Adams, bal.

Coastwise—Schs Margaret, 49, Bishop, from Weymouth; Dolphin, 36, Forsyth, from Alma; Prescott, 72, Hill, from Walton; Harry Lewis, 65, Cole, from River Hebert; Maudie, 25, Beardsley, from Port Lorne; barge No 6, 535, McLeod, from Parrsboro, and cld.

Cleared.

Nov 13—Sch R D Spear, Richardson, for New York.

Coastwise—Schs Ida M, Wolf, for River Hebert; Hattie McKay, Card, for Parrsboro; Fannie May, Snell, for Beaver Harbor; Hattie, Parks, for Port George; C J Colwell, Alexander, for Point Wolfe; Havelock, James, for fishing.

Nov 14—Sch Quetay, Walash, for New Haven, Dunn Bros.

Sch Roger Drury, Kelson, for Vineyard Haven, f o, Stetson, Cutler and Co.

Sch Golden Rule, Nickerson, for Antigua, L G Crosby.

Sch Cheslie, Brown, for New York, Stetson, Cutler and Co.

Coastwise—Schs May Bell, Kinnie, for Waterside; Lennie and Edna, Stuart, for Beaver Harbor; Annie Blanche, Rowe, for Wolfville; Augusta Scovil, for North Head; G Walter Scott, McDonough, for St Martins; Nellie D, Deveaux, for Salmon River; Elsie, Parnell, for Liverpool; Little Annie, Poland, for Grand Harbor; Murray B, Baker, for Margaretville; Nina Blanch, Crocker, for Freeport; Blue Wave, Downey, for River Hebert; Golden Rule, Calder, and E M Oliver, Harkins, for fishing.

Nov 16—Coastwise—Schs Two Sisters, Kenzie, for Harvey; Annie Coggin, Rolfe, for Noel; Ayr, Sabean, for Musquash.

Sailed.

Nov 14—Str Normand, Molvig, for Bristol, J H Scammell and Co.

Nov 16—Str St Croix, Thompson, for Boston via Maine ports.

DOMESTIC PORTS.

Arrived.

At Quaco, Nov 12, str Lord Roberts, 38, Livingstone, from St John; sch R Carson, 98, Pritchard, from Boston.

CHATHAM, Nov 11—Ard, sch Mineola, from Halifax.

HALIFAX, NS, Nov 12—Ard, str Florence, from London.

At Hillsboro, Nov 12, sch Cameo, Huntley, from Boothbay.

At Chatham, Nov 11, sch Mineola, from Halifax.

At Halifax, Nov 13, str Florence, from London.

HALIFAX, Nov 15—Ard, str Evangeline, from London.

Sld, strs Beta, Hopkins, for Bermuda, Turks Island and Jamaica; Florence, Williams, for London.

Cld 14th, sch Georgia, for St John, NB.

HALIFAX, Nov 15—Ard, strs Halifax, from Boston; Minia, from sea.

At Hillsboro, Nov 13, str Beaver, Reid, from Harvey; sch Nellie Watters, Bishop, from River Hebert, and both cleared for St John.

At Alma, Albert Co, Nov 14, sch Dolphin, Forsythe; sailed with lumber for St John; sch Vesta, Priddle, sailed light for Port Greville, NS; schs Miranda B, Tufts, and James Barber, Ells, arrived with freight from St John Nov 13th.

Cleared.

At Quaco, Nov 12, str Lord Roberts, 38, Livingstone, for St John.

BRITISH PORTS.

Arrived.

At Liverpool, Nov 13, str Cunaxa, Journeay, from Savannah.

MOVILLE, Nov 13—Sld, str Furnessia, from Glasgow for New York.

BROW HEAD, Nov 13—Passed, str Mayflower, from Boston for Liverpool.

MOVILLE, Nov 13—Sld, str Pretorian, from Liverpool for Halifax.

HULL, Nov 12—Ard, bark Rio Douro, from Halifax.

HULL, Nov 12—Ard, str Harold, from Baltimore via Annapolis, NS, and Sydney, CB.

LIVERPOOL, Nov 13—Ard, str Cunaxa, Journeay, from Savannah.

At Barbados, Nov 12, bark Levuka, Harris, from Buenos Ayres, for New York (with loss of rudder head).

At Algoa Bay, Oct 12, str Oriana, Anderson, from Montreal via Cape Town.

At Port Natal, Oct 3, ship Glooscap, Lockhart, from Buenos Ayres; 5th, bark Hannah Blanchard, Lindell, from Pensacola.

KINSALE, Nov 15—Passed, str Lake Erie, from Montreal and Quebec, for Liverpool.

LONDON, Nov 15—Sld, str Loyalist, for Halifax, NS.

