u have the

is genuine.

EMORANDA.

y Light, Sept 3, sch W R sylney for St John. Sept 4—Bound south, schs Spencer's Island, N. S; Fred-Calais for Mott Haven; Wm

BIRTHS.

MARRIAGES

er, Woodside, Port Elgin, on by the Rev. S. James, Albert of Miss Martha J., youngest the late Joseph Davis.

AGG.—In this city, on August residence of the bride's mother, R. P. McKim, Gain B. Taylor Spragg, both of St. John, north

ITS.—At New Trinity church, Wednesday, Sept. 1st, by the Nasles, rector of Sussex, asv., J. R. Hopkins, rector of Lorne, Frank P. Tinker of Maine, to Margaret McKay, (amos l'ibhits Ess. sheath of

DEATHS.

tence Bellenberg, and days.

i—In this city, on Sept. 6th, fe of James Fitzpatrick, in the her age, leaving a husbanl and to mourn their sad loss.

Boston, on Sept. 1st, Harriet, me Graves, the Aug. 28th, at 94 Bay B. C., D. Gleason, age 1 live of Charlotte Co., N. B. this city, 4 p. m., August sideree of her brother-inresidence of her brother-in-iey, 29 Charlotte street, Miss with, aged 54 years, am, on Thursday, Sept. 2nd, eldest daughter of James A. M. Reid, in the 21st year of

been received by Apfrom West Somerville, ne death of Mrs. Willia merly of Dorchester, on She had been ill for six peration in hopes of sav-The deceased was sixty age, and left a husband amily from here to the

et but pretty wedding was hursday evening at the Mr. and Mrs. James D. ce street. Yarmouth. pastor of the Tabered the service. There ring of friends and on will reside in Yar-

en years ago, where they

PAGES. SF. JOHN WEEKIN SUN. PAGES.

VOL. 20.

ST. JOHN, N. B., WEDNESDAY SEPTEMBER 15, 1897.

NO. 37.

UNION

Is put up in Lead Packets to the consumer. Unscruplous dealers have sold all kinds of inferior teas representing them to be Union Blend. Buy it in Lead Packets bearing our name, and you have the best. No other is genuine.

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ASTOR'S ELECTRIC LAUNCH

Comes Into Collision With Str. Mary Powell and Goes to Bottom of New

New York, Sept. 8.-John Jacob Astor's electric launch was sunk in the North River, off Thirty-fourth street, today by coming in collision with the fleet river steamboat Mary Powell, which was bound down from King-ston, N. Y. The engineer of the aunch, a Norwegian, was rescued from the water by the crew of the steam-boat and landed when the boat docked at the Albany Day Lime pier here. Captain A. E. Anderson of the Mary Powell claims that the accident was due to the carelessness or negligence of the launch's engineer, who was alone in the frail craft. He says that she blew a warning whistle, slowed down and finally stopped, and then the launch never aftered its speed or wheel. Mr. Astor arrived this morning on his yacht from Newport, anchoring in the North River opposite Thirty-fifth street. He was conveyed from the yacht to the shore by the electric launch and the latter was returning to the yacht when the accident occurred. The launch was valued at several thousand dollars.

BRITISH YACHTING IN 1826.

the temerity to cross the Miranda on the larboard tack, and had not Capt. must have been run down. As it was, the two vessels became entangled, and from the excitement of the different crews, blows being interchanged. The gallant Sir James Gordon, who was on board Mr. Mazse's yacht, had a narrow escape from a dreadful blow ned at the back of his head by one of Mr. Wild's men with a handspike, as the two vessels were touching each other. He avoided the blow by ing his head, and, hitting out right and left, floored the rascal with such tremendous violence that Capt. Lyons low was done for. Finding, however, that the Harriet had got (by means of their falling foul) considerably ahead, the Miranda dropped astern as the only means of their extrication, by which the Arrow gained nearly a launch never, aftered its speed or quarter of a mile, notwithstanding course, crashed into the port side of which, such was the superiority of the the Mary Powell, forward of the Miranda as a sailer, that she passed her very soon, and won the cup clev-

"To give you some idea of her size I need only mention her being 147 tons. Her main boom is 67 feet long, and in a wind in fine weather she can ssel of her size is about £1,200."

