Its Ancient Glory Passed With the Decline of Wooden Ships.

But it is Today an Enterprising Village and a Delightful Summer Resort.

(From Daily Sun, October 29th.) The first day of Nevember next will be the centennial of Saint Martins. One hundred years have passed since Thomas Carleton, then lieutenant governor of the prevince of New Brunswick, signed the grants which now constitute the beautiful village of Saint Martins (then called by the Indian name of Quacowel A copy of the original grant is before me, which was registered at Fredericton on the 10th day of November, A. D. 1796, and signed J. O'Dell. The names of the signed J. O'Dell. The names of the grantees are as follows: George Rogers, Alian Molean, Gaspar Maybee, Isaac Springstead, jum. William Carnell, Catherine Jacobs, George Price, Michael Ambrose, George West, George Huit, Daniel Vaughan, Mathew Moran, Jacob Berry, Isaac Springstead, sen., William Moran, Of the infeen names on the original grant of Quaco only three remain residents. They are Vaughan, Moran and Molean. The descendants of the rest have died or

Vaughan, Moran and McLean. The descendants of the rest have died or removed from the place.

It must be remembered that very large tracts of land were granted to the above parties, and very early they sold or divided their land with others who should be classed as first settlers. Among these are the names of Howard, Brown, Bradshaw, Carson, McCumber, Floyd and others. These early settlers were naturally keen, intelligent business men, with little or telligent business men, with little or no education. They soon found out that shipbuilding was the one import-ant industry. Daniel Vaughan, grandfather of Benjamin Vaughan, who now resides here and to whom your correspondent is indebted for much of the information here writ-

Captain David Vaughan, son of Daniel Vaughan, went to Gagetown and bought a schooner called the Rose, about 30 tons register, and took command of her bimself and salled for command of her bimself and salled for Eastport, Maine. That was during the American war of 1812. The vessel was captured by an American privateer, the orew made prisoners and the vessel placed in charge of a prize crew. She was shortly afterwards recaptured by the English cruiser Plumper, the prize crew taken off and the captain allowed to proceed home with his ves-

The first keel laid in Saint Martins was that of the schooner Rachael. about 30 or 35 tons register. She was built by Captain David Vaughan and When the Rachael was built the peo-ple said it would be the tast vessel A board of trade ever built at Quace, as they could not last year with James ever built at Quace, as they could not get filmber enough to built another. It might be interesting to modern men to know that in getting timber out of the woods for frames they would have to find a stick crocked enough to make the required shape from keel to gunwhale. At that time they had not the idea of building the frames in sections as they did later on. The keel would first be laid and then raise the stem and sternpost and fill in between with timbers, raising them with handspikes, timbers, raising them with handspikes, The keel of the Rachaet was out from a birch tree that stood on what is now known as Hodsmyth's Corner, in the known as Hodsmyth's Currier in the centre of the village. If this ancient specimen of navar architecture could be resurrected and placed alongside one of the first-class steel ships now built on the Clyde the people of the nineteenth century would see a wonderful contrast

After the Rachael was teurched, then followed the Rainbow and Ambassador, and from that time to the year 1880 one or more vessels were launched every year, varying in size from 18 to 1,800 tons register. In the year 1863 there were eighteen vessels

building here at the same time.

The names of the men actively engaged in shipbuilding during its early history are: D. nand T. Vaughan. ships, all over one thousands tons register; Samuel and Thomas Carson, Jacob Bradshaw, Joseph Brown, James McLean, Captain John Marr, William Vail, and later on A. Parks and Son and W. H. & J. Rourke, Nato.

This industry has now passed into history, the ship yards have been cleared up, and grass grows where the carpenter's axe was in former years so busily at work. No industry yet has taken the place of shipbuilding at Saint Martins. Many of our men are now working in different parts of the United States, while their families reside here. Others have turned their

attention to improving their farms, and despite the hardness of the times are making a compressible living.