PLYMOUTH, Nov 15—Ard, bark Annie M Smull, from Campbellton.

MANCHESTER, Nov 12—Sld, str Manchester Corporation, for Halifax.

LIVERPOOL, Nov 14—Sld, str Canada, for Halifax and Portland (and passed Brow Head 15th); Sicilian, from Glasgow, for St John's, Nfld, Halifax and Philadelphia.

Sailed.

From Liverpool, Nov 11, bark Sagona, Thompson, for Sapelo.

From Nuevitas, Nov 13, sch Edna, Henebury, for New York.

From Port Natal, Nov 11, ship Glooscap, Lockhart, for Singapore, to load for United States.

From Cardiff, Nov 15, str Pandosia, Humphreys, for Halifax.

FOREIGN PORTS.

Arrived.

At Jacksonville, Fla, Nov 11, sch Syanara, Morehouse, from Cardenas, Cuba.

At Havana, Nov 9, sch Margaret May Riley, Berry, from Weymouth, NS.

At Bangor, Nov 10, sch L A Plummer, from Boston.

MACHIAS, Me, Nov 13—Ard, schs Hortensia, from Sand River; E H King, from Boston.

BANGOR, Me, Nov 13—Sld, schs W L Elkins, for New York; E C Gates, for Huntington, LI.

FALL RIVER, Nov 13—Ard, sch Bessie A, from Parrsboro, NS.

VINEYARD HAVEN, Mass, Nov 13—Ard and sld, sch Greta, from New York for Sackville.

Passed, schs Hannah F Carleton, from New York for Bangor; Rita, from New York for Sackville; Roanoke, from Elizabethport for Charlottetown.

BOSTON, Nov 13—Ard, strs Uitonia, from Liverpool; Halifax, from Halifax, NS; Catalone, from Louisburg, CB; sch Leo, from River Hebert.

Sld, str Prince Arthur, for Yarmouth, NS; schs Ethel F Merriam, for Boothbay; Earn D, for Margaretville, NS; Ethel Potter, for Clementsport, NS.

CITY ISLAND, Nov 13—Bound south, sch Lila D Yound, from Newcastle, NB.

BOOTHBAY HARBOR, Nov 13—Ard, schs Shafner Bros, from Chatham, NB (reports loss of part of deckload; Billow, from Machias.

PORTLAND, Me, Nov 13—Ard, strs Hilda, from Parrsboro, NS; Calvin Austin, from St John and Eastport for Boston (and sailed); schs Otis Miller, from St John for New York; Regina, from Machias for Boston.

Sld, sch Isma, for Westport, NS.

NEW HAVEN, Conn, Nov 13—Ard, sch Ida May, from St John, NB.

NEW YORK, Nov 13—Sld, brig Curacoa, for Windsor, NS.

NEW YORK, Nov 13—Sld, str Celtic, for Liverpool.

At Fort De France, Mart, Oct 17, sch Beaver, Holder, from St John, NB, for Gonaives and New York.

At Turks Island, Oct 26, schs Catherine, Comeau, from Fort de France (and sailed 30th for Bath Me); 30th, James W. Murchison, from Barbados, (and sailed Nov 2 for Charlottetown; and Oct 28, sch Springwood, Decker, from Trinidad (and sailed 29th for Lockeport, NS.).

At New York, Nov 12, bark Abeona, Matteson, from Port Spain.

At Havana, Nov 4, sch Adonic, Brown, from Annapolis.

DELAWARE BREAKWATER, Del, Nov 15—Passed out, sch Benjamin F Poole, from Philadelphia, for Portland.

Sld, brig Alice, from Philadelphia, for Port Medway, NS.

REEDY ISLAND, Nov 15—Passed up, schs Harry Knowlton, from Bath, NB, for Philadelphia.

CITY ISLAND, Nov 14—Bound south, schs Ruth Robinson, from Hillsboro, NB; Adelene, from St John, NB; Annie A Booth, from do.

PROVINCETOWN, Mass, Nov 14—Ard, sch Ophir, from Lunenburg, NS, for New York.

VINEYARD HAVEN, Mass, Nov. 14.—Ard, schs Wandrian, from Walton, NS, for New York; Cora May, from Port Johnson, for St John.

Passed, barkentine Alton(, from New York for Hantsport, NS.

PORTLAND, Me, Nov 15—Sld, barktn Emiranda, for Fajardo, PR; schs Perry Setzer, and Eleazer W Clark, for coal ports; Maria O'Teel, for Savannah, and large fleet of coasters.

VINEYARD HAVEN, Mass, Nov 15—Ard, schs Annie P Chase, bound east; Loyal, from Fall River, for Nova Scotia.

BOOTHBAY HARBOR, Nov 15—Sld, schs John Caldwallader, for New York; Shaffner Bros, for do; Storm Petrel, for New Haven; St Andrew, for Vineyard Haven, for orders.

BOSTON, Nov 15—Ard, strs Commonwealth, from Liverpool; Camperdown, from Progresso, Mex; Prince Arthur, from Yarmouth, NS.

Sld, strs Sachem, for Liverpool; Catalone, for Louisburg, CB; schs Thos W Lawson, for Newport News; Lucinda Sutton, for coal port; Oliver S Barrett, for Fernandina; Frank Barnet, for southern port; Abana, for St Martins, NB; Temperance Bell, for St John, NB; Margaret G, for Parrsboro, NS.

CITY ISLAND, Nov 15—Bound south, strs North Star, from Portland; Rosalind, from St John's, Nfld, and Halifax.

CADIZ, Nov 9—Sld, sch Archlight, for St John's, Nfld.

GARSTON, Nov 13—Ard, brig Hamlet, from Richibucto.

WASHINGTON, Nov 14—Ard, sch Sebago, from St John.

BOSTON, Nov 14—Ard, sch Adelaide, from Cheverie.

Sld, strs Iberian, for Manchester, Eng; Columbian, for London; Halifax, for Halifax, NS.

At New York, Nov 14, schs Ruth Robinson, Theall, from Hillsboro; Adelene and Annie A Booth, from St John; str Rosalind, from St Johns, Nfld, via Halifax.

At Provincetown, Mass, Nov 14, sch Ophir, from Lunenburg for New York.

At Vineyard Haven, Nov 14, schs Wandrain, from Walton, NS, for New York; Cora May, from Port Johnson for St John; passed, bktn Altona, from New York for Hantsport, NS.

At Washington, Nov 14, sch Sebago, from St John.

Cleared.

At New York, Nov 11, brig Curacoa, Olsen, for Curacoa; schs J L Nelson, Smith, for Accra; Viola, Tower, for Elizabethport; Baden Powell, King, for Charlottetown, and sld.

At New York, Nov 12, brig Gabrielle, Munday, for Tampa; sch Theta, Masters, for Africa; sch Hattie Dunn, Thorndike, for Manzanillo; sch Lavinia M Snow, Sawyer, for Jacksonville; sch Aldine, Carson, for St Andrews, NB.

At Pascagoula, Miss, Nov 12, bark Mable, Alberts, for Havana.

At Pensacola, Nov. 12, ship Kings County, Salter, for Rio Janeiro; sch Mabel Darling, Sweeting, for Nassau, NP.

At Philadelphia, Nov 12, brigt Alice, Innes, for Port Medway.

At Havana, Nov 4, bark Hattie G Dixon, Shanks, for Philadelphia.

At Jacksonville, Fla, Nov 13, sch D J Melanson, Le Blanc, for Berbice, BG.

Sailed.

From Havana, Nov 5, bark Peerless, Byrnes, for Gulfport, Miss.

From New York, Nov 11, sch Potonac, for Cayenne.

From City Island, Nov 11, bark Altona, Collins, from New York for Hantsport, NS (anchored); sch Baden Powell, King, from New York for Halifax, NS.

From City Island, Nov 13, bark Altona, Collins, for Hantsport, NS; schs Alice T Boardman, Robinson, from New York, for Calais, Me; Mary F Pike, Ray, from New York, for Eastport; Roanoke, Wentzel, from Elizabethport, for Charlottetown, PEI; Cora May, Harrington, from Carteret, NJ, for St John, NB; Fraulein, Weldon, from Port Reading, NJ, for St. John, NB; Rebecca W Huddell, Fardie, from South Amboy, for Bar Harbor.

From Madeira, Oct 22, sch E A Sabean, Sabean, for Carthagena.

From Buenos Ayres, Oct 6, bark Lakeside, Fancy, for Algoa Bay.

From Buenos Ayres, Oct 17, bark Luarco, Starrett, for New York.

MEMORANDA.

Passed out at Delaware Breakwater, Del, Nov 15, sch Benjamin F Poole, from Philadelphia for Portland.

Sld, brig Alice, from Philadelphia for Port Medway, NS.

NEW YORK, Nov 15—Early today the new sch Bluenose of Parrsboro, NS, went ashore on the north side of Brigantine Inlet, six miles north of Atlantic City. The vessel, which is bound from New York to Norfolk and Cardenas, remained fast in an easy position until high water this afternoon, when with the assistance of the Brigantine life savers she was floated. She proceeded apparently uninjured.

In port at Bermuda, Nov 13, bktn Trinidad, Card, from Santos for New York, ready to sail in tow of tug Powerful.

BOOTHBAY HARBOR, Me, Nov 13—Sch Shaffner Bros, from Miramichi, NB, for New York, has arrived here and reports having lost part of deckload.

NANTUCKET, Nov 13—Sch Catherine, Comeau, from Turks Island for Bath, Me, with salt (before reported), anchored just before dark near Old Man Rip, in a dangerous locality should a storm arise. Surf Side life saving crew boarded her, but captain declined aid. She worked out over the shoals when the tide changed and proceeded this morning.

HAMPSTEAD, QUEENS CO.

HAMPSTEAD, Queens Co., Nov. 16.—The Central Hampstead factory turned out nearly sixteen tons and a half of cheese this season.

B. H. Appleby has closed operations in his quarry for this season.

The following officers have been installed for the ensuing quarter by Onward Lodge, No. 98, I. O. G. T.: I. E. Vanwart, C. T.; Lillie Dougan, V. T.; F. C. Stults, Fin Sec.; Arthur Vanwart, Treas.; May E. Tingley, Rec. Sec.; Ida Vanwart, A.R.Sec.; Mrytle Thomson, Chap.; Walter A. Deugan, Mar.; Jennie Slipp, D. Mar.; James Rathburn, Guard; Abram C. Thomson, Sentinel; Nellie Vanwart, S. J. T.

Mrs. C. H. Wasson, who has been very sick for sometime, is now convalescent.

A parish Sunday school convention was held in the Methodist Church at Summer Hill last Tuesday. A committee was appointed to attend the school at Summer Hill to give aid and assistance in organizing a teachers' training home and temperance departments in their school.

Rev. C. B. Lewis has been engaged on this circuit for the ensuing year.

MYSTERY OF A MISSING MAN

That a Thousand Searchers, a Pack of Bloodhounds

And a Reward of $55,000 Has Not Yet Cleared Up—The Inexplicable Disappearance of Edward L. Wentz, a Philadelphia Millionaire,

In the Tennessee Mountains a Month Ago—Was He Murdered?—Was He Kidnapped?—Was He Killed by Accident?—Is He in Hiding?

BRISTOL, Tenn., Nov. 10.— Missing since Oct. 14 somewhere on big, forbidding, frowning Black Mountain, Edward Leisenring Wentz, of Philadelphia, millionaire, clubman, mining expert, athlete.

A thousand men have sought him in vain for four weary weeks. Two packs of bloodhounds have coursed up and down the timbered steeps without a single track or trace rewarding them. Special trains have been at the instant command of the searching parties. A score of trained detectives have lent their aid. Arms, food, sleeping quarters, horses—all have been provided without stint, at a cost of $3,000 a day.

And $55,000 in rewards have been offered.

But, if the great mountain had silently gaped, quietly dropped the young man into the bowels of the earth and then closed up again without leaving a single scar upon its rugged surface, Edward L. Wentz could not have disappeared more completely. No more is known than on that eventful day when the young man rode off on his horse for a ride up the mountain on business. The horse has been found—and nothing more.

Has anything happened to him? Has he voluntarily dropped out of sight? Was murder done? Has he been kidnapped?

No one can tell.

THEORIES THAT DO NOT EXPLAIN.

But these are the theories:

That he met with an accident and died in some lonesome fastness.

That he was murdered by mountaineers for revenge.

That he was kidnapped for a ransom.

That he has gone away of his own accord.

No one of these theories has gone unbelieved. All four have been followed and followed again. But it is as if the searchers, the determined brother, the distressed and despairing parents, all have been working all the time in a circle whose centre is Black Mountain. Each time they come back to the point where they started, baffled, dazed, disappointed, hopeless. The horse standing in the road, the missing rider's raincoat tied to the saddle, the no signs of anything else—the mystery still remains!

The searchers work on as a regiment, all under one head. Each man is fed and transported; he is paid $2 a day. The regiment is divided into ten companies, each of 100. Each company has its complement of bloodhounds; each 100 its captain. The companies are further subdivided into squads of ten, one of the ten acting as leader. Day by day they beat across great areas, these determined men, all of them armed, for they know not what may happen. Each man is just ten feet away from his nearest mate, with the dogs sandwiched in everywhere. Not a square inch of territory passed over is left unbeaten. The dogs have run down many old scents. Time and again they have carried their eager followers miles and miles out of the beaten paths into the dense jungle of brush—places where a corpse might lie for years unseen—only to come to the end and—nothing!

"We are prepared for the worst now," says Dr. John S. Wentz, the young man's father, "but we hope for the best even yet."

But for the start of the mystery.

Weird and wild are the tales of the Cumberland range. In days bygone many the murder has been done; many the men who walked out upon some pleasant morning never to return home at night. Strangers crossing the great ridge from Kentucky to Tennessee have hand their lives snuffed out in the twinkling of an eye, and no one any the wiser. Battles have been fought up and down the rocky slopes between moonshiners and the revenue officers of Uncle Sam. Outlaws have robbed the unwary and the unarmed. Feuds have been fought without number.

It was among such people as these that Edward L. Wentz spent his days and his nights. By day he was riding over the great tract of 100,000 acres—the land of the Virginia Coal and Iron Company—of which he owned a controlling interest and was general manager. By night he was at his home in Big Stone Gap.

Black Mountain divides Southwest Virginia from Eastern Kentucky. Its front is dark and sombre. It is really a black mountain. Where other mountains seem blue when seen from a distance, Black Mountain lives up to its name. It is a great crag of mystery. It was on one of its rough roads that young Mr. Wentz was last seen four weeks ago last Wednesday.

He was riding his horse near Kellyview, a flag point on the Louisville and Nashville railroad. A few hours later one of the natives found his horse standing in the road near the fording place in Powell's River. The man mounted the horse, knowing who the owner was, and rode down the mountain to his home in Appalachia, a mining village. He thought the animal had run away from its master and he kept it until next morning. Then he rode the horse over to the Wentz home at Big Stone Gap, where he met Daniel B. Wentz, Edward's older brother.

Even then no one felt any alarm. Mr. Wentz thought that probably the horse had escaped from his brother and that young Wentz was doubtless at the home of Charles Wax, up the mountain, where he often went. That afternoon one of the employes took another horse up to Wax's for young Mr. Wentz to ride home. To his astonishment he found that the young man had not been there at all.

The man galloped back madly to the Wentz home with the news that Edward Wentz had not been at the Waxes since he left home on the day before. Then Daniel Wentz knew that something was wrong.

"Get searchers at once; spare no expense," he ordered. "Scour every place on the mountain."

They started from the point where the horse was found. Not a single clue was to be had there.

Kellyview is a wild mountain spot, but has been designated as a station for flagging trains for the accommodation of mountaineers and persons employed in that region. It is a lonely, deserted-looking place.

EVERY EMPLOYE IN THE SEARCH

All that day and all the night the small party of searchers kept at work. They shouted, they fired guns, they beat their way across every foot of brush and woodland in the vicinity of Powell's ford. Not a trace of their man did they find. Next morning Daniel Wentz resolved upon a hunt upon an extended scale.

"Suspend operations on the company's plant," he directed. "I want every miner and every employe who can leave his work to join in the search.

Then came the rewards.

First a lump sum of $25,000 was offered for the recovery of Edward L. Wentz alive. For the recovery of his body $5,000 was offered. All this time the parents of the young man were in ignorance of what had happened. Dr. John S. Wentz, capitalist and horse fancier of international reputation, was then in Philadelphia at his splendid home, No. 225 South Thirty-ninth street. Finally Daniel Wentz, who had been hoping against hope, was forced to let his father know. At once Dr. Wentz and his wife started for Bristol, closing their Philadelphia home.

Upon their arrival at Big Stone Gap the reward was at once increased; $25,000 was offered for the person or persons abducting Edward L. Wentz, for his safe return to the family; or $30,000 for information which would lead to the arrest and conviction of the murderers of Edward L. Wentz. To this was added a suitable reward for information that would lead to the recovery of the body.

"Spend every penny I have, if necessary," ordered Dr. Wentz, "to find him."

Then search began systematically. Regular regimental organization was adopted, to secure absolute accuracy in the search. No parties were allowed to go off on wild goose chases, thus leaving part of the territory unscoured. Each morning and night a special train takes the searchers to the point where the day's work is to begin. Posted at convenient points are trained nurses and surgeons in case the young man should be found alive, ill or hurt, ready to rush to give him care.

John Fox., jr., the novelist, a great chum of Wentz, who was in New York, came down here post haste with a number of hand electric lights and personally took charge of several bands of cave searchers. The hundreds of caves in this vicinity were explored. Men were let down by ropes over ledges and into sinkholes, but no trace of Wentz, dead or alive, was found. The idea was then advanced that Wentz had been lured or dragged from his horse, shot to death and his body burned in a coke oven. It was found that the ovens had been attended without intermission all night by friendly employes, and this theory was quickly disposed of.

Some 50,000 hand bills have been scattered throughout the mountains, giving a minute description of young Wentz and offering $55,000 in rewards, but not one has brought reply other than that one person volunteered to return the missing man for $100,000. He turned out to be an impostor, with no knowledge at all of Wentz's fate.

