MARRIAGES,

DEATHS.

DGETT—In this city, on Oct. 22nd, gal Edgett, widow of the late James gett, in the 69th year of her age, leaving r daughters and two sons to mourn their

PORT OF ST. JOHN.

Stmr State of Maine, 318, Thompson, from oston via Portland and Eastport, W G Lee. Parque Avonia, Porter, from Kingsport for Prancis Shubert (Am), 183, from Glouster, master bal.

Tuesday, Oct 22.

arque Prosperino, Dodero, for Buenos
cs, A Cushing & Co.
oastwise—Tug Springhill, Cook, for Parrsoi, schr Gazelle, Whidden, for Maitland;
ir Aurora, Ingersoll, for Campobello.
Wednesday, Oct. 23.
imr State of Maine, Thompson, for Bosyw. G. Lee.
br Cora May, Harrington, for City IslO, J. R. Warner & Co.
stwise—Schrs Helen M. Hatfield, for
sboro; Maitland, Hatfield, for Port Grele.

atson. Schr Flash, Tower, for Boston, Chas Mil

Wednesday, Oct. 23.

Oct 22-Ard, stmr Nether Holme uda.

am, Oct 23—Cld, stmr Carl, for Liv larvey Bank, Oct 22—Ard, schr Ravola, m St John.
alifax, Oct 23—Ard, stmrs Pro Patria, n St Pierre, Miq: Parmouth, from Charotown and Hawkesbury; schrs Lewis H s, from Banks to land sick man; Carrie dabson, from Western Banks (100,000 lbs ish). and Jamaica.
difax, Oct. 24.—Ard, stmrs Carthaginian,
Glasgow and Liverpool via St John's,
and cleared for Philadelphia; brigt
ila, from Boston; schrs Irving Leslie,
Banks and cleared for Bucksport, Me;
tom Banks, to repair sails, and clearen return. Sld-Stmrs Loyalist, for London; Yar-

Yarmouth, Oct 19—Ard, sehrs Glenrosa, Finley, from New York; Prohibition, Dou-ett, from New York.

BRITISH PORTS.

Glasgow, Oct 22-Ard, stmr Unique, from Glasgow, stylohn.

isle of Wight, Oct 22—Passed, stmr Lorna
isle of Wight, Oct property of the Condon.
Liverpool, Oct 22—Ard, stmrs Vancouver,
from Portland; Numidian, from Montreal.
London, Oct 22—Ard, barque Lady Head,
from Hudson Bay; stmr Arroyo, from Portnd. Lizard, Oct 22—Passed, stmr Sardinia, from ortland for Hamburg. Shields, Oct 21—Sld, stmr Breckfield, for Portland.
Swansea, Oct 21—Ard, barque Amity, from tiver Louison, N. B. Clasgow, Oct 22—Ard, stmr Numidian, from ontreal. Jacobson Control of the Mani-dontreal of the Mani-don, from Montreal Manchester, Oct 22—Ard, stmr Manchester Trader, from Montreal Shields, Oct 22—Sld, stmr Kildonia, for Shelos, Montreal.
Albany, Australia, Oct 22—Ard, barque Arizona, Foote, from Port Elizabeth.
Ardrossan, Oct 21—Sld, stmr Dunmore Head, Burns, from Belfast for Montreal.
Barbados, Oct 12—Ard, barque Albatross, Chalmers, from Pernambuco; Virginia, Lowry, from Bahia Blanca.
Sld 5th—Schr Trader, Williams, for St Mar-

philadelphia.
London, Oct 22—Ard, barque Abyssinia, HilLondon, Oct 24—Ard, barque Abyssinia, Hilcon, from Albany, Australia.
con, from Oct 24—Passed, stmr Evangeline,
from St John and Halifax via St John's,
'dd, for London.
'tyerpool, Oct 24—Sld, stmr Teresa, for St nchester, Oct 23-Sld, stmr Manchester or Montreal. agton, N Z, Oct 9-Barque Star of the ill, from New York.

FOREIGN PORTS.
y Bay, Oct 22-Ard, schrs Mary C

Sor.

Calais, Oct, 22—Ard, schr Cora M, from Eastport.

Oity Island, Oct 21—Sld, schr Garfield White, for Nova Scotia.

Oct 22—Bound south, schrs Ninette M Porcella, from Hillsboro; E C Gates, from St John via Bridgeport; R S Graham, from Bathurst via Providence; Damietta & Joanna, from Hillsboro for Newark; Ann Louisa Lock, from Hillsboro for Newark; Ann Louisa Lock, from Hillsboro for Newark; Charles J Jeifrey, from Hillsboro for Newark; tug Gypsum King, from Nantsport, towing schrs Gypsum King, from Nantsport, towing schrs Gypsum Empress, Gypsum King and barge No 19, from Windsor.

Madeira, Oct 10—Sld, schr Ida M Shafner, Mailman, for Sydney, C B.

New Orleans, Oct 20—Ard, sthr Kelvingree, from Newport News.

New York, Oct 22—Ard, schrs Hortensia, from Perth Amboy for Calais; Thistle, from Port Reading for St John

New London, Oct 22—Ard, schrs Hattie C, from Shulee, N S, for New York; Morancy, from St John for New York; Canaria, from St John for New York; Canaria, from Calais for New Haven; Belle O'Neil, from Hillsboro, N B, for New York; Senator Grimes, from Calais for New York; Senator Grimes, from Calais for New York; Ernest T. Lee, from Calais for New York; Ernest T. Lee, from Calais for New York.

Portland, Oct 22—Cld, schr Laura C Hall, for Sackville, N B.

Sld—Stmr Athen, for Hamburg; schrs Frank T Stinson, for Por Royal Bay, Mart; P W Sprague, for Las Palmas.

Red Heach, Me, Oct 22—Ard, schr Maria M, from Calais.

Salem, Mass, Oct 22—Ard, schr Roger Drury, from Perth Amboy; Ruth Robinson, from Hillsboro for New York; Osprey, from Shulee for New York; Sower, from St John for New Bedford.

Sld—Schr Nelle Eaton. Wind souhwest, strong.

Culdoon, from Drogheda via Sydney, Sept 25. Angell, at St. Michaels, Oct 1. Hector, from Antwerp via Sydney, Sep 12.

Name, Tonnage, Master's Name, Port Bound For, Approximate Date of Sailing, and Where Lying.

pier, unc.

Ocamo, 1172, Fraser, for Halifax, at Pettingill wharf, Oct 26.

St Nicholas, 2290, for South Africa, at I C R wharf, Wm Thomson & Co, unc.

Dilbhur, (Ital), 1221, Olivari, for Barcelona, Oct 30, at McLeod's wharf, Scammell Bros. Loreto (Swe), 646, Myrsten, for Canary Islands, at Walker's wharf, Scammell Bros. Prosperino, (Ital), 904, Zodaro, for Buenos Ayres, at McAvity's wharf, Scammell Bros, ready.

Wildwood, 1488, Fitzgerald, at Corporation wharf, Wm Thomson & Co, unc.

bons' wharf, unc.
Cora B, 98, Springer, for Boston, at Hare's
slip, ready.
Comrade, 78, DeLong, at Hare's slip, unc.
Clarisse, 55, Sullivan, for Meteghan, at North
Market wharf, Oct 26.
Citizen, 46, Woodworth, for Bear River, at
North Market wharf, unc.
Cora May, 117, Harrington, Maritime Nail
Works, for New York, ready.
Effort, 63, Milner, for Annapolis, at South
Market wharf, Oct 26.
Emmat Story, 40, Brown, for Grand Manan,
at South Market wharf, Oct 23.
Elihu Buritt, 59, Spicer, for Spencer's Island,
at North Market wharf, unc.
Electric Light, 23, Bay, for Digby, at North
Market wharf, unc.
Frank L P, 124, Williams, at Quinn's blocks,
repulsing. Portland, Oct 23—Ard, schr Swallow, from ston for St John. Vineyard Haven, Oct 23—Ard, schrs Hornsia, from Perth Amboy for Calais; E Hing, from Eastport for Port Reading. Passed—Schr Eliza, from Hoboken for antsport, N S. Boston, Oct 24—Ard, stmrs Saxonia, from verpool; Tripoll, from Java. Sld—Stmr Boston, for Yarmouth; schrs ay G, for Apple River, N S; M J Soley, for prisboro and Port Williams; Valdare, for ar River; N S; Emma E Potter, for Clementsport, N S; Olivia, for Clementsport. Buenos Ayres, Oct 24—Sld, basque Golden od, for New York. Boothbay Harbor, Oct 24—Sld, schrs Nellie White, Exception, Abbie Ingalls, all for ew York: Marion, for City Island; Earl Centennial, St Anthony, for Boston; Swan, r Portland. Chatham, Mass, Oct 24—Northwest gale to-day and continues tonight.
City Island, Oct 24—Bound south, schrs Chifford I White, from Two Rivers, N S; Rebecca W Huddell, from Port Gilbert, N S; Bound east—Brig Iona, for Yarmouth, N S; tug Gypsum King, for Hantsport, N S; towing schrs Gypsum Empress, Calabria, barge No 21, for Windsor, N S.
Calais, Oct 24—Ard, schrs E M Cook, from New Bedford; T W Allen, from Edgarton; J Kennedy, from Vineyard Haven; Francis H Baird, Freddie Baton, from Boston; Flyaway, from New York.
Machias, Oct 23—Schr Jennie Palmer, from Sit John. mill, unc.
Levuka, 65, Graham, for Par York Point slip., unc.
Myra B, 80, Gale, for Boston, Sit John.

Manila, Oct 22—Ard, ship Ellen A Read,
McQuarrie, from Newcastle, N S W.
New York, Oct 24—Sid, barque Andromeda,
for Hong Kong; brig Venturer, for Maceio.
Cld 22—Schrs Annie M Allen, and Annie
A Booth, for St John; Kipling, for Halifax;
Tay, for Port Reading; barque St Paul, for

Works, unc.
Rex, 60, Sweet, for Quaco, at North Market
wharf, unc.
Rewa, 122, McLean, at Hare's slip, unc.
Raven, 40, Spragg, for up river, at Thorne's
slip, unc.
Sea Bird, 80, Andrews, for Grand Lake, at
Indiantown, unc.
Sarch Botter, 300 Hetfield, for New York, at Indiantown, unc.
Sarah Potter, 300, Hatfield, for New York, at
Whiggins' wharf, unc.
Selena, 6t, Seeley, at Hare's slip, repairing,
Silver Cloud, at South Market wharf, for
Digby, unc.
Scud, 45, Morral, for Therman mer Levi Woodbury; Swan, from Nova ia.
sario. Sept 14, barque N B Morris, ut. from Buenos Ayres; Luarca, Starratt, a New York.
lem, Oct 24—Sld, schrs Ruth Robinson, lie F Sawyer and Osprey, all for New & Sower, for New Bedford.
ngapore, Sept 11—Ard, barque Calburga, glass, from Saigon for New York.
wannah-la-Mar, Ja, Sept 27—In port, brig o, Grafton, for Boston.
Vincent, C V, Oct 19—Sld, stmr St Bede, wherson, from St John for Cape Town.
ineyard Haven, Oct 24—Ard, schrs Hunfrom Port Reading for Calais; Lizzle

was towed here this morning by tug Storm King, full of water and rudder gone. Her deckload of lumber has been dis-charged at Falmouth, but it will be necessary to pump the vessel out before dis-charging the remainder of her cargo.

The schooner Norman Chester and Hud-son, Rondout, for Boston, broke foregaff son, Kondout, for Boston, broke foregat, and tore foresail during the galle today. She will proceed after repairing.

The cargo of granite lightered from schooner Break of Day, while ashore, was

Shipping Notes.

Genuine

Carter's

Little Liver Pills.

Must Bear Signature of

Breut Sood

CARTER'S FOR HEADACHE

CURE SICK HEADACHE

FOR BILLOUSNESS

FOR TORPID LIVER.

FOR SALLOW SKIN.

After lying in port at San Franci reported as accepting a charter to load wheat for Europe at a rate of 36s. 3d., although a rate of 41s. 3d. was refused by the Allerton soon after reaching port. The experience of the Allerton in accepting a rate which recently appeared small in the state of numerous other grains. The charter is reported of the Norwegian steamer Bratsberg, 853 tons, from Hillsboro to New York with plaster on

private terms.

According to the Liverpool Underwriters' Association's returns the casualties to vessels of 500 tons gross register and upward reported during September were: From weather damage, 41; founderings and abandonments, two; strandings (including 10 total losses), 121; collisions, 114; fires and explosions (including three total losses), 19; and other casualties (of which 15 were total losses), against 345 in September 1371 casualties (of which 15 were total losses), against 345 in September last year (including 35 total losses.)

The Battle line steamer Pandosia, Capt. Grady. sailed Wednesday afternoon for Cape Town via Louisburg with a cargo of hay shipped by the British government. The steamer will take in bunker coal at 15 to 16 to

THE GREATEST COUGH CURE OF THE AGE THE EVOLUTION OF A NEW WORLD.

By Beckles Willson.



Hawker's Balsam of Tolu and Wild Cherry.

THE SUREST COUGH AND COLD CURE.

Be Sure and Get Hawker's.

Chinaman, Wing Chew, bound for China, was also a passenger. The Ocamo will sail on Saturday for Halifax and will return here for more cargo for the West Indies, as her place for the present voyage will be taken by the S. S. Benedick,

CROUPY COUGHS OF

CHILDREN.

families where there are children subject to

GEORGE PHILPS.

Price 25 Cents Per Bottle.

THE CANADIAN DRUG CO., LTD., ST. JOHN, So'e proprietors for the famous Hawker Remedies.

Hawker's Catarrh Cure Will Cure Any Cold in the Head.

Louisburg. The Pandosia's cargo con-placed on board today by wrecking light Louisburg. The Pandosia's cargo consists of 128 cars of hay, containing 45.585 bales or 2.279 tons.

The steamship Lord Londonderry has been fixed to load deals at Halifax for the west coast of England at 36s.

The West India liner Ocamo, Capt. Fraser, arrived in port Wednesday about 7.30 o'clock a. m. from Bermuda with a light freight and the following passengers: Miss Broadhead and V. Cannon, from Barbados; Lieut. B. S. Phillpot and Master G. H. Tucker, from Beymuda. One Chinaman, Wing Chew, bound for China, was also a passenger. The Ocamo will Symington, from Savannah for Portland, Symington, from Savannah for Portland, sists of 128 cars of hay, containing 45.585 bales or 2.279 tons.

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Symington, from Savannah for Portland, is anchored off Nobska.

Schr Sardinian, Hoboken, for Rockland, e will be taken by the S. S. Benedick, ich sails from Halifax on Nov. 4 'Ine at sailing from this port was to have

next sailing from this port was to have been the S. S. Erna, but she has been taken off the route and the Ocamo will

taken off the route and the Ocamo will sail from here about Nov. 9. The steamer Benedick is a steel screw steamer 1.758 tons register, built at Newcastle, England, in 1888, her dimensions being: Length, 320 feet; breadth, 40 feet, and depth, 24 feet 3 inohes. She is fitted with triple expansion engines, water ballast. She has accommodations for about 30 first cabin carry will not be gived.

expansion engines, water ballast. She has accommodations for about 30 first cabin passengers.

The schooner Myra B., which for a long time was in quarantine near Partridge Island, was released on Monday and is now lying near the west side ferry dock.

London, Oct. 23—The Nonwegian barque Island, Oct. 24—The schooner Lida

Philadelphia, Oct. 24—The schooner Lida

Island. was released on Monday and is now lying near the west side ferry dock.

London, Oct. 23—The Nonwegian barque Adele, Captain Isaksen, from St. John, t. N. B., for Methil Dock, which put into Christiansand; leaky, as before reported, is discharging her deckload. The damage is estimated at 2,585 kroner (about \$700).

Vineyard Haven, Mass., Oct. 23—Schr E. M. Saywer, from Calais, with lumber, bfore reported asfnore at Falmouth, Mass, was towed here this morning by tug

R. R. Evans, were taken off safety. Evans went below to get his clothing and the schooner capsized, drowning him. The Fowler is owned by C. S. Crowell, of Philadelphia.

Charters at New York include the schooner Erie, 137 tons, Elizabethport to St. John, at 75 cents, and schooner Colonia, Port Reading to Canso, at \$1.50 both with coal.

MONEY TO LOAN

MONEY TO LOAN on city, town, villag or country property in amounts to suit a ow rate of interest. H. H. Pickett, solicitor & Princess street, St John.



THE DR. WESTON PILL CO., ase young St., Toronto

Cook's Cotton Root Compoun Is successfully used monthly by over 10,000 Ladies. Safe, effectual. Ladies ask your druggist for Cook's Cotton Rost Compens. Take no other, as all Mixtures, pills and imitations are dangerous. Price, No. 1, \$1 per box; No. 2, 10 degrees stronger, \$5 per box. No. 1 or 2, mailed on receipt of price and two 8-cent stamps. The Cook Company Windsor, Ont. 23 No. 1 and 2 sold and recommended by as responsible Druggists in Canada.

and the second of the second of

the attention it deserves. When an enterprising mediaval philoso-

pher beheld an elephant or a comet for the first time, we naturally infer that his nerves were shaken a little, so that when he came the idea was not conveyed in so faithful a do Da Vinci's admirers that he surpassed this, we imagine, must have been the case sphere. The map has neither grace nor with most of the ancient cosmographers who

nearer our time than science would have us of North America may well be doubted. believe. North America and its fellow-con- Of the other map-makers, few of them tinent, South America, were by no means seem to have entertained any doubt whatfiguration as it appears in their favorite at- Vespucci's name. The earliest cartographe No; the fact seems to be (always assum-

ng that these learned European cartograph- in 1512. the New World only began to settle down peacefully to its present familiar outlines that caused Pierro Coppi, a Venetian, to about the time that its people began to be stirred up politically, and the long process of change—sometimes violent and always of the truth, and the possessors of very vivid imaginations. It may be that the New World has never altered a jot in its coast.

Was probably drawn ten or a dozen years before.

Mariners and explorers now continued to eral millions of years to the Eozoic and the wisest and luckiest mappists prov

very puzzling to a sixteenth century school- French, Italian, German, English, oan had recently discovered. He could conception of the New World. Scho or oblong? Was it an island? Was it a peninsula stretching out from India? How big was it? As large as England or twice the size of Africa? If he piuned his young faith to the great geographers of the time in which he lived and studied he might go to bed firmly convinced that the Terra Nova was a square and wake up to find it of the elongated dimensions of an eel. There was no depending upon that quarter of the globe; it was changeable, capricious, and volatile. And if it had taken it into its

complete a portrait as the drawing of the back of a man's head would be of the man himself. The eldest of these now in existence is the eelebrated map of the pilot Juan de la Cosa, drawn in 1500. After a career of vicissitudes and neglect, this interesting record was purchased hy a geographer named Walckenaer from an ignorant dealer in econd hand articles for a mere trifle. On walckenaer's death, in 1852, it was sold at public auction in Paris to the Spanish Government, and is now in the Naval Museum gressing towards a denouement. A great stride forward was made by the celebrated Walckenaer's death, in 1852, it was sold at

His name was Gregor Ruysch, and one

"Cape Breton an island!" exclaimed the

Breton is an island."

In the same way his courtiers must have gone running to tell Henry VIII. that America was oblong with a southern surface as smooth as a plane. But even Ruysch,

So much has been said and written lately or Reisch, hesitated about the western on the subject of "American expansion" | boundaries of his New World. He probathat it is a relief to turn to an altogether | bly felt that there should be a limit to his different and fanciful process of expansion audacity or his genius. He had shown which took place some centuries ago with- Europe the north, east, and south; the west out attracting then, or attracting yet, all he ingeniously abutted upon a scale, and one whose fame as painter and author now extends over many lands. But it cannot manner as would satisfy the requirements himself in his representation either of the actually saw the New World and straight- for severe criticism, as the work of a poet way set down their impressions upon parch- and scholar, and Da Vinci probably made If this hypothesis be not correct, then the | South America; but whether he succeeded olcanic and glacial ages are, so far as the ever in firmly re-establishing himself in

yesterday what they now appear to sailors, ever that the Ganges and the great rivers of travellers, geographers, and even stay-at-home folk, who are familiar with their con-westward of the island which bears Amerigo to attempt to represent on a plane a sphere truncated at the poles is that of Stobnicza,

ers were correct in their representations) It was, perhaps, a natural reaction against peculiar-only came to an end about the an elepnant struggling on its back, with period of the Declaration of Independence. trunk and four legs in air. It is surmount-On the other hand the reader must leave ed by a number of islands, Coppi being ogical consequence of these deductions: North America to be an archipelago. The there is always the possibility that these date of this map is 1528, because it was not ancient draughtsmen were careless handlers until that year that it was published, but it

ines from Columbus's day to our own; and arrive at every capital in Europe, and each, that if we really wish on the present occasion to attempt to describe its geographical evolution—apart from the slight consequenbacksliders. They did not st boy to be asked by his master to draw a Dutch, had its own rival cartographers, map of the wonderful New World the Ge- and each tried to be loyal to its own private never be quite sure of that world. He Nuremberg, whose globe exists to-day in never knew where to have it Was it round the museum at Weimar, drew a map which enjoyed great vogue in 1515, considerably

section of the world's surface as a banana dos to a bicycle.

In point of fact, his bewilderment was shared by his elders. It is recorded of Henry VIII. that he could make nothing of the mappemundes which his courtiers exhibited to him, and even went so far upon one occasion as seriously to doubt whether there was any New World at all, so contradictory were the accounts of its geographical existence. The earliest map possessed by Europe of those lands is contained in the very last place one would expect to find such a record—in the coat-of-arms of Columbus. The discovery was made in the present century by the great Humboldt, for the significance of the quartering in the shield drawn by Columbus's own hand appears to have been missed for generations. The Admiral's own map, from which he probably conject that in the coat-of-arms, is supposed to have perished.

From 1493 to 1509 we have several maps exhibiting meagre coast-lines of the so-called "America"; but the lines are as in complete a portrait as the drawing of the back of a man's head would be of the man of the total distinction. A map of a totally different sort, though contending the probably studied by Europe, especially Da Vinci and the result; it sought still for an impressible ideal. Knowledge percolated slowly, often one country was far in advance of another in the coat-of-arms of Columbus. The discovery was made in the present century by the great Humboldt, for the significance of the quartering in the shield drawn by Columbus's own hand appears to have been missed for generations. The Admiral's own map, from which he probably conjugated to have perished.

From 1493 to 1509 we have several maps exhibiting meagre coast-lines of the so-called "America"; but the lines are as in complete a portrait as the drawing of the back of a man's head would be of the man became a matter of national honor to contend the title were the quartering in the shield do to the man and the were the quartering in the shield of the world's astricted for ever the quartiest def

Malvolio.

A map of a totally different sort, though contemporary, is that probably studied by the French youth of that time. It was drawn by Louis Boulenger, and only a single copy is now known to exist. It was engraved in a cat-logue of Tross, the Paris bookseller, in 1881, and consists of twelve gores intended for a globe.

In shape the map drawn in Portugal by Maillo is very peculiar, although it cannot be denied that the long, narrow peninsula, terminating in Cape Horn, is somewhat picturesque.

at Madrid. After this came the Cantina map, in 1502, and the map of Peter the Martyr several years later.

But these unilateral outlines only whetted the public curiosity. People in Europe began to demand of the map-makers what the shape was of the new continent which had been discovered. For a few years the map-makers resisted this demand; but at length one, more fertile or less corupulous

can easily picture the sensation which his presentation must have created. I reminds one of the tale of the Duke of Newcastle in George II.'s day, who was informed that Cape Breton was an island.

"Cape Breton an island!" exclaimed the carried the continuation of Newcastle in continuation. But with Vancouver's voyage in 1788 and his subsequent map the last remaining doubts were removed continuation. "Cape Breton an island!" exclaimed the Minister. "Dear me, how surprising! I must run and tell His Majesty that Cape Breton is an island."

In the little churchyard at Petersham, in Surrey, his grave unkept and neglected, lie the remains of the man who completed the cartegraphical evolution of a New Word.

Bicyclists and all athletes depend on BENTLEY'S Liniment to keep their joints limber and muscles in trim.