General Business.

NOTICE OF SALE.

THERE will be sold by Public Auction in front of the Custom House in the Town of Chatham, in the County of Northumberland on MONDAY the TWENTY-SIXTH day of OCTOBER next, A. D. 1885, at 12 o'clock noon, under and by virtue of a Power of Sale contained in an Indenture of Mortgage made the seventh day of April, in the year of our Lord one thousand eight hundred and eighty, between William Reid, of the Parish of Newcastle, in the County of Northumberland, in the Province of New Brunswick, Farmer, and Ann, his wife, of the one part, and John Brown, of Chatham, in the County and Province aforesaid, Merchant, of the other part and recorded in the Registry Office for the sai County of Northumberland in Volume 60 of the County Records, pages 208 and 209. All the estate, right, title, interest, property, claim and demand whatsoever of him, the said William Reid, either in law or equity, of, into or out of the upper half of that lot or parcel of land called lot number nine, situate, lying and being on the north side of the River Miramichi, bounded on the upper side by lands formerly belonging to John Henderson, Esquire, and on the lower side by the remaining half of said lot number nine, formerly belonging to Alexander Russell, Junior, being the piece or parcel of land conveyed to the said William Reid and Charles Reid by Anthony Squires and wife, by deed bearing date the twenty-second day of December, one thousand eight hundred and fifty-five, as by reference thereto will more fully appear, and on which land the said William Reid at present resides.

Also all the estate, right, title, interest, property, claim and demand, whatsoever of him the said William Reid, either in law or in equity of, into or out of all that lot or tract of land situate, lying and being in the Parish of Newcastle, aforesaid, and bounded as follows, to wit, Beginning at a marked spruce standing on the southern shore or bank of the North West Mill Stream and distant on a course by the magnetic south forty one degrees, east six chains of four poles each from the mouth of Gillan's Brook, thence south six chains to a marked fir, thence west forty chains, thence north twenty-five chains, thence east forty chains to a marked spruce, and south nineteen chains to the place of beginning, containing one hundred acres more or less, distinguished as Lot A in the survey made by William Harley, Esquire, Deputy Surveyor, and was sold and conveyed to the said William Reid and Charles Reid by Daniel Witherall and wife, by deed bearing date the twenty seventh day of January, one thousand eight hundred and fifty seven.

The same sale being made on account of the non-payment of the principal and interest secured by said Mortgage.

Dated August 17th, A. D. 1885.

JOHN BROWN, Mortgagee.
RICHARD CARMAN, Solicitor for Mortgagee.
WM. WYSE, Auctioneer.

NOTICE OF SALE.

To George Arnold, formerly of the Parish of Chatham, in the County of Northumberland and Province of New Brunswick, at present of the United States of America, Cabinet Maker, and Annie Maria Arnold, his wife, and to all other persons whom it doth, shall, or may concern—

NOTICE is hereby given that in pursuance of a Power of Sale contained in a certain Indenture of Mortgage, made the second day of May, A. D. 1877, between the said George Arnold and Annie Maria Arnold, of the one part, and John Havilland, of the Parish of Chatham, aforesaid, Sailor, of the other part, duly recorded on the 24th day of May, A. D. 1877, in Volume 58 of the Records for the said County of Northumberland, pages 64, 65, 66 and 67, and numbered 47 in said volume.

There will for the purpose of satisfying the moneys secured by the said Indenture of Mortgage, default having been made in the payment thereof, be sold at Public Auction in front of the Post Office in Chatham, aforesaid, on MONDAY, the THIRTIETH day of NOVEMBER next at twelve o'clock, noon,—All that piece or lot of land situate in Chatham, aforesaid, and bounded as follows,—Commencing on the easterly side of King street at the point where the same crosses Duke Street; thence running easterly along the south side of Duke street, fifty feet to the westerly line of lot two; thence southerly and along that line at right angles to Duke Street, one hundred and three feet to the northerly line of lot six; thence westerly at right angles to the easterly side of King street, fifty feet; thence northerly, along the easterly side of King street, one hundred and three feet to the place of beginning, together with all and singular the buildings and improvements thereon, and the rights, members' privileges, hereditaments and appurtenances to the said land and premises belonging or in any manner appertaining. And all the estate, right, title, dower and thirds, property claim and demand whatever, both at law and in equity, of them, the said George Arnold and Annie Maria Arnold of, in, to, out of, or upon the said lands and premises, or any part thereof.

Dated this 25th day of August, A. D. 1885.

JOHN HAVILAND, Mortgagee.

ROBERT MURRAY, Solicitor for Mortgagee.

Flour, Pork, Fish, Etc.

200 Bbls. Brown FLOUR;
100 hlf-bbls do. do.
125 bbls. CORN MEAL.
50 do. MESS PORK.
150 Quintals new CODFISH.
40 Cases CANNED OYSTERS.
10 do do LOBSTERS.
10 do do PEACHES.
7 do COLEMAN'S MUSTARD.

Geo. S. DeForest.
13 South Wharf.

18th May, 1885.

A PRIZE. Send six cents for postage, and receive free at costly box of goods which will help you to make money right away than anything else in this world. All, of either sex, succeed from the first hour. The broad road of fortune opens before the worker absolutely sure. At once address. TRUE & Co Augusat. Maine.

WE SELL

POTATOES,

SPILING, BARK,
R. R. Ties, Lumber, Laths,
Canned Lobsters, Mackerel, Berries,
Potatoes, Fish, Etc.

Best Prices for all Shipments.
Write fully for Quotations.

Hatheway & Co.
General Commission Merchants,
22 Central Wharf, BOSTON.
Members of Board of Trade, Corn and Mechanic exchanges.

CONFECTIONERY,
FRUITS ETC.
Fresh Goods of Superior Quality
Always to be found at
M. J. STAPLES'S
tf. Vondy Building, Chatham

The "Imperial Wringer,"
AND
Wash-tub Stand.
Clothes Forks, etc.

New devices for convenience on Wash day—save labor and lighten the work left to be done.
H. P MARQUIS,
Cunard Street.

VINEGARS.

LANDING, 1 Car Load E. & A. Robitaille celebrates Vinegars.
Eureka double strength, White Wine XXX
Cider, superior quality. do do XX
For sale low by
DeForest, Harrison & Co.
7 & 8 North Wharf St. John N B

PRESERVE YOUR SIGHT.

I have just received a further supply of
Laurance's Glasses
to suit all sights. They are scientifically adjusted and are guaranteed to give satisfaction. Don't buy cheap, worthless glasses.
Testimonial from hundreds in this county,
AT THE MEDICAL HALL.
J. D. B. F. MacKenzie.
Chatham, N. B.

MOLASSES.

400 PUNCHEONS Choice Barbadoes Molasses now landing.
Geo. S. DeForest.
13 South Wharf.
St. John, N. B., 9th June, 1885.

TO LET.

The house and premises now occupied by D. G. Smith Esq. Apply to
G. A. BLAIR,
Agent for Owner
Chatham, August 11th, 1885.

SUBSCRIBE NOW FOR THE MIRAMICHI ADVANCE.

General Business.

CAPITAL PRIZE. $75,000
Tickets only $5. Shares in proportion.

L. S. L.

Louisiana State Lottery Company.

"We do hereby certify that we supervise the arrangements for all the Monthly and Semi-Annual Drawings of The Louisiana State Lottery Company, and in person manage and control the Drawings themselves, and that the same are conducted with honesty, fairness, and in good faith toward all parties, and we authorise the Company to use this certificate, with facsimiles of our signatures attached, in its advertisements."

G. T. Beauregard
J. A. Early
Commissioners.

Incorporated in 1868 for 25 years by the Legislature for Educational and Charitable purposes—with a Capital of $1,000,000—to which a reserve fund of over $550,000 has since been added.

By an overwhelming popular vote its franchise was made a part of the present State Constitution adopted December 2d A. D. 1879

The only Lottery ever voted on and endorsed by the people of any State.
It never scales or postpones.

Its Grand Single Number Drawings take place monthly.

A SPLENDID OPPORTUNITY TO WIN A FORTUNE. NINTH GRAND DRAWING, CLASS I, IN THE ACADEMY OF MUSIC, NEW ORLEANS, TUESDAY, **OCT. 13, 1885—185th** Monthly Drawing
CAPITAL PRIZE, 75,000
100,000 Tickets at Five Dollars Each.
Fractions, in Fifths in proportion.

LIST OF PRIZES.

1	CAPITAL PRIZE		$75,000
1	do	do	25,000
1	do	do	10,000
2	PRIZES OF $6000		12,000
5	do	2000	10,000
10	do	1000	10,000
20	do	500	10,000
100	do	200	20,000
300	do	100	30,000
530	do	50	25,000
1000	do	25	25,000
APPROXIMATION PRIZES.			
9	Approximation Prizes of $750		6,750
9	do	do 500	4,500
9	do	do 250	2,250
1967	Prizes, amounting to		$365,500

Application for rates to Clubs should be made only to the Office of the Company in New Orleans

For further information write clearly, giving full address. **POSTAL NOTES,** Express money Orders, or New York Exchange in ordinary letter. Currency by Express (all sums of $5 and upwards at our expense) addressed

M. A. Dauphin,
New Orleans, La.
or **M. A. Dauphin,**
607, Seventh St., Washington, D. C.

Make P. O. Money Orders payable and address Registered Letters to
NEW ORLEANS NATIONAL BANK, New Orleans, La.
OR
LOUISIANA NATIONAL BANK, New Orleans, La.
STATE NATIONAL BANK, New Orleans, La.
GERMANIA NATIONAL BANK, New Orleans, La.

WILLIAM RAE

has at his shop, UPPER WATER STREET, a large assortment of CEMETERY WORK, in
TABLETS, GRAVE-MARKS, ETC.
Ranging at prices from $4 upwards.
Chatham, July 21st, 1885.

Central Book Store.

We take pleasure in announcing that our stock of
BOOKS AND STATIONERY
is now complete, comprising a full assortment of
SCHOOL BOOKS AND SUPPLIES.
The latest publications in the
FRANKLIN SQUARE LIBRARY,
Warne's unabridged Novels, Harper's Handy Series, Robertson's American Series, Leisure Hour do., Lily do., a good line of Handsomely bound volumes.
PHOTOGRAPH ALBUMS, AUTOGRAPH DO.
A large and varied stock of
NOTE PAPERS AND ENVELOPES, Papetrie in boxes, WRITING FLUIDS in quarts, pints, and ½ pints, and small. BLANK BOOKS, broad and long cap from 2 to 5 quires, small kind, ruled for all purposes. Memos, Weekly and Monthly TIME BOOKS.
A large and varied lot of TOY BOOKS. CARD BOARD, all colors and perforated. Tissu papers, Pens, Pencils, Games, Visiting Cards Paper Clips, Legal Stamps and Paper, &c. &c.
R. C. PRAYER BOOKS. CHURCH SERVICES.
Rev'd E. Wallace Waite' pamphlet on the Institution and claims of the Sabbath, 5cts.
Bibles, etc. etc., Rubber-Bands, Erasers, Artists' materials, Oil and Water, etc., etc.
AT CENTRAL BOOKSTORE.
IDA MOSS.

F. W. RUSSELL

is now offering
PORK, FLOUR, MEAL, MOLASSES, TEA, SUGAR
and a full line of choice family Groceries, Crockery, Glass and Earthenware, Boots and Shoes, Hats, Ties and Scarfs, and ready made Clothing.
At lowest cash prices.
Black Brook July 7, 1885.

GREAT BARGAINS

—IN—
Watches, Clocks, Jewelry, Silverware, Fancy Goods.
Ready-made Clothing, Hats, Shirts, Gents' Furnishing Goods.
Meerschaum and Briar Pipes
and all Smoker's Goods.

As we intend leaving the Province next spring the whole stock must be sold and will be sold, regardless of cost.

Call and see for Yourselves.
I. HARRIS & SON.
Chatham, July 13th, 1885.

NOTICE.

ALL persons indebted to the subscribers are requested to make immediate payment. All accounts not settled before the first of August will be placed in an Attorney's hands without further notice
I. HARRIS & SON.
Chatham, July 13, 1885.

NEW GOODS

—AT—
Thomas Flanagan
A GOOD ASSORTMENT OF
Ready-made Clothing
—WILL BE—
SOLD AT COST
as I am going out of the ready-made clothing trade after this season
Latest Styles Ladies' and Gents' Kid Boots and Slippers
Also: A large assortment of
ALL KINDS OF BOOTS
which have been bought of Bankrupt Stock an will be sold accordingly low.
Purchasers will do well by calling and seeing stock before purchasing elsewhere.
A Good Assortment
ress Goods of all Kinds,
such as Merinos, Coburgs, Lusters, Nuns' Veiling Cashmeres and Prints.
Cottons in grey and white at all prices to suit,
Tweeds of all Kinds,
HATS of SOFT AND HARD
Latest styles
GENT'S FURNISHING GOODS

LANDING.

40 Cases Morton's Mixed Pickels
90 Bdls Yellow C. Sugar.
American Water White Oil.

DeForest Harrison & Co.
7 and 8, North Wharf, St. John, N. B.

Miramichi Advance.

CHATHAM, N. B. - - - OCTOBER 1, 1885.

Lumber Dues.

Preparations for lumbeaing on Crown Lands do not appear to be on the usual scale this year on account of the high rates of stumpage charged by the government. The rates are simply more than the trade will stand, and like the high protective tariff charges of the Federal Government, they are crippling the industries they affect, while they fail to produce the revenue which more reasonable rates would give. It is an unfortunate thing for the Province that its lumber lands practically constitute about the only independent revenue resource left to it under confederation, since the right to levy export duty was sold, but that is not a good reason for placing such a strain upon the lumber industry as has been done of late, especially in view of the discouraging condition of the market on the other side of the Atlantic. It seems too bad that while the market is so depressed and the incidence of Federal taxation is made to bear with especial severity on this trade, the Local Government should adopt the unwise policy of materially increasing the direct taxation of the lumberman, which was, as is generally conceded, high enough on the recent basis of a dollar per thousand feet for merchantable saw logs. It is often urged by those who support the high stumpage policy that the Government, in adopting it, but follows the example of the Land and Railway Companies. We fear there is much also in the oft-made assertion that these companies unduly influence the Government in its lumber policy for as the Crown Lands are inferior to those of the companies, it is not difficult to understand that the high stumpage dues on the former improve the value of the latter, for no man will lumber on average Crown Lands when he can secure a tract of Company land at even a very material advance in price. In nearly every other section of the Province the public domain has been parted with, and the proceeds expended in local public works, chiefly railways, which have done much to develop the parts of the country in which they are located, while the lands have been judiciously husbanded and their value increased. A different policy has prevailed in regard to Miramichi, whose railway enterprises were refused the same treatment as other localities and put off with less than half the aid others had received—the lumber lands being reserved under a wasteful short lease system and subject to capricious stumpage dues, which have, at last, became so exorbitant as to make safe operators shun Crown Lands wherever it is possible to do so. The Governments of the Province are chargeable with having granted to corporations and private individuals the best of the public lands and then imposing heavy taxation on the trade at large for the benefit of the favored few. Already the trade is seeking new fields in Nova Scotia and elsewhere to the detriment of New Brunswick. When the result of this policy appears in the form of a greatly reduced revenue it is to be hoped that the Government will not endeavor to explain away the facts by pleading the well-known depression in the lumber trade, but frankly attribute the shortage to its blind policy of increasing the lumber dues beyond the point of prudence at a time when there was an unusual tension in two other well known directions.

Inch Arran.

We are not of those who believe the Intercolonial officials immaculate, nor is it any part of our business to defend them, but when the alleged fact that some of them are financially interested in the Inch Arran House is brought as a charge against them it seems to have the complexion of going a little too far for a grievance. It may be assumed that no good reason can be urged against a man—whether he be a government official or otherwise—investing his honestly earned savings in any joint stock enterprise that may please him. And if we were asked what kind of enterprise of this nature would be the most proper for a railway man to invest in we should certainly put a watering place hotel down at or near the top of the list. It will appear, therefore, to unprejudiced people that if Messrs. Schreiber, Pottinger, Hilson and other I. C. R. officials have been instrumental in establishing the Inch Arran House they should be commended, because, in doing so, they have, without doubt, largely contributed to the revenue of the I. C. R. The hotel has been a success. It has attracted scores of wealthy people to Dalhousie who, but for it, would never have seen the beautiful place. These people have, no doubt, been the means of bringing much traffic, both directly and indirectly to the Intercolonial and the volume of such traffic must increase every year as the merits of the North Shore as a summer resort become known. If there is one thing more than another for which the railway people are to be commended, it is the assistance they have given to such enterprises as the Inch Arran House.

Riot In Montreal

It appears that the French Canadians in Montreal are not only determined to do all they can to convert their city into a smallpox pestilence, but render it also a kind of Paris in the days of the Commune. The manner in which these people concealed the existence of the smallpox among them, placing it beyond the control of the authorities, and their suicidal prejudