

BAD COMPLEXIONS RED ROUGH HANDS FALLING HAIR PREVENTED BY ...

BIRTHS ...

MARRIAGES ...

DEATHS ...

SHIP NEWS

PORT OF ST. JOHN. Arrived. Tuesday, Oct. 16. Sch'r James Harbour, from Rockland, N.B.

REPORTS, DISASTERS, ETC. Sydney Light, Oct. 16—Passed, Rapidan, New Brunswick, from Antwerp, for Montreal.

DOMESTIC PORTS

Arrived. Halifax, N. B., Oct. 17, sch'r D. J. Sawyer, Kelly, from Montreal, N. B.

BRITISH PORTS

Arrived. Halifax, Oct. 16, sch'r Pro Patria, St. Pierre, Min; from Philadelphia.

FOREIGN PORTS. Arrived. St. Pierre, Mass., Sept. 4, sch'r Helen E. Kenney, Snow, from Passaic, N. J.

THE SOLE SURVIVOR

Of the Schooner Rowena Rode Out the Storm

ON THE VESSEL'S KEEL

Jonas Stafford Spent Thirty-eight Hours Terribly Exposed - Capt. W. J. Stevens, Mate Leonard and a Foreign Seaman Drowned.

The steamer City of Monticello, of the Yarmouth Steamship Company, which arrived at 4 o'clock yesterday afternoon from Yarmouth, had on board Jonas Stafford, the sole survivor of the St. John schooner Rowena which capsized near Partridge Island in the storm of Tuesday night.

Stafford was rescued off the bottom of the vessel shortly before 2 o'clock yesterday afternoon. He had been clinging to the keel for 38 hours, suffering terribly from the exposure of the severe weather in the bay.

The three other members of the Rowena crew, Capt. William J. Stevens, of St. John; Mate Leonard, a native of Deer Island, Me., and seaman Arthur Davidson, a foreigner, were drowned.

They were not seen or heard of by Stafford until her rescue. She had only been sailing against the wind for a few minutes when a violent squall struck the vessel and capsized her before a sail could be taken in.

Captain Stevens and the mate were at the wheel at the time, while Davidson was tending the foremast and Stafford the jib sheet. According to the story of the survivor, he climbed into the fore rigging and, as the vessel went over on her side, he was thrown overboard without getting wet.

The captain, mate and Davidson, he said, did not appear to be doing anything when the vessel was turning. They were carried under his feet and never appeared again.

Stafford clung to the keel of the schooner during the terrible storm of wind, snow and cold between midnight Tuesday and daylight Wednesday, all day Wednesday, Wednesday night and yesterday.

He says he did not feel the effects of hunger or thirst during his 38 hours of misery, but was more affected by the cold and wet of the storm of the day and night.

Stafford, who is a rugged young fellow, about 24 years old with a splendid physique, when seen aboard the City of Monticello yesterday, two hours after his rescue, was looking remarkably well for a man who had undergone his experience.

His eyes were sore from the salt water and his hands and feet were badly swollen from exposure. He said he had no other ill effects. He did not even feel the want of sleep, despite the fact he had not slept for nearly 60 hours.

Relating his experience to the reporter, said: "I suffered a great deal, but I never lost hope and that's why I stood the hardship so well. Often the snow washed over me but I never lost hold of the keel. If I had not been lucky enough to get into the rigging when the vessel commenced to go over, I would have been lost with the other crew members, as his did not know a swimmer. Anyway no man could have swam much in the heavy sea. Until daylight Wednesday morning the weather was pretty bad especially at daylight, when I felt the cold severely. Most of the time Wednesday I sat straddling the keel and straining my eyes for passing vessels.

By the middle of the day a barquentine came by me, but she was unable to attract her attention, being too far off shore from her. Several schooners also passed, but my efforts to hail them by standing up, shouting and waving my arms, were all in vain.

At last I saw a vessel, which I thought was the City of Monticello, but it was not the vessel I was looking for. I was then rescued by the City of Monticello, which was passing at the time.

Aside from the minor elements of contention, however, it may be hoped that a way will be found to not only continue using St. John as a winter port, but also to continue the C. P. R. service to that port. It is plain that there are obstacles in the way, but the political importance of St. John is so great that all reasonable efforts ought to be made to develop its utility as a national winter port.

What arrangements must be necessary should be made to hold the City of Monticello in service to that port. The annual satisfactory arrangement to be made to the city of St. John, which must be considered before the railway could withdraw, an argument of which the railway people have probably not lost sight.

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ability such as Canada possesses, both inside the cabinet and out of it, to make some arrangement whereby St. John will be kept open and improved as a winter port, whereby the C. P. R. will continue to work to that end, and whereby the Intercolonial will give the maximum results to the maritime provinces and to the whole dominion.

Mr. Blair is to be congratulated upon the manner in which he has handled the matter. While vigorously defending those actions of his which have been criticised, he yet made it clear that in his position as minister of railways he is anxious above all to find that solution to the difficulties which will be best for all concerned, his critics in the C. P. R. directorate not excepted. [Montreal Herald.]

Hope Had Departed. THE STORY OF A WOMAN'S RESCUE FROM GREAT SUFFERING.

For Years Her Life Was One of Misery—Her Feet and Limbs Would Swell frightfully and She Became Unable to Do Her Household Work.

From the Enterprise, Bridgeport, N. S. It is appalling to think of the number of women throughout the country who day after day live a life almost of martyrdom, suffering but too frequently in silence, almost hopeless despair. To such sufferers the story of Mrs. Joshua Wiley, will come as a beacon of hope. Mrs. Wiley lives about two miles from the town of Bridgeport, N. S., and is respected and esteemed by all who know her.

While in one of the local drug stores not long ago, Mrs. Wiley noticed a number of boxes of Dr. Williams' Pink Pills in the show case, and remarked to the proprietor: "If ever there was a cure for the kind of suffering I am now undergoing, it is in these pills." She was asked why she spoke so strongly about the pills, and in reply told of the misery from which they had rescued her.

She said that she had been afflicted with a terrible nervous condition, which she described as a "nervous prostration." She had been unable to do her household work, and her feet and limbs would swell so much that she was unable to wear shoes.

She had been advised by several physicians to try various remedies, but all had failed to give her any relief. She had been in this condition for several years, and her health was steadily declining.

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At St. Martins Wednesday morning at the residence of Mrs. E. M. Van ...

Last week Preventive Officer John T. Kelly captured an illicit still in Kent county.

The bank clearings for the week ending October 17 were \$357,316, as compared with \$316,909 in the corresponding week of last year.

The minister of militia has acceded to the request of the mayor of Halifax, that the returning soldiers be permitted to remain in that city 24 hours.

A man named McGrath was burned to death at Windsor Junction on Monday. His dwelling was burned down, probably by the lamp upsetting. His charred remains were found among the ruins.

A young man named Hector Murchison was seriously injured in a fall from a foundry, Charlottetown, on Monday. His coat was caught in a rapidly revolving shaft around which he was whirled three times.

At St. Luke's Presbyterian church, Bathurst, Monday evening, Mr. H. A. Read of Athol, N. S., was ordained to the ministry and inducted to the pastorate of St. Luke's.

It is rumored that Mr. W. C. Balcom, Hantsport, is endeavoring to organize a company to put on a steamer to run between ports on Minas Basin and St. John. We hope it may be successful. [Windsor Journal.]

Mr. David Hughes, of Washdenook, lost a team of oxen and a load of general produce Monday, while the team was being ferried across the lake. The oxen bolted into the water and were dragged down by the heavy load.

Additional lots on Lombard street have been acquired by the I. C. R. for increased yard room. The trustees of John A. Street receive \$2,074 for property taken, Mr. John W. Rusk \$700 and Mr. A. Kin-sella \$600.

Under the will of the late Hon. Thomas W. Dodd of Charlottetown, there is left \$1,000 to Mrs. W. H. Sampson of St. John, and \$1,000 to each of her children. The estate is valued at \$139,957.72 of which \$29,957.50 is real estate.

An interesting event took place at Dawson City, Yukon, a few days ago when Miss Mary B. Sutherland, daughter of a Nova Scotian Presbyterian minister, who had just arrived, was married to Charles Reid, formerly of Newcastle, N. B.

A boy named Arthur Stewart was instantly killed when coming up the shaft of a mine at Bridgeport, N. S., on Tuesday. He was standing partly out of the cage and struck against a beam. He belonged to Cheticamp and was 14 years old.

Mr. J. N. Sutherland, general freight agent of the C. P. R., has just received a Fenian raid medal. Mr. Sutherland was the government district instructor for the Magalloway district, and captain of No. 1 Company and adjutant of the 44th battalion.

On this anniversary and send with 10 cents to the Victoria Candy and Fruit store, corner of Duke and Sydney streets, St. John, N. B., and receive a package of Downing's famous lemonade tablets. For making jellies, lemon cake, pies and lemonade they have no equal.