Another strange happening here is as deep as the Wentz mystery. In July last Albert Gerhardt, an insurance agent of Bristol, was seen going along the Kentucky road at a point at the base of Black Mountains, between Appalachia and Kellyview, about one mile from where Wentz was last seen. Gerhardt has never been seen since. He had no relatives here; only an ordinary search was made for him. He was prosperous, had a considerable bank account, was of a jolly temperament and fine health. His disappearance without reason created much speculation, which has been renewed with increased interest in the light of the strange happening to young Wentz.

Daniel Wentz is directing the search from the general offices of the corporation. There every facility for quick communication is at hand. By horse and man, telephone and telegraph, and by a specially arranged code of night signals the regiment of men is kept in constant touch with Mr. Wentz. With him too is one of the details of nurses and surgeons, ready to be rushed off at a moment's notice on the horses, which are kept saddled and waiting day and night.

Now for the theories that have been evolved.

It is known that Wentz has had trouble with the mountaineers—very much the same sort of friction that the Rockefellers have had in their Adirondack preserves; the same sort of trouble that led to the unsolved assassination of Orrando Dexter in that same wild country. He had often been after poachers.

To begin with, the family conceived the idea that there might have been some cause for a voluntary disappearance, and at once set to work to make an investigation along this line. J. F. Bullitt went immediately to New York and Philadelphia, where young Wentz had large investments in bonds and other securities, to ascertain whether or not any of these investments had been disturbed. He found all of the young man's Eastern investments intact.

That he was murdered some believe. As manager for the Virginia Coal and Iron Company, young Wentz frequently found the mountaineers trespassing upon the lands of the company. The moonshiners would steal their way down through the mountains to a point near the operations of the company, where they would dispose of their "goods" to the miners and coke-pullers there. This proved annoying, and it was the business of young Wentz, as the manager of the company's operations, to put a check on it.

It is not many weeks since, at the instance of Mr. Wentz, that Chief of Police King, of Stonega, the principal village of the company's operations, organized a posse and went in pursuit of a band of moonshiners that had been debauching some of the employes of the company and thus interfering with the work in the mines and at the coke plant. Mr. King found his men. A battle ensued. King was instantly killed, while one of the band of moonshiners was mortally wounded. He died after having confessed that it was he who killed King, and that King was his fourth victim during his career in the mountains of Virginia and Kentucky.

There is a clas sof less offensive mountaineers, who will, however, persist in trespassing on the properties of the Virginia City and Iron Company as a fancied right. They pick huckleberries in summer, and in the autumn devote their time to gathering nuts for the market. In some places on the company's lands there are many chestnut trees. At this season they are hanging with tempting chestnuts. The mountaineers have been accustomed to chopping down these chestnut trees undisturbed. Young Wentz had to deal with this class of men.

HIS BUSINESS IN THE MOUNTAINS.

On the day he disappeared this was in part his business in the mountains. He and Wax, one of the land agents of the company, were to provide warrants and place them in the hands of the sheriff of the county for the arrest of the trespassers.

Not far from the spot where young Wentz is supposed to have disappeared were freshly cut chestnut trees. Some hold to the belief that Wentz was seized by mountaineers whom he had accosted regarding acts of trespass, and that he was murdered by them after being spirited from the roadside and his body concealed in some inaccessible place.

If kidnapped, the men who are holding young Wentz must be playing for big stakes. No response to the offer of $55,000 in rewards has been received.

The missing young man practically owned the Virginia Coal and Iron Company and all of its vast properties. He paid $100,000 for 100,000 acres of land in 1892, during the panic, and it is estimated today that this tract alone is worth $2,000,000, exclusive of the improvements he has made upon it, which represent a very heavy outlay of cash.

The day he was reported missing was the first time he was ever known to ride out alone without his dogs, of which he was very fond.

And this is part of the mystery.

So the question remains—

Is Edward L. Wentz living or dead, kidnapped or murdered?

Whoever can answer it will be made rich for life.

BIRTHS.

EXELL.—On the 10th, at 66 Brussels street, to William and Elizabeth Exell, a son.

THORNE.—In this city on the 12th inst., to the wife of L. B. Thorne, a son.

MARRIAGES.

PARKER-GOSLINE—At the home of the brides' father, Officer J. H. Gosline, King street extension, St. John West, on the afternoon of Nov. 11th, by Rev. R. W. Ferguson, Hedley O. Parker of Greenwich, Kings Co., to May A. Gosline.

SUTTON-WILSON—At St. Peter's church, parish of Petersville, on Oct. 28th, by the Rev. R. W. Colston, rector, William T. Sutton of the parish of Petersville to E. Beatrice Wilson, daughter of John Wilson of the same place.

DEATHS.

BEESLEY—At Grey's Mills, Kings Co., N. B., on Nov. 15, Joseph Beesley, aged 79 years, leaving 3 sons and 7 daughters to mourn the sad loss of a kind and loving father. (Portland and Boston papers please copy).

BELYEA—At St. John West, Nov. 11th, 1903, the death occurred at his father's residence, 144 King street, of Gerald White, youngest child of S. L. and G. E. Belyea, aged 1 year and 7 months.

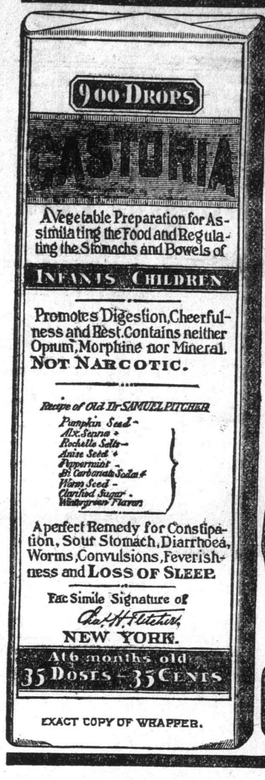
REICKER—At Wickham, Nov. 1st, after a lingering illness, Mary, beloved wife of W. Henry Reicker, in the 58th year of her age, leaving a husband and five children, one son and four daughters, to mourn their sad loss.

COLL—On Nov. 15th at his late residence, 56 Douglas avenue, Louis M. Coll, second son of Michael and Margaret J. Coll, aged 25 years.

GODARD—At Anaconda, Montana, on Friday, Nov. 13, James Mason Godard, aged 37 years, youngest son of the late John F. Godard, leaving a wife and one son.

WARD—At English Settlement, Johnston, Queens Co., on Nov. 5th, Margaret, beloved wife of James H. F. Ward, in her 69th year, leaving a husband, four sons and four daughters to mourn their loss.

WATSON—At Benton, Nov. 9th, of whooping cough, Mary Elizabeth, aged 14 months, 12 days, youngest child of Fred and Amelia Watson. Deeply lamented.



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CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of Chas. H. Fletcher.

In Use For Over Thirty Years

CASTORIA

THE CENTAUR COMPANY, NEW YORK CITY.

M. McNintch, assisted by Rev. Mr. Archer, officiated at the burial. Mrs. Moran was an estimable young woman and will be much missed.

John Moses, the local taxidermist, was shooting at Three Islands a few days ago, and shot a pair of ducks which he says are natives of California, and that it has been thirty years since any of that species were seen here.

It is said that fish were so scarce in the first of the season that the young gulls actually starved to death at Three Islands, the old birds not being able to supply the wants of their young ones. The story of Jerome Daggett's capture of gulls is true in its particulars, and he told your correspondent he could have caught three or four times that number.

COLOMBIA ASKS BRITISH AID.

Formally Protests Against U. S. Interference.

LONDON, Nov. 16.—The Colombian authorities have cabled to London a lengthy protest against the United States' action towards Panama, in which they claim that the "main responsibility for the secession of Panama lies with the United States government; firstly, by fomenting the separatist spirit, of which there seems to be clear evidence; secondly, by hastily acknowledging the independence of the revolted province, and finally by preventing the Colombian government from using proper means to supress the rebellion."

The cable message goes on to say that President Marroquin has energetically protested to the United States and wishes that his protest should be known throughout the civilized world. The president contends that the United States has infringed article 35 of the treaty of 1846, which, he asserts, implies the duty on the part of the United States to help Colombia in maintaining her sovereignty over the isthmus and adds that the "Colombian government repudiate the assumption that they have barred the way to carrying out the canal," asserts that since 1835 they have granted canal privileges to different people, no less than nine times, and claims that the treaty concluded that the late General Hurlburt (when he was United States minister resident in Colombia) at Bogota, July 8, 1870, has been ignored at Washington. After giving the previously stated reasons for the Colombian senate's failure to approve the Hay-Herran treaty and asserting that the delay in the negotiations had not affected the ultimate issue of the canal project, the protest of President Marroquin points out that Colombia has constantly endeavored to act in a friendly manner with the United States, even asking for the assistance of American marines to insure free passage across the isthmus. It says the rising occurred when the government was least prepared, when peace was re-established. He concludes:

"The hastiness in recognizing the new government which sprung up under these circumstances, is all the more surprising to the Colombian government, as they recollect the energetic position of Washington to the acknowledgment of belligerency of the confederates by the powers during the civil war.

WILL SUE FOR LIBEL.

Halifax Echo's Remarks About Stanley Smith Strongly Resented by His Father.

The Halifax Echo of Saturday published an editorial paragraph commenting on the recent affair in Baltimore in which the death of a student from gas poisoning was investigated under the suspicion that the occurrence was due to routh treatment at the hands of other students. Stanley B. Smith was one of those under arrest at the time, but has been cleared.

