

THE LATEST SHIPPING NEWS AND ANNOUNCEMENTS

MAINE NOTES OF WORLD

WILL FLOAT STEAMERS. Hatteras Inlet, N. C., Sept. 11.—Weatherproof Wrecking Co. has contracted to float steamer Glenan (Br), stranded on South Beach, Ocracoke, N. C. Steamer is in same position and lies on even sandy bottom. Philadelphia, Sept. 11.—Work of raising Ericsson line steamer Penn, which sank at pier 3 South, after being on fire, will be commenced immediately.

DANGERS TO NAVIGATION. Stmr Vedra (Br), reports Aug. 22, lat 37 58 N, lon 37 W, passed several logs 35 feet long and about 16 inches square, covered with marine growth. Stmr Franconia (Br), reports Sept. 6, lat 45 14 N, lon 34 13 W, passed a derelict. Stmr Rotterdam (Dutch), Stenger, reports Aug. 18, lat 40 39 N, lon 20 50 W, passed a red colored buoy with painted top.

SCHOONERS ARRIVED. The schooner Lavonia arrived at Bridgeport yesterday from Gold River. The derelict schooner Virginian in tow of the tug Wasson arrived at Port Greville yesterday from this port. The schooner will discharge her cargo of piling and repair.

THE BATTLE LINE. The steamer Leucra, Capt. Buller, arrived at Pictou from Sheet Harbor on Sunday.

THE DONALDSON LINE. The Donaldson Line has acquired from the Allan Line their service from Glasgow and Liverpool to the River Plate, according to cable advice received yesterday. The cable further stated that the Glasgow firm has also taken over the Allan liners engaged in the service to Monte Video and Buenos Ayres, and that Donaldson Brothers are about to enter the River Plate conference of shipowners.

STEAMSHIPS ARRIVE. The steamer Manchester Miller, Messrs. Wm. Thomson & Co. agents, arrived at Sand Point at 9 o'clock yesterday morning from New York. She will load from 900 to 1,000 standards of deals for Manchester and will proceed from St. John to Montreal to load the balance of her cargo. The steamer Start Point, of the Furness Line, arrived at Sand Point yesterday morning from Philadelphia to receive the balance of her cargo, which will consist of about 500 standards of spruce deals, for London.

HOW'S THIS FOR A HALIBUT? What is said to be the largest halibut on record was recently caught in the Pacific and landed at Seattle. The huge fish, which tips the scales at 408 pounds was caught a few weeks ago off Cape Nome, Alaska, by Henry Fowler and William Kelley of the crew of the schooner Idaho. It required a struggle of an hour which nearly swamped the dory, to land this halibut. The dimensions are as follows: length, 7 feet 4 inches, width, 3 feet 9 inches, thickness, 10 inches. The fish was sold, together with the rest of the Idaho's cargo, at that port to the Chloepke Fish Company.

SCHR. LOTTIE R. RUSSELL. Halifax, Sept. 15.—The derelict which was towed here by the U. S. steamer Seneca yesterday, was examined by a diver this morning and was found to be the hull of the schooner Lottie R. Russell, which sailed from Charleston, S. C., April 11, for New York and was abandoned two days later.

RECENT CHARTERS. Steamer Crown of Granada, 1754 tons, Halifax to W. Britain or E. Ireland, deals, 578, 6d, Sept.; Nor. stmr Hafnia, 134 tons, New Richmond to W. Britain or E. Ireland, at or about 64s. 6d, Sept. 25.

MINIATURE ALMANAC. September Phases of the Moon. First Quarter, 7th, 9h. 56m. Full Moon, 16th, 10h. 52m. Last Quarter, 25th, 9h. 30m. New Moon, 29th, 10h. 57m.

VESSLS IN PORT. Steamer Manchester Miller, 2766, Wm. Thomson & Co. Start Point, 2410, Wm. Thomson & Co. Saraguetines. Bruce Hawkins, 546, C. M. Kerrison. Schooners. Ann Louise Lockwood, A. W. Adams. Frederick Poesner, 326, A. W. Adams. Edward Stewart, 353, C. M. Kerrison. E. M. Roberts, 233, R. C. Elkin. G. H. Perry, 99, C. M. Kerrison. Hartney W. 270, J. A. Likely. Helen G. King, 123, A. W. Adams. Henry H. Chamberlain, 205, A. W. Adams. J. Arthur Lord, 158, J. S. Gibbon & Co. Lucia Porter, 284, Peter McIntyre. Lena, 96, C. M. Kerrison. Margaret M. Ford, 291, A. W. Adams. Margaret May Riley, 240, A. W. Adams. Mable Leaf, 99, master. Mary T. Pennell, 196, C. M. Kerrison. Mary L. Crosby, 397, A. W. Adams. Minnie Slausen, 271, A. W. Adams. Moana, 384, Peter McIntyre.

For the Bride. No gift is more acceptable than beautiful, durable, and ever-lasting. Remember that the original "Rogers Bros." is the original "Rogers." It is "Silver Plate that Wears". Made in the highest grade of plate, and ranks first in quality. Sold by Leading Dealers.

SABLE ISLAND OCEAN GRAVEYARD

The Most Feared Land in Atlantic Barren Spits of Land, Inhabited by Light-house Keepers and Life-boatmen.

The graveyard of the Atlantic! All have heard about it—that bank of treacherous sand that rises a few feet above the waves of the ocean, off to the east, though a trifle to south, about 200 miles from Halifax, whose history, from the first visit by white men, has been linked with shipwreck and disaster and death. It is Sable Island, upon whose desolate shores so many good men and true have laid their bones. Before looking backwards let us glance at Sable Island of today. Then we will review one of the most remarkable stories of marooning ever enacted in any part of this continent. For an account of Sable Island of today one has to turn to the report of our Department of Marine, for Sable Island falls wholly within the jurisdiction of that branch of our public service—its officers are the island's sole inhabitants, also the island's actual rulers. These people are maintained on Sable Island for humane purposes only—to keep burning the lights that warn mariners of the presence of the Graveyard of the Atlantic, and to succor those who fall foul of its treacherous sands. First a few words about the physical features of the island. It consists of two parallel sand ridges, with a lagoon between them. On the ridges grows scrubby grass, cranberry vines, and stunted bushes. Out from the island for a considerable distance stretch huge sand bars over which the waves break in snowy billows and which mean destruction to any vessel which, borne from its course by storm or false reckonings, comes within their treacherous shallows. The Atlantic seems to realize the menace this bank of sand creates to those who navigate its waters, and so for years has made war upon the island, gradually wearing it away by the ceaseless action of waves and tide. Early in the nineteenth century, Sable Island was forty miles long. Today it does not exceed one-half that length and it is hoped by some that in time "the sailor's grave" will sink into the ocean. Barren, inhospitable and dreary as is Sable Island, it is not without inhabitants; they live there in order that the lives of others may be saved on those treacherous sands. These inhabitants number 46 and are employees of the Federal Department of Marine and Fisheries. They consist of Superintendent Cottillier, keepers of light stations, and their families. Lieboat crew, operators of wireless telegraphy and surfmen. On this little patch of shifting sand, ever receding before the waves of the Atlantic, dwells this little community, cut off from the world, and for many years from one except the crews of marine service boats that make occasional trips to the island for the purpose of landing supplies. These sand-bank farmers raise considerable stock, which goes far towards keeping their table supplied with meat. During the year the stock killed consisted of 8 heaves, 7 calves and 6 hogs, having a total weight of almost seven thousand pounds—not a pound in any of the pastures of a sand bank. The stock carried over consisted of 68 horned cattle, 30 working horses, 4 imported horses, 6 colts, 200 wild ponies, and five hogs. Perhaps the most interesting of these items is that giving the attention of the public, and that is, the wrecked island exports goods to same value. During the year these exports consisted of 72 barrels of cranberries, 31 ponies, one work horse, and 5 barrels of salted hides. The item that arrests the attention is that of the ponies—200 on the island, 31 exported. How came wild ponies on this sand-bank "graveyard of the Atlantic"? The answer is now in our ancient numbers to supply the forty-six inhabitants with meat? The question suggests one of the most remarkable stories of marooning in our history—one of the tragedies of the sea that occurred almost at the beginning of the white man's career on this northern half of the continent. Sable Island has a history that began ten years before Champlain founded Quebec, and almost half a century before Missonneuve founded Montreal. The third and last voyage of Cartier, the discoverer of Canada, came to an end in 1542. Weary of his perilous wanderings and content with his patent of nobility, he retired to his seigniorial mansion of Limoilou, a rude structure of stone near his native town of St. Mille. In the following spring, Roberval returned to France discouraged by the experience of one wretched winter spent on the banks of the St. Lawrence, a little above where Champlain founded Quebec 66 years later. It was not until 1598 that another expedition set out from France to colonize the shores of North America. This expedition was commanded by a nobleman of Brittany, the Marquis de la Roche, who received from the King a monopoly of the trade and a profusion of worthless titles and empty privileges. He was declared Lieutenant-General of Canada, Hochelaga, Newfoundland, Labrador and the countries adjacent, with sovereign power within his vast ill-defined domain. Mr. Roche's colonists were about the most wretched band that ever set sail across the Atlantic, for they consisted of thieves and desperadoes collected by ransacking the prisons of France. The date of the expedition is fixed by certain entries in the records of the court of Rouen, one of which states that it was ordered on May 15, 1598, that a criminal named Mr. Cure for his crimes of highway robbery, should not be allowed to go to Canada, but should be forthwith beheaded.

DOMESTIC PORTS

Pictou, Sept. 14.—Arrd stmr Leucra, Butler, from Sheet Harbor and Halifax. Parrsboro, N. S., Sept. 13.—Arrd stmr Eastington, Stevenson, St. John; term schr Maurice, Cook, Liverpool. Cld 13th, stmr Eastington, Stevenson, Portland. Chatham, Sept. 13.—Arrd stmr Ter-schilling, Rauderland, Rotterdam.

BRITISH PORTS

Liverpool, Sept. 14.—Arrd stmr Canada, Montreal; Carmasia, New York. Avonmouth, Sept. 14.—Arrd stmr Royal Edward, Montreal. Grov Head, Sept. 14.—Arrd stmr Andania, Montreal. Main Head, Sept. 14.—Arrd stmr Cassandra, Montreal. Kinsale, Sept. 14.—Passed stmr Durango, Halifax. Liverpool, Sept. 14.—Sld stmr Laurentic, Montreal. Glasgow, Sept. 14.—Sld stmr Saturnia, Montreal.

FOREIGN PORTS

Boston — Arrd Sept 12, schs Quetay, Barton, NS; Emma McAdam, Calais, Cld 12th, schs Annie, Salmon River; Mildred H. Cochran, St. Martins, NB. Naples—Sld Sept 11, str Ruthenia, Montreal. Boston, Mass., Sept 12, 9 a m.—Passed, stmr Dronning Mauq (Nor), Newark for Hillsboro. Bridgeport, Conn.—Arrd Sept 12, sch Lavonia, Gold River, NB. Philadelphia—Cld Sept 12, str Manchester Exchange, St. John; str Glen-ester, Newcastle, NB. New York—Sld Sept 12, str Manchester Miller, St. John. Cld 12th, sch P. C. Lockhart, King, Perth Amboy, and barge Daniel M. Muro, Card, Windsor. Gloucester — Arrd Sept 12, schs Arthur J. Parker, Boston for St. John, NB. New Haven—Arrd Sept 12, sch Laura C. Hall, Stoneham, NS. Montevideo — Arrd Aug 6, bagnet Gladys, Learkin, Concepcion for Philadelphia (and sailed same day).

GREAT LAKE SAILOR NOW POSSESSES BIG FORTUNE

Duluth, Minn., Sept. 15.—Sailing up and down the lakes on freighters, following his hands with hard labor in bunkers and on the decks while a fortune of \$50,000 awaited him in London, Ontario, is the experience of Charles Rowe, for thirty years a seaman and well known to longshoremen. The fortune known as the Rispen estate, was left him by a relative, John Rispen, at one time a sailor. He leaves today to claim the legacy.

TO FREDERICTON OVER THE TRANSCONTINENTAL

The Intercolonial will give reduced fares from all provincial points to the Fredericton Exhibition. There will be special excursions until Sept. 20th with tickets good to return two days from date of issue. There will be a special train over the Fredericton Division on Sept. 17th. A feature this year will be the excursion from Moncton over the Transcontinental Railway. The special leaves Moncton at 8 a. m. on Sept. 17th, and reaches Fredericton via McGivney's Junction. The round trip fare from Moncton is only \$2.90.

Do not suffer from itching, bleeding piles. No surgical operation required. Dr. Chase's Ointment will relieve you at once and is certain cure. 75c. a pot. all dealers, or Edmondson, Bates & Co., Limited, Toronto. Sample box free if you mention this paper and enclose 2c. stamp to pay postage.

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ANOTHER GOOD BILL AT NICKEL THEATRE

Banner Programme for Farewell Week — Excellent Musical Attractions and A 1 Pictures.

The farewell week of the Nickel as a moving picture theatre was inaugurated yesterday with another of those rattling good programmes which have for the past few years, since the house opened, made the theatre so popular with moving picture enthusiasts. Yesterday's bill was up to the Nickel's usual standard and hundreds were present to enjoy the programme. For the final week the management have secured a decidedly meritorious feature for the musical portion of the bill in the Roebur and Tullison duo. They are heard in a number of classical selections as well as a kind of burlesque on some of the well known classics. Both are good singers and their act proved a decidedly novel and enjoyable one. Miss Gertrude Ashe, soprano, who concludes her engagement here this week, was heard in a new song number, and her pleasing voice and charming rendition again delighted her audience. The picture programme included a charming two reel film "The Intruder," Maurice Costello, moving picture idol, and Mary Charleson, play the leading roles in this delightful drama which is one of the Vitagraph productions. A Selig comedy "Tobias Turns the Tables," is the other item on the picture list, and furnishes a generous share of amusement. The orchestra with a new repertoire rounds out the excellent programme and there is no doubt that the old Nickel will be thronged for the remainder of this, its final week.

STEAMSHIPS. S. S. "VICTORIA"

Fredericton Exhibition. We issue One Fare Tickets for round trip from Saturday, September 13th, good to return up to Monday, Sept. 22nd. VICTORIA STEAMSHIP COMPANY LIMITED. E. G. HOBEN, Manager. STEAMER CHAMPLAIN. Until further notice steamer will leave wharf, North End, on Tuesday, Thursday and Saturday at 12 o'clock noon, for Hatfield's Point and intermediate landings, returning alternate days at St. John at 1.30 p. m. R. S. ORCHARD, Manager.

PICKFORD & BLACK LINE

ST. JOHN, N. B., to DEMERARA. S. S. Uller is expected to sail Aug. 31 for Bermuda, St. Kitts, Antigua, Barbados, Trinidad, Demerara, St. S. Ocampo sails Sept. 12 for Bermuda, Montserrat, Dominica, St. Lucia, St. Vincent, Barbados, Trinidad, Demerara. For passage and freight apply to WILLIAM THOMSON & CO., Agents, St. John, N. B.

COAL AND WOOD

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AMERICAN COAL

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SPECIAL PRICES ON CAR LOTS. GIBBON & CO., Telephone Main 2635. 1 Union St. 5 1/2 Charlotte St.

For Sale

The Schooner CALABRIA, of 451 Tons Register, and Schooner ORIOLE of 124 Tons Register, Enquire of J. SPLANE & CO., 61 and 63 Water St., St. John, N. B.

RAILWAYS.