The death occurred at midnight Monday of Patrick Ferris, son of Mr. Patrick Ferris, 72 Exmouth street. He had been ill some six weeks with spinal meningitis. Deceased was 24 years of age and had many friends who regret his early death and will extend sympathy to his relatives in their bereavement.

The board of health has decided to cooperate with Dr. March, the port physician, with reference to the destruction of ship and whale rats, and he will proceed with the work. He will use a virus which will communicate to the rats a disease which quickly spreads, killing them. People living on the water front will be supplied with the virus. These measures are taken as a precaution against the bubonic plague.

The ladies of the Women Temperance Union of the North End acknowledge with thanks the following subscriptions received for the proposed fountain and monument to be erected to the memory of the St. John boys who fought in South Africa: Mayor Daniel, \$5; Dr. J. D. Maher, 25c; George W. Hoben, 25c; John McGoldrick, 25c; Count R. V. deBury, \$5; H. G. Hartson, 50c; Richard Farmer, \$1; Robert Jones, \$1; Dr. Emery, \$1; J. D. Hazen, \$1; A. Friend, \$1; John V. Ellis, \$1; Col. Tucker, \$5; D. J. Purdy, \$10; W. M. Jarvis, \$1.

Another soldier arrived home from the war on Tuesday afternoon—Private J. H. Robertson, of St. John, who was a member of "F" Company. He reached home by the Quebec express and was met at the depot by his mother and a number of friends. He was escorted to his home on Waterloo street, where there was much rejoicing over his return. Private Robertson is a 2nd Fusiliers man. He was at the front through much of the South African campaign and was at Cronje's capture.

Monday afternoon near the Narrows, Queens county, Mr. Ralph Coes was doing some carpentering work on a house which is being erected by Mr. Malcolm Strait, when he slipped from the roof and fell to the ground, being killed instantly. Mr. Coes was a son of Mr. John Coes. He leaves several brothers and sisters. Mrs. W. Hamm and Mrs. Edward Strait, of Pleasant Point, are sisters of the deceased. The young man had spent part of his life as a sailor. He was well liked and his death has caused much sorrow.

Trains Will Leave St. John. Suburban for Hampton, 6.50. Express for Campbell, Pagnaw, Pictou and Halifax, 7.15. Express for Halifax, New Glasgow, Pictou, 11.50. Accommodation for Moncton and Point du Chene, 12.00. Express for Sussex, 12.45. Express for Hampton, (Saturday for Sussex) 12.45. Express for Quebec and Montreal, 12.55. Express for Halifax and Sydney, 12.45. A through sleeping car will be attached to the train leaving St. John at 12.35 o'clock for Quebec and Montreal Express.

Trains Will Arrive at St. John. Express from Sydney and Halifax, 6.0. Suburban from Hampton, 6.50. Express from Sussex, 12.45. Express from Montreal and Quebec, 11.50. Accommodation from Moncton, 12.00. Express from Halifax, 12.45. Express from Hampton, (Saturday from Sussex) 12.45. All trains are run by Eastern Standard Time—four hour rotation.

D. POSTINGER, General Manager. Moncton, N. B., June 16, 1900. CITY TICKET OFFICE: 7 King Street, St. John, N. B.

EVENING CLASSES! OPEN FOR 6 Months' Winter Term, MONDAY, OCTOBER 1st. Hours 7.30 to 9.30. S. KERR & SON, Oddfellows' Hall.

THE EGG HARVEST. SHERIDAN'S CONDITION POWDER. It is now. Eggs will keep in best condition, maintain most egg-white eggs are high if you feed them.

Naval Experts Differ. Washington, Oct. 19—Reports which have reached the navy department are to the effect that Subig Bay in the Philippine Islands is not a suitable place for locating an extensive naval station, owing to the fact that the bay is shallow and the water is very shallow, owing to the limited depth of water. Naval opinion has been divided for some time as to the relative merits of Manila Bay and Subig Bay. Naval Constructor Hobson has taken a different view, however, and has presented a plan for an extensive naval establishment on Subig Bay. In view of the differences of opinion, it is probable that a naval board will be named to select a station.

Maine Central Officers. Portland, Me., Oct. 17—At the annual meeting of the Maine Central Railroad held here today, the following board of directors were elected for the coming year: Lucius Tuttle, Henry R. Reed, Henry W. Whiting, Boston; Franklin A. Wilson, Bangor; William G. Davis, Jos. S. Ricker, George F. Evans, George P. Wescott, Portland; Samuel C. Lawrence, Medford, Mass.; Lewis Cass Ledyard, New York; John Ware, Waterville; Joseph H. Mastney, Augusta; Wm. P. Frye, Lewiston.

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