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get any more at such a price.

COLLIDED HEAD ON.

Fast Mail and Mexico and California Trains Come Together.

The Wreck Takes Fire and Many Persons Killed or Burned to Death.

Kansas City, Mo., Sept. 8.—A special to the Times from Emperia, Kansas, says: "One of the worst wrecks in the history of the Santa Fe railroad curred three miles east of here at persons were killed and as many more badly hurt. The fast mail train east and the Mexico and Cali-express, west-bound. collided

a hole in the ground so deep that the smoking car of the west-bound train two mail cars and balanced there with-out turning over. The passengers in the smoking car escaped through the was enveloped in a volume of stifling smoke and steam rushing up from the wreck below, and the rear door was jammed tight in the wreck of the car behind. The wreck caught fire from the engines and the cars in the hole and the smoking cars were quickly burned to ashes. In elimbing out of the smoking car several men fell through the rifts in the wreck, and it through the rifts in the wreck, and it is impossible to tell whether they escaped or were burned to death. The west-bound train carried seven coaches, and its passengers included many excursionists who had been to hear Hon. W. J. Ryan speak at the county fair at Burlington. Mr. Bryan himself was on the train, but was riding in the rear Pullman. He states ing in the rear Pullman. He states that nothing but a heavy joit was experienced by the passengers in his

ergetic men in the crowd of rescuers. He helped to carry out the dead and wounded and gave the greatest attenwoulded and gave the greatest attention to their care. One poor fellow who was badly maimed called Mr. Bryan and said: "I went to hear you today. I am dying and want to shake your hand and say God bless you. If you possibly can, Mr. Bryan, get me a drink of water."

Mr. Bryan went into the fast mail car, one end of which was burning, and came out with the drink of water, which he gave to the suffering passenger. He bryanth out graphers

(the distance sailed being nearly eighty miles, including the tacks made by the different vessels) the Arrow had and smoking cars were destroyed. The coach following the smoker was badly splintered. There was not more than a dozen passengers on the fast mail, all in one coach, and while none of them were seriously injured, their shaking up was terrible. Every seat in the coach was torn from the floor the seats. One man, John Sweeney, was thrown over three seats and through a window, but escaped with only scratches and bruises. The oth-er cars of the fast mail train, a baggage and express, were totally wreck

It is stated that the wreck was aused by a miscarriage of orders from the trainmaster. At Emperia the east-bound fast mail train received rders to pass the California express t Lange, seven miles east. Another order was sent to Lange for the Calirnlia express to take the siding here, but this order was not delivered and the west-bound train passed on, the trainmen expecting to pass the fast mail at Emperia.

FROM COCOS ISLAND.

A Cape Bretonian and a Nova Scotian Remain on the Island to Search for the Hidden Treasure.

(North Sydney Herald.)

Mrs. Brennan of North Sydney, who accompanied the party of treasure seekers on the schooner Aurora from Victoria, B.C., to Cocos Island in search of the long hidden treasure said to be concealed there, returned home during the past week. The expedition unfortunately met with the same success that has attended former trips to that far distant isle. The Aurora left Victoria early in Ap.il in command of Captain Frederick Hackett of North Sydney, and was manned by the fol-lowing crew: Capt. G. Whidden, Capt W. McDougail and Capt. Fredk. McDougail of Maitland, N. S.; Hardy Murray and Joseph Boutileer of North Sydney; Walter Levingston, Big Bras d'Or, and two others from Victoria. Capt. Whidden and Walter Levingston remained on the island and will make further efforts to find the treasure Bicycles Young Levingston sent a letter by the Aurora to his father, Capt. Lev-ingston of Big Bras d'Or, from which we take the following particulars. The letter is dated Cocos Island, June, 24, 1897, and the writer says they have been there for four weeks. When they arrived at the island they found, a shipwrecked crew of twenty-five men which the Aurora took off and landed at Panama, about 400 miles from Cocos Island. The island is now covered These are first class machines. If you want one send your order quick, as we cannot and continue the search. As there is no regular communication with the island, it is hard to say when they will get back to civilization. They are crily two families living on the sends the flower, the young lady puts it in a vase of water, and in the descended of a house to another, and then descended of another, and then descended of a house to another, and then descended of another, and then descended of the countries of the countries