The Echo alleges that the St. John boy was the ringleader of a number of students who caused the death in question and goes on to make some remarks about how proud St. John must be of the young man.

Dr. A. D. Smith, who saw the paragraph referred to, said yesterday that "the Echo will pay dearly for this affair."

Dr. Smith said he would hand the paper to his solicitor, Dr. Pugsley, with instructions to commence proceedings at once on the charge of libel. The full statement of the case as contained in the Baltimore papers fully exonerates Stanley Smith from any connection with the death of the student.

Dr. Smith is much annoyed that such a paragraph should appear, as it is absolutely without foundation in fact.

MADE HASH IN COURT.

'Twas Good, and Cora, the Cook, Got Verdict for $25, Wages Due.

NEW YORK, Nov. 15.—Cora Johnson, a cook in the employ of Mrs. Margaret Cox of Montclair, N. J., was discharged a few days ago, and when her mistress refused to pay her a month's wages the girl brought suit to recover the amount in Justice Darlington's court.

Mrs. Cox declared in court that the girl could not make corned beef hash. The girl replied that she could beat the world in making that dish.

"Well, Cora," said Justice Darlington, "I would like to see you prove your case."

A constable was sent out for the necessary ingredients and cooking utensils.

Cora rolled up her sleeves and quickly turned out a dish that the judge pronounced fit for a king.

Cora got a verdict for $25.

AFTER HIS LEGS.

CHICAGO, Nov. 14.—Himself in Chicago and his legs in New York, George Nelson despaired of finding employment, appealed to the mayor for help and is on his way home to Brooklyn. Nelson sent his pair of artificial limbs to a Brooklyn factory to be repaired, and the bill was so heavy that he could not pay it. The legs didn't come with the bill.

Nelson shuffled into the mayor's office on a block of wood held in each hand, using his arms as stilts.

"No legs, no job. I'll have to go home or I'll starve," he said, laconically.

No one apparently near and yet the voice sounding by his desk, the mayor was a bit startled. He finally caught sight of the legless youth on the floor and heard his story. In an hour Nelson had a ticket for Brooklyn and heard a policeman ordered: "Take him out for breakfast, stuff him full of good things and see that he gets on the right train.

A TIRED BROTHER.

"What you gwine to do we'n you gits ter glory?"

"Nuthin' 'tall, but des' crawl in en' rest."

PORTLAND, Me., Nov. 16.—Mrs. Mary E. Moore, the aged West Brook woman who had been missing for a number of days, was found today in this city. She was affected by temporary mental confusion, and had been in the care of strangers.

GRAND MANAN.

Herrings Are Still Quite Scarce—Where the Meteor Fell—Shot Two California Ducks—Why Young Gulls Starved to Death.

GRAND MANAN, Nov. 14.—Herrings are still quite scarce. The weirs have been taking some sardines lately, which are quickly sold at ten and twelve dollars per hogshead to the boats and steamers from Eastport and Lubec. Some large herrings are being taken out of the weirs, but not in any quantities. Net fishermen are not doing much nor are the line fishermen. Whales are reported plentiful.

Violets were picked here Nov. 1st.

The ladies of the sewing circle at Grand Harbor have had the old cemetery cleared up, and it now makes a very presentable appearance under the hands of Howard Wooster, who cleared the underbrush and grass out of it.

Carson Brothers are painting the Pythian Hall, and it looks neat and tasty in its red and green dress and yellow trimmings. It is an ornament to the village and a credit to the Knights of Pythias.

A very brilliant meteor fell at Grand Harbor on Friday evening. It was a beautiful display of nature's fireworks.

Mrs. Charles Moran of Grand Harbor died on the 10th inst., and interment took place on the 12th. Rev. A.

FATAL ACCIDENTS IN C. B.

SYDNEY, C. B., Nov. 15.—Important changes are being made in the Marconi towers at Table Head this week. Poles fifteen feet in length have been placed on top of the towers and additional wires have been strung. It is apparent that experimental work of some nature is going on.

Robert Howlett, a native of Durham, England, was fatally injured in the Sydney mine on Saturday by a fall of stone. He remained unconscious until 10 o'clock Saturday, when he succumbed. When the stone fell on him the pick with which he was working was driven through his skull, injuring his brain, from the effects of which he died.

Jerry McDonald of Cranberry Head, Sydney Mines, was killed tonight on the tram line of the Cape Breton Electric Company near Reserve Junction, and his body mangled beyond recognition. He had been lying on the track apparently in a drunken stupor when he was struck by a car and killed.

Important changes are to be effected in the admiralty chart of Sydney, Cape Breton. The charts in use are antiquated and incorrect. Lieut. Cook-Hurd of H. M. S. Indefatigable made soundings last week, from which new charts will be prepared.