The early settlers were not without superstitions, and many a wired tale can be told of midnight disging for gold and the enchanted circle always tinged with romance. I have yet to learn that any of their efforts proved successful. The left of Haute and along the shores of the Bay of Fundy ed to be favorite spots to use the mineral rod in the vain attempt to unearth some of the famous Captain Kidd's treasure. A few of the parties who were engaged in these midnight seances are still living and are always ready and willing to relate their ex-

The Baptist church was organized une 27th, 1819, with Rev. Peter Crandal pastor, Jacob Berry and William Bradshaw deacons, and David Vaughan clerk, with sixty members. At the present time the membership is four bundred, with a fine church building, constructed in 1878 at a cost of \$9.000 The new church was built largely through the efforts of the late Rey. Dr. Bill, who was paster for twelve years. The bell in the tower and the clock, which can be seen from all the late Captain George Whitfield Man-

ters, and are greatly appreciated The Saint Martins Baptist a magnificent building of stone and brick, was erected here about ten years ago at considerable cost. The school was opened and run for a few years, but being burdened with a heavy debt, was unable to pay the running expenses and at the same time pay off the debt: The school was therefore closed about two years ago, and unless some effort is made to pay off the debt the building will stand here as a monument of the lack of enterprise of the Baptists of the mari-

time provinces.

The Methodists and Episcopalians have also fine churches. The Presbyterians are about building a new

church. We have also a Roman Catholic chapel situated in West Quaco. The first Roman Catholic church was built at West Quaco on Thomas Nugent's land in front of W. A. Campbell's residence. The parish priest was Father Barnes. Some time afterwards there arose some difficulty in regard to the title of the land, when Father Barnes told Mr. Nugnet he wasn't fit even to be a Baptist. The difficulty resulted in a new chapel being built in the year 1837 on the hill opposite William Murray's house. The first school master who taught in Saint Mantins was Thomas Evans who taught in a little schoolhouse that stood near the residence of Joseph Carson, our collector of customs. The building was taken down many years ago. Mr. Evens was brought here from Newfoundland by Captain Daniel Vaughan. Afterwards school was taught by Mr. Connor Thomas Black and others. We have now four large public school build-ings in this district, thoroughly equipped, which under the management of the present trustees are doing excellent work, the teachers in the vari-

ous departments being well qualified to fill their positions. Today, one hundred years since Saint Martins was first settled, we find it an enterprising village of about one thousand imhabitants, the whole parish having a population of two housand five hundred.

The principal and I might say the only industry carried on at the present time is the manufacture of lum-ber. The men engaged in this business are Rourkes. Captain R. Carson. J. P. Mosher, Captain G. R. McDonough, P. H. Nugent and White, Fownes & White, all of whom own and manage small vessels engaged in carnying lumber to the westward. William Vaughan owns and operates a steam factory and planing

mill

There are about twenty merchants at Saint Martins, who do a general business in dry goods, groceries, etc A few years ago a company was formed called the Trotting Park association, Jacob S. Titus president and William Wilson treasurer. company has purchased land on the level plain north of the village and have a very fine race course. They building for the purpose of holding agricultural exhibitions, etc. track is considered by some of visiting judges to be one of the best

A board of trade was organized sident. We are looking forward to the efforts of this board for the improvement and advancement of our

We have also a debating society, formed some two years ago, which meets every Thursday evening, when the subject for discussion is handled in an able manner by its members. What is most needed for Saint

Martins at the present time is a substantial direct railway service between the city of St. John and Saint Martina The branch line which we now have connecting with the I. C. R. at Hampton gives but little satisfaction, from the fact that when most required during the winter months it is shut down, and also on account of the rates of freight being so high, the company having to pay the L C R one-half. There is nothing to prevent this road being operated in winter. If the government have subsidized this road I cannot see why any company should undertake to run it suit themselves. The matter ought to be looked into, and if the government have paid for a continu-

ous service we should have it. Our climate is healthy. We have never been visited with any serious epidemic. We have in our midst today eleven persons hearty and well se combined ages are nine hundred and eighty years.

As a summer resort Saint Martins cannot be surpassed for natural scenery, pleasant climate, sea bathing and good hotel accommodation. The sportsman with gun and rod can find plenty of enjoyment within short distances from his hotel. If Saint Martins was more generally known it would become the favorite summer resort of the maritime provinces.

The old Saint Martins militia was organized about 1822 with officers as follows: Captain James Moran (afterwards major), Edward Brown, adjutant; William Moran, drill sergeant; Thomas H. Black sergeant; geant. The company had their drill on the plain back of William Rourke's residence. The arms used were muskets taken from a Dutch man-of-

The first justice of the peace was Philip Mosher, who was also surveyor, minister and doctor. The other justices were James Moran, Captain Howard of the royal militia, George Brown, Alexander Lockhart, Edward Brown, John Foster. The present loes are W. H. Bourke, W. E. Skillen, W. H. Moran, P. H. Nugent, M. R. Dalley, S. J. Shankin.

The first lighthouse was built on the reef off Quaco Head about 1835. Captain Leanb was the first keeper, after-wards William Love. When the building was destroyed by fire the new one was built on the Head, where it now stands. Charles Brown is the present keeper. There have been comparatively very few wrecks on this reef, the most disastrous one being that of the American schooner Arcans, about ten years ago, when all but one man lost their lives by freez-

ing to death on the reef. Mr. Seymour ran the first stage coach once a week between Saint Mantine and St. John; afterwards SPORTING MATTERS.

Loch Lomond road. This road was Mosher in the year 1817. At the pres ent time the stage coach is run by James Allan Tabor, who gives the cision to Lavigne. public good satisfaction.

The first settler had to go to Hampton and down the Westmorland road to reach St. John. John R. Gentry's Exhibition at The first postmaster in the village Saint Martins was Alexander

Thomas Black, James Moran. The present postmistress is Mrs. James R. Cochran One of the early industries which has ceased to be operated in Saint Martins is a lime kiln and brick yard, which were formerly operated by John Brown and Sanford Brown. The kiln and brick yard was situated in night. The fact that George ("Kid") La-West Quaco, nearly opposite the resi-

denice of Captain John Marr. Daniel Vaughan and Philip Moshe wned and operated the first saw mill, which stood near where J. P. Mosher mill now stands. They also owned and operated the grist mill, which stood near-by the saw mill. Mr. Snow and William Grant owned a carding mill, which was situated near the grist George W. Marsters owned and

support, Philip Black, Alex-Fownes and others. At that there was only one road, that

which is now known as the Upper

Lockhart; afterwards John Foster,

orked the first and only tannery ever operated at Saint Martins. The building stood about 100 yards east from the Baptist church. In connection with the tannery he worked at the shoemaking business, which he subsequently abandoned and became

The old Saint Martine and Upham rallway was opened about the year 1888, and has been struggling along through many changes. At the present time it is the southern branch of the Central railway.

In the early history of Saint Marthere were welrs in various sections of the bay for catching herring. It was no uncommon eight at tha time to see from 200 to 300 barrels taken in one tide, and often the sluices would have to be opened to let he herring out, as there would be more taken than could be taken care of. This, it must be remembered, was previous to sawdust finding its way into the bay. I am informed that the ship carpenters would leave their work and help to secure and preserve the fish and take a supply for the year home with them. At that time there were about 300 ship carpenters em-

In 1845 an epidemic of scarlet fever and diphtheria swept all over the village and many people had to mourn for the loss of their children. Sir Leonard Tilley was instrumental n organizing a division of the Sons of Temperance here. He frequently

assisted the order by giving a lecture in their hall. A Loyal Orange lodge was organized ere in 1845, John Fletcher and William Black being the chief promoters. The society is now building a large and capacious hall on Orange hill. The building is two stories high and admirably adapted for use.

In 1856 a ship owned by D. & T. Vaughan, called the Almira, and commanded by Captain Silas Vaughan, parted her cables and came ashore off Quaco harbor. The vessel was got repaired and sailed for Liverpool. In 1866 the ship Alexander, owned by the late John Wishart of St. John, parted her cables and drifted ashore on East Quaco beach. She also was

towed to St. John and repaired. RELIEF IN SIX HOURS

Geo. Scales, a Well-Known Contractor of Niagara Falls, Completely Restored by the Great South American Kidney Cure Thousands More Can Bear the Same Testimony.

I was a great sufferer for years with acute kidney disorder and pain in my sides. When almost all other known remedies failed, I was advised to take South American Kidney Cure. One bottble did me so much good I purchlased two more. I am now completely restored—feel better than I have for five years. It's a great cure; will give relief in six hours, and I delight in recommending it to others.

Bark Stranger has been fixed to load lumber here for Buenos Ayres at 39.
Ship John McLeod has been chartered to load oos at the weaking. N. S. W., for Manka doos at the weaking. N. S. W., for Manka at 11s. 9d.

The following charters are reported: Ship Savons, from Manklis to New York, Philladelphia or Boston, benap, \$3,25; barks Landskona, same; Andrada, from Poutlland, Ore, to Cork I. O., U. K., Hawe, Antwerp or Dunkirk, 30s., less is 3d direct prompt.; brights Ore, Andigua to Dellaware Breakwater f. O., sugar, 13c.; Louil, Bigewater to St. John, coal, 68c., and discharged; seths. Lena Pickup, Sabine Pass to Havana, humber, \$6 Spanish gold; Sirocco, same; Sir Fibbent, St. Vincent to Dellaware Breakwater f. O., sugar, \$3.50; Ions, St. Lucia to Dellaware Broakwater f. O., sugar, \$3.50; Ions, St. Lucia do Dellaware Broakwater f. O., sugar, \$3.50; Ions, St. Lucia do Dellaware Broakwater f. O., sugar, 13c.; Gold Seeker, Antigun to Ballimmore, mollissee, \$3.25; Rebecca F. Lamdin, Bridgewater, N. S., to three ports in Jennados, humber, lump sum: Walleda, New York to Port-au-Pridne, general cargo, hump sum; Frauliein, New York to Sackville, coal, 90c.; Emergy, Edgewater for Sackville, coal, 90c.; Emergy, Edgewater to Hellifax, coal, 68c. and discharged; Alice Maud, Port Johnston to St. John, coal, 68c. and cischarged; Alice Maud, Port Johnston bo St. John, coal, 68c. and cischarged; Alice Maud, Port Johnston bo St. John, coal, 68c. and cischarged; Alice Maud, Port Johnston bo St. John, coal, 68c. and cischarged; Alice Maud, Port Johnston bo St. John, coal, 68c. and cischarged; Alice Maud, Port Johnston bo St. John, coal, 68c. and cischarged; Alice Maud, Port Johnston bo St. John coal, 68c. and cischarged; Alice Maud, Port Johnston bo St. John coal, 68c. and cischarged; Alice Maud, Port Johnston bo St. John coal, 68c. and cischarged; Alice Maud, Port Johnston bo St. John coal, 68c. and cischarged; Alice Maud, Port Johnston bo St. John coal, 68c. and cischarged; Alice Maud, Port Johnston bo St. John coal, 68c. and cisc MARINE MATTERS.

town, has been floated and will dook for re-parts.

Bark Tordenskjold, Capit. Larsen, from Chatinam, N. B., which arrived at Kilrush Oct. 24 reports having jost some sails and a portion of her deckload during heavy wea-Oct. 24 reports having the source season and aportion of her deckload during heavy weather.

Sch. Irene, loaded with himber for St. John, was caught in the heavy gale at Wolf Brook, above Salmon River, and went ashore. She is badly damaged.

Steamer Megantike, Capt. Lugg. from Montreal and Quabec, which arrived at London Oct. 23, reports that Oct. 20, lat. 52, lom. 14, passed many Quebec logs, which apparently had not been long in the water; also, a which's fittings, painted white, a portion of the broadside of a safiling vessel, some life belts and a raft.

Kid Lavigne Defeats Everhardt in the Twenty-fourth Round.

Everhardt Was Almost Out When the Referee Stopped the Fight and Gave the De-

Joe Patchen Still King of Half Mile Track-Philadelphia.

New York, Oct. 27.-A fight to decide the light weight championship of the world was the magnet which attracted one of the most representative gathering of sporting men from all over the United States to the arena of the Bohemian Sporting club to-

vigne of Saginaw, Mich, and Jack Everhardt of New Orleans were to contest for the championship of the world brought out a good crowd of gilt edge sports, who were willing to pay any price to see the mill. The conitest was scheduled for twentyfive rounds.

There were two preliminary bouts on the card, the first being a six round go at 118 pounds between Jack Delaney of this city and Jack Burge of Mount Vernon, which the former

The second bout brough on Dave Wall and Jerry Reidy, both of this city, in a six round go at catchweights. Wall did by far the better work and the referee decided in his

There was a fairly strong betting contingent among the spectators and Lavigne was the favorite, several bets being registered at odds of 100 to 70 on the Saginaw lad. There were also a good many bets made at even that the bout would not last ten rounds, and that Lavigne would knock his opponent out inside of ten rounds. Lavigne's seconds were Sam Fitzpatrick, Paddy Gorman. Creedon, Benny Murphy and Ted Alxander. Everhardt's handlers were Charley White, Harry Black, Harry Tuthill, "Mysterious Billy' Smith, and Tim McGrath.

Lavigne entered the ring at 10.22. He looked trained to the hour and his party were very confident of his being returned the winner. Just as soon as Lavigne made his appearance it became known that his friends had made a wager of \$5,000 to \$2,500 that

the "Kid" would win. Everhardt climbed through the ropes at 10.30. He looked to be in excellent condition. "Honest John" Kelly was announced as referee. The men shook hands at 10.40 o'clock. The story of the fight is one of

hard hitting and constant exchange of blows, in the early part by both men, but later by Lavigne, who in the fourth was manifestly the superior. The rounds:

The first two rounds saw some hard blows hit, and Everthardt's mouth bled in the se-cond, after a left on the jaw. In the fourth Everthardt was groupy. everhardt was grossy.

Round five and six were all Liavigue's lie hit Evernardt at will on the face and body without any returns.

Round 7.—They mixed it up and both landed on the body.

Round 8.—Lavigne jabbed his left on the forehead and again on the jaw. Everhardt was haffly musiked but was still came.

the jaw. Both landed lefts on the face. Jack landed two left hand uppercits on the neck. Lavigne landed rights and lefts on the face three times in succession. He almost knocked Jack down with a right swing on the jaw. Everthardt was hugging the kild when time was called.

Round 10.—Everthardt led his left and landed on the face. Lavigne sent his right and left on the body. Lavigne landed his left on the body. Lavigne landed his left on the jaw and swung his right on the jaw. Lavigne sent a heavy left uppercut on the jaw and the gong saved the New Orleans man.

Round 11.—Lavigne swung his right on the head and left on the body. Both landed left and right. Everhardt swung file right on the body. Lavigne swung his left on the face and again on the jaw. Lavigne landed left and rights and lefts repeatedly.

Rounds 12 and 17 inclusive were tame, with honors slightly in favor of Lavigne. Round 18.—Everhardt landed a half left hook on the face. Lavigne swung left on the body. Jack landed left on the body, and this exchange was several times repeated.

Rounds 19 and 20 were Trety, with hon-

ors even.
Round 21.—Everthandt landed left five on the face. They exchanged lects or face.

Round 22.—Both landed right and face. Round 22.—Both landed right and left. Lavigne swung his right on the law and then widh the beft. Lavigne staggered Jack with a right cross counter.

Round 23.—Both left uppercut with his best on the face. Lavigne landed three bests on the face. Lavigne landed three bests on the face. Jack landed two right uppercuts on the body. Jack was very weak at the call of time and he was hugging Lavigne when the gong rang.

Round 24.—Both led and landed lefts on the face. Both countered four times on the face. Everthardt staggered. Lavigne then smasshed his opponent with right and left swings on the head and had Everthardt simust out when the referee stopped the bout and a warded the fight to Lavigne. The same of the last round was one minute and 53 3-5 seconds.

Nashville, Tenn., Oct. 27.-John S Johnson rode a quarter of a mile at Cumberland park today in 22 2-5 seconds, which lowers the world's record

held by Earl Kiser one-fifth of a se-At the Colisum tonight Johnson rode a mile paced, in 2.03 3-5, which lowers the in-door mark on an eight-lap track.

The World's Records Broken. Nashville, Tenn., Oct. 28.-Three vorld's cycle records were smashed at Cumberland park today, John S. Johnson rode a quarter in 202-5 seconds: Johnson rode a half mile in 47 seconds, lowering the mark of 473-5 made by Earl Kiser. A quad manned by Waller, Brodie, Stover and Meyers rode an unpaced half mile, flying start, in 491-5, establishing a new

world's record. (Alt the Colliseum tonight Johnson set the mile mark, paced, for an eight lap track at 2.02 4-5, while Michaels out the ten mile paced rec ord from 21.33 3-5 to 21.27 3-5. The three mile paced match race between Clarence Woodward of Nashville and John Lawson of Chicago was won by Woodward in 6.511-5. The half mile open professional race was won by George Phillips of Chicago in 1.07, with Wing second and Woodward

Joe Patchen Still King. Mediford, Mass., Oct. 28.—Joe Patchen again proved his reputation as king of the half mile track at Com-bination park today and lowered all in 2.17 1-2, the third in 2.10. In all of m the animal showed up in splendid form, and much was expected of

When the moment came the crowd. in its eagerness, swarmed to the track and breathlessly watched the horse as he flew by at the judge's signal at a most thrilling pace. At the quarter the judges announced his time as 30 1-4 seconds, and the pentup enthusiasm gave way to a burst of huzzas that seemed to urge Gentry on for the remainder of his task. At the half the time was one minute, and at the pace that never seemed to flag he passed the three-quarters in 1.32 and came down the stretch amid the cheers of the crowd and in a strong wind, crossing under the wire in one of the greatest attempts of his life. Both the horse and his driver were immediately surrounded by an admiring throng, while the fudges presented Andrews with a

watch. previous marks made by himself by pacing a mile in 2.04 1-4, lowering the time of the mile he made over this track last August by a full second. He was paced by the running horse Little Friend, and made the bwo round's of the track without a break, in spite of a decided breeze which blew across the track.

John R. Gentry's Fast Mile. Philadelphia, Oct. 28.-John R. Gentry, the king of pacers, at Belmont track today demonstrated his superiority in the world of horses by covering a mile in 2.031-2. This was done in the face of adverse circumstances, being late in the afternoon when a strong east wind was blowing

full down the stretch. While failing to excel his record of 2.00 1-2, Gentry succeeded in breaking his last attempt at the record in Terra Haute October 20, when he went in 2.04 1-2. Previous to his effort of today, W. J. Andrews of Buffalo, his driver, gave him three warming-up miles. first was done in 2.34 1-4, the second

PATENT RECORD.

The following information is furnished to the Sun by Messrs. Marion & Laberge, Temple building, Mont-

On the 20th instant the United States patent office issued 411 pat ents. Out of that number the following were granted to Canadian cit-

569,820—Archibald A. Dickson, Toronto, reducing metallic sand or pulverized ores. 569,865-Arthur A. Forbes, St. Hyacinthe, let-off mechanism for looms.

569,837-William J. Moore, New Westminster, dredge bucket for placer mining. 569,652-Michael C. Mullarky, Montrael, sewing machine.

569,796-Theodore S. Newman, Rossland, car holder The following Canadian patents have also been granted recently: 53,797-R. S. Anderson, Toronto, bi-

cycle handle. 53,801-J. H. Sutton, Windsor, metal reather strip. 792 S. R. Earle, Toronto, furnace

53,809-R. I. F. Hommeister, Vancouver, gold mining machine. 53,808-P. E. Doollittle, Toronto, bi-53,806- F. Gutheridge, Seaforth, brick press.

ELOQUENT P. E. ISLANDER.

contains a graphic account and picture of Rev. Albert B. Sampson, a P. regions of southeastern British Col-E. I. boy, who on that day thrilled an umbia." audience in New York city to such an extent that the meeting gave as a collection \$122,000. The rev. gentleman said that God, not he, inspired the people to give that vast sum for foreign missions. "In the name of Him who shed His blood on Calvary for our salvation," he pleaded, "I present the bill from my Master's and request you to pay your debt.' This remarkable man was born on P. E. I., of Scotch Presbyterian parembs. He gave up a salary of \$5,000 a year at the 13th Presbyterian church in New York to "get at the people," as he phrased it, and he is now head of the missionary alliance. In three meetings, within a few months, he has raised over a third of a million dollars. The salaries the alliance give the missionaries are Africa, \$300; India, \$250; China, \$200, and they have now 300 men in the field. Rev. Mr. Sampson, with his wife and family, live in a small flat and live frugally and very plainly.

HALIFAX.

Halifax, Oct. 28.—Stipendiary Fielding today gave judgment in the Sheraton carnival subscription case. The magistrate finds in favor of the committee and compels the payment of the \$25. He also dismissed Sheraton's counter claim against the committee for the board of the English crew. Francis Drake of this city was today sentenced to two years in Dorhester for stealing. At today's session of the Grand Division, Sons of Temperance, W. H. Fitzpatrick of New Glasgow was elect-

ed grand worthy patriarch. FREDERICTON

Fredericton, Oct. 28.—John Condon of Stiles & Condon, New Glasgow, N. S., and Evelyn Seery, daughter of the late Edward Seery, were married at St. Dunstan's church at 7 o'clock this morning, Rev. J. C. McDevitt officiating. After the wedding breakfast at Dr. Seery's, the bridal party took the Atlantic express for their future home. Herbert Estabrooks, of D. W. Estaooks & Sons, grocers, this city, and Lillie B. Manzer, only daughter of Rev. D. W. Manzer, St. Marys, were made man and wife at the bride's residence at an early hour this morning The ceremony was performed by the bride's father. They left on the Boston train for a ten days' trip.

Deacon Drybones (enthusiastically) -Does not this congregational singing stir you up?
Professor Note (a musicisme up! Indeed it does. M
swear.—New York Weekly.

THE CANADIAN WEST.

Tarte Entertained at Lunch by Hugh John Macdonald

Greenway Still Out of Town and Nothing Known About School Question.

The Northwest Legislature Urges the Construction of the Crow's Nest Railway.

Winningeg, Oct. 28.-Hon. Mr. Tarte received a large number of callers today and transacted considerable business during the morning. At noon he was driven to the Manitoba Club, where he was the guest at luncheon of Hon. Hugh John Macdonald, M. P. Mr. Macdonald had invited a number of prominent people, including several conservatives, to meet the new minister, and a very pleasant time was spent. This evening Mr. Tarte was the guest at dinner of Hon. Colonel McMillan, provincial treasurer, at his

On Friday afternoon Hon. Mr. Tarte expects to leave for the west, making his first stop at Wolseley, where he has a pressing invitation from Rev. J. M. Douglas, M. P., and the citizons. He will visit the Montmartre French colony, about fifteen miles from Wolseley, and will go on to Regina by the next day's train, arriving there Sunday morning. On Monday the citizens of Regina have arranged a banquet, and several days will be spent in the town and neighborhood The subsequent movements of the party will be arranged from Regina and it is possible a visit will be made to Prince Albert, but has not yet been

Nothing has developed in regard to the school question settlement. Premier Greenway is still out of town at his country home, and while the usual number of rumors in regard to the settlement are afloat, absolutely nothing of an official or reliable nature

can be learned. The Tribune tonight says editorially: The visit of young men like Mr. Bourassa to the west has a good effect in two ways. In the first, place, it removes from the mind of many people in the west erroneous ideas as to the abilities and aims of the younger men of the liberal party in the east, and particularly in Quebec; and on the other hand, it impresses the men who control our affairs at Ottawa with the importance of this part of Canada as the real field for growth and progress in the dominion. The spirit of Mr. Bourassa's speech on Monday evening was one in which this dominion must be built up."

The Northwest legislature has adopted the following resolution: "That the house takes the liberty to draw the attention of the federal government to the imperative necessity for immediate construction of the Crow's Nest railway; that unless this is done the trade of the Kootenay district may be permanently deflected into American channels; that the Crow's Nest Pass contains large areas of bifusui-nous and cannel coals of a coaking quality; that with these value the erection of smelters and refineries may be expected to follow: that the existence of this railway will at least permit these territories to compete with eastern Washington in the supply The New York Herald, Oct. 18th, of the necessarily large amount of food products required in the mining

TRADE IN HALIFAX.

(Chronicle, Oct. 27.)

Although the weather has been very backward a good volume of trade has been doing and most of the leading lines may be said to show an improvement over October of last year. Sugar, however, is a line in which there is nothing whatever doing and prices are very low. As a comparison: The refinery quotes granulated stoday at 37-8c., whereas last October their quotation was 41-4c. They quote circle C at 27-8c. and extra circle C at 3c., whereas last October the quotations were 31-8c. and 33-8c. respectively. The provision market is fairly

Carcass pork today in P. E. Island is worth from 4 to 41-2c., while P. E. Island mess, in anything like fair sized lots, can be had in Halifax at less than \$12. Eggs are steady at 16c. Cheese is stiffening, being quoted today in a jobbing way at 11c. The butter mar-

ket is active and strong. Tub cream-

ery is quoted at 20c. and prints at

21c., with prospects good for an early

advance. Dairy is worth from 16 to The market is glutted with applessoft, fall fruit-which sell all the way from 75 cents to \$2 per barrel. No

winter fruit has yet arrived. The arrivals of vessels with Island produce have not been large. The chooper Cardigan is at Black & Flynn's wharf. She had 1,200 bushels potatoes, which sold at from 27 to 30 cents, which is the quotation today at all vessels. The Elsie M. is at Neily's. She brought 1,000 bushels potatoes and 800 bushels oats, the latter article selling at from 27 to 30 cents at all schooners. The Dayspring is at Commercial with a cargo of potatoes,

oats and turnips. C. N. Cummings of Folly Village, Colchester Co., N. S., is shipping large quantities of potatoes by Pickford & Black's and other steamships to the West Indies. He has already shipped about 3,000 bushels from the Londonderry district of Colcester. He brings them down to Halifax in cars and barrels them for shipment at the deep water terminus. They are fine looking potatoes, carefully picked and without any sign of blight, and are handled with great care while being barrelled. Mr. Cummings is of opinion that faster transportation and diect cable communication with the West Indies would be of great advantage to shippers of Nova Scotia pro-

Stamese natives are enterprising. They have subscribed the entire capital required to build a railroad from Bangkok to Petchaburt, on the east

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