Bananas and pinearples grow abundance. Wild boars are the only animals on the island, and it is hard capture them, as the brush is so thick that one has to cut his way through. Mr. Levingston hopes to be able to get back to Victoria by Christmas, but should no vessel call, they

A TRIBAL MOURNING. Chief Sheu-Wish is Buried Amidst Grief and Woe-The Nitinats Huye a Double Funeral.

(Victoria Colonist.)

Chief Sheu-Wish is gathered to his forefathers, and his brother, Captain Joe, reigns
in his stead. Escorted by a fleet of canoes
filled with grief-stricken members of the onetime powerful tribe of the Nithiats, who rent
the air with long drawn out walling and
heartrending expressions of inconsolable
woe, the body of Chief Sheu-Wish was conveyed yesterday morning from the schooner
which had brought it from the Fraser river
to the Songheas reservation. And there, in
a seculded verdure indden sict, where even

which had brought it from the Fraser river to the Songhess reservation. And there, in a sciluded, verdure inden spot, where even within a few feet the passa-by would full to notice the grave, the funeral ceremony was performed according to the immomorial custom of the tribe.

One departure, however, from the ancient system of disposing of their dead the Nitinat Indians of 1897 are compelled to make, much to the advantage of the country, and instead of hoisting the body into a tree as, according to Gilbert Malcoim Sproat, was their custom so late as 1868, they acopt the less questionable plan of burying it in the ground, and though the grave be not, it is true, "so deep as a well," or at any rate as some wells, "it will sumse."

Religious ceremony, there was none; but if the accompaniment of lugubrious countenances, dishevelled and disordered raiment, groanings and general "all gone to picces," greet be taken as evidence of sincere mourning, then Shieu-Wish and the young Indian who was laif alongside him in that last, long sleep, from which there is no wakening this side of the happy hunting grounds, were sincered ymourned by their fellows. Headed by a gray-haired member of the tribe, whose term features seemed graven with a living representation of woe, the little funeral procession wended its way from the landing beyond the B. & N. railway bridge to a sequestered nook, some three or four hundred yards away from the street which runs through the village; the two coffins borne gently by some of the "braves," who seemed to frame their demeanor upon the pattern set by their aged leader, and followed by a little crowd of weeping, inconsolable squaws. A short speech from the "officiating" head man, interrupted throughout its length by isculatory remarks from the graving squaws, which sounded to the ears of the observing scribe strongly like this jubilant "halletujahs" so dear to the hearts of the Salvation army adherents, and the two coffins were lowered in heir graves. With business-like promptners that forever fro

a room which he entered, but before he left the house he evidently visited a number of other rooms and took verything in sight.

Missing the man and some articles. City Marshal Gates was informed of the theft and he at once commenced to look for the man and when he found him, locked him up. On being locked up the man's person and clothes were searched and among the articles found upon him were a revolver, two razors, a gold medal, a trunk check, a pair of shoes, a cap, several handkerchiefs, two or three pairs of cuff buttons, etc., etc., the most of which he had stolen from the Smith house. It was evidence enough of the man's guilt.

Saturday morning McDonald was

given a hearing before Judge Whiting in the municipal court. He pleaded guilty, but said he did not know how he came by the stolen articles and that he had been drinking for two days and nights. The judge gave him a sentence of thirty days in the county jail and he was committed Saturday forencon.

BEST SWEET PEAS.

special meeting of the directors of A special meeting of the directors of the Hampden county, Massachusetts Horticultural society was held Friday afternoon; and the report of the committee appointed to recommend a list of sweet peas for general culture to be known as the Hampden county Horticultural society list was adopted. The list was divided into three parts of twelve varieties each. The list is as follows:

First group: Aurora, Blanche Burpee, Blanche Ferry, Burpee's New Countess, Firefly, Golden Gleam, Her Majesty, Maid of Horor, Lovely, Royal Rose, Stanley, Venus.

Rose, Stanley, Venus.
Second group: America, Captivation. Dorothy, Tennant, Katherine,
Tracy, Lady Penzance, Gray Friar,
Mikado, Prima Downa, Ramona, Wavenly, Countess of Aberdeen, Mrs.
Bickford,

Third group: Apple Blosoms, Brillant, Coquet, Captain of the Blue, Duke of Clarence. Emily Lynch, Lottie Eckford, Meteor, Mrs. Chamberlain, Mars, Ovid, Senator.

LOVE ON A PETAL.

South American lovers have a pretty with holes made by various parties that have been treasure hunting here for years past. After digging in the place defined on the chart in the possession of Mrs. Brennan and finding few hours. The fact is taken advantgave up in disgust and decided to return home. Levingston and Captain Whicden, however, decided to remain and continue the search. As there is no regular communication with the island, it is hard to say when they will get hard to say when they no trace of the buried gold, the men sage of by the lover, who pulls a mag-

island. They make a fiving by raising coffee and subsist chiefly on fruit. ONTARIO AND QUEBEC

Advices from Oil Prospecting Well at Pelican Rapids.

may be obliged to remain all winter. First Year of Liberal Rule Shows a Deficit of Half a Million.

> proved of the regulations respecting ing the frontier. When teams cross from the American side to the Canadian, they are to be duly reported in-wards at the customs frontier port

rass outwards within thirty days of passing inwards, and in default will from duty prescribed in these reguladlars with goods for sale; nor to goods ada, for health or pleasure, may be permitted to return and pass out-

foot now with regard to feeding the Intercolonial. Arrangements are being male with the Ottawa Arn Prior and Parry Sound, the Canada Atlantic for the carriage of through shipments of grain from the west to St. John and Halifax. The Ottawa, Arn Prior and Parry Sound and Canada Atlantic railways extending in a direct line from Parry Sound, one of the best ports in Georgian Pay, to Rousess Point can be brought into Rouses Point, can be brought into connection with the I. C. R. by running from Lacotte, on the C. A. R., to St. Johns, on the united counties, a

Was John McDonald of Nova Scotia, who struck Old Town Friday, evidently has an eye to the beautiful and useful, according to the list of things he took from the residence of Mrs. A.L. Smith.

McDonald went to the house shortly after he arrived in town and told a girl there that he would like board and asked for a chance to lie down, as he was fired. The girl showed the man a room which he entered but he left the house shortly that there was a single that the men who left Victoria about three weeks ago have been successful in crossing Chilcott Pass, and are now at work building their boats ready for the trip to Dawson City. At the time the mail left Dyea there had been continuous or the Chilcott and White Passes are crossimply in a deplorable condition, and land that there was the opinion of the commission. rate until the frosty weather sets in

A crisis has arisen in connection with the affairs of the Canadian Wheelmen's Association on the Pacific crast. The Vlotoria club today telegraphed its resignation, and will join ne new association formed on the Pacific coast, which has been banned by

the L. A. W.
Geo. Johnson, government statistician, is just putting the finishing touches to the third edition of his book First Things in Canada. The former

Montreal, Sept. 8.—Two more lip-eral "kicks" are registered, both this time directly against Laurier. The United Catholic, an Irish organ, reviles the Globe, says it oposes Irish. Catholics entering the cabinet for reasons of creed, and tells Laurier must increase the Irish representation in the ministry, alleging that the greatest disputent prevails in Irish liberal circles. Right at his own door the premier has a case. Joseph Lavergne, his law partner, nov judge, retired from the representa-tion of Arthabaska and Drummond

for the bench, and his brother is now cut as a candidate with Laurier's per-sonal approval. People professing sonal approval. People professing liberalism in Drummond, says that it is the turn of their end of the United Counties to name a candidate for the first time in twenty years. Several mass meetings of liberals have been held in Drummond and if Lavergne, who lives near Laurier in Arthabaskeville, persists in his candidature, the conservatives will have a good chance to win the seat.

Torento, Sept. 8.—Hon. J. I. Tarte was one of the speakers at the directors' luncheon at the exhibition today. He told the Ontario people not to think that Quebec was not progressive. The province was going ahead, but had not had Ontario's advantages. Referring to Canadian trade handled through United States channels, he said: "We love the great United States,

but we love Canada more."
Toronto, Sept. 8.—The much-talked of Knapp roller boat was launched here this afternoon in the presence of a great crowd of spectators. The vessel, which is cylindrical, is 110 feet and 25 feet in diameter. At each end are two sixty-horse power en gines. Mr. Knapp, the designer, by means of the principle of rolling over the water, instead of ploughing through it, expects to shorten the time of a voyage across the Atlantic to two days. The vessel cost \$10,000 and was built by George Goodwin, a vealthy contractor, and Postmaster



which its expected oil will be found.

The first year of the liberal rule shows a deficit of \$525,739, to this in the old days the liberal journals would have added the expenditure on capital account, which amounted to 809.347, and the excenditure \$38,335,086

join Whitney and enter Ontario politics, it is unquestionably a matter which has been strongly pressed on Mr. Whitney to approach Mr. Costi-gan and ask him to become his first utenant. Mr. Costigan and rur mate could carry Ottawa by a thou sand majority.

last year has been re-appointed to select the standards of grain grown

Montreal, Sept. 9.-Major Walsh, the left here tonight for Winnipeg, where he will join his party. He expects to get through all right. Dawson City will be the headquarters of the gov-

Haliburton, Ont., Sept. 9.—The cor-oner's jury today found that W. H. Sawyer came to his death as a result of kicks and blows received from the hands and feet of Matthew and Thos. Thompson.

of the same, and clothing. The decrease in the iron trade with Eng-

DRIVING ACCIDENT AT MCADAM

There was a bad accident at Mc-Adam Junction a few days ag. W. Pine and W. Kelly hired a team from A. Stannik to drive to Venceboro. On their return the horse took fright and running at full speed round a sharp them out of the carriage. They were both seriously injured, Pine about the hips and shoulders; Kelly had two ribs broken and his arm badly bruised. The frightened horse left the remains of the wagon on the St. John track and travelled down the railroad about two miles. Crossing Little Beaver culvert injured him so that he was glad to stop until his owner came to him, which was only a few minutes before the train was due. Mr. Stannix's promptness saved the horse from almost certain death and probably prevented a train accident --

ACADIA COLLEGE.

The poard of governor of Acadia college lave decided to accept the bequest of the late G. P. Payzant, and to apply it accordingly to the terms of the will. The school of theology of the will. The school of theology will be opened in the fail of 1899 if the finances of the institution will warrant. A four year's course will be provided along the course of study, as outlined at present in the curriculum; the G. P. Payzant bequest will provide the salary of one professor, but efforts will be made to procure the services of another instructor in 1901 and another in 1901. The degree of bachelor of theology will be conferred on the completion of the course. Concurrent completion of the course. Concurrent to open a three years course in erature.—Tribune.

Mrs. Henpeck—Young Mrs. Bagley, who was marired on last Thursday, tells me her husband left almost immediately for the west on a business

Henpeck (viciously)—Yes; he writes me that he finds married life a very happy existence.—Philadelphia North

ADVENTURES OF A BABY.

A native correspondent sends the following item, which we give in his own words: At Karanja village, in Berar, a Hindu woman kept her infant, seven days old, in a cot, and went in her house for some work. After her return she found her infant in the arms of an ape sitting on a tree. The aperimoraced the child and jumped from the top of a house to another, and then descended and left the child at its former place. The child is now quite safe.—Bonbay Advocate of India.