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Waiting Campbellton at the head of navigation on Bay Chaleur with the St. John, River Valley at St. Leonard and connecting the intercolonial and Canadian Pacific Railway systems. Summer Time Table Summary. Commencing Monday, June 9. GOING WEST. Express train leaves Campbellton daily (except Sunday), at 4.00 a. m. for St. Leonard and intermediate stations, due at St. Leonard at 12.30 p. m. GOING EAST. Express train leaves St. Leonard daily (except Sunday), at 4.45 p. m. after arrival of C. P. E. X. Express from St. John, Vancouver, etc., due at Campbellton at 9.15 p. m. And in addition to above and to the ordinary freight trains, there is also a regular ACCOMMODATION TRAIN carrying passengers and freight running each way on alternate days as follows: Going West—Leaves Campbellton at 8.30 a. m. for St. Leonard, and intermediate stations, Monday, Wednesday and Friday, due at St. Leonard at 4.10 p. m. Going East—Leaving St. Leonard at 8.00 for Campbellton, etc., Tuesday, Thursday and Saturday, due at Campbellton at 4.15 p. m. Governed by Atlantic Standard Time. See local time tables and for full information regarding connections, etc., apply to R. B. Humphrey, freight and passenger agent, 65 Canterbury street, St. John. E. H. ANDERSON, Manager. A. A. ANDREW, Traffic Mgr. THOMAS MALCOLM, Gen. Mgr. Campbellton, N. B.

WHITE STAR DOMINION LINE

Every Cabin Ocean Breasted. Local Agents W. H. C. MacKay, Wm. Thomson & Co., J. T. Knight & Co., The Robert Reid Co., Limited.

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STEAMSHIPS. CANADIAN PACIFIC EMPRESSES

ST. LAWRENCE ROUTE LIVERPOOL SERVICE. FROM QUEBEC Empress of Ireland, Sept. 16 Empress of Britain, Oct. 2 ONE CLASS CABIN FROM MONTREAL Lake Maniloba, Oct. 4 For Rates, Reservations, Plans, Literature, Tickets, Etc., Apply to W. B. HOWARD, General Agent, St. John, N. B.

ALLAN LINE

ROYAL MAIL STEAMSHIPS. MONTREAL TO LIVERPOOL. Tunisian, Tues. Sept. 23. Victorian, Tues. Sept. 23. Corsican, Tues. Sept. 30. Virginian, Tues. Oct. 7. MONTREAL TO GLASGOW. Hesperian, Thurs. Sept. 11. Pretorian, Sat. Sept. 20. Gramplan, Thurs. Sept. 25. Scandinavian, Sat. Oct. 4. MONTREAL-HAVRE-LONDON. Sicilian, Sun. Sept. 14. Ionian, Sun. Sept. 21. Pomeranian, Sun. Sept. 28. Scotian, Sun. Oct. 5. For rates and full particulars, apply to Wm. Thomson & Co., City, or H. & A. ALLAN, General Agents, 2 St. Peter Street, Montreal.

FREDERICTON EXHIBITION

Crystal Stream Steamship Company will issue Return Tickets, at One Fare, from the 12th to 22nd of September. D. J. PURDY, Manager.

STEAMER MAY QUEEN

Will leave her wharf, Inlandtown, Wednesday and Saturday mornings at eight o'clock, until further notice, for Chipman and intermediate stops, returning Monday and Thursday. F. H. Colwell, Mgr.

ALL THE WAY BY WATER

Eastern Steamship Corporation INTERNATIONAL LINE. AUTUMN EXCURSIONS. ST. JOHN TO PORTLAND AND RETURN... \$6.50. BOSTON AND RETURN... 7.00. Commencing September 20th and continuing until October 17th, inclusive; good for 30 days from date of issue. Leave St. John at 9 a. m. Monday, Wednesday, Friday for Eastport, Black's Point and Boston. Returning, leaves Central Wharf, Boston, same days 9 a. m., Portland 5 p. m., for Lubec, Eastport and St. John. DIRECT: Leave St. John Tuesdays, Fridays and Saturdays, 7 p. m. Return, leave Boston Sundays, Mondays and Thursdays, 10.00 a. m. CITY TICKET OFFICE, 47 KING ST. L. R. THOMSON, T. F. & P. A. A. E. FLEMING, Agent.

FURNESS LINE

From London. From St. John. July 24... Kanawha... Aug. 9. Aug. 8... Shenandoah... Aug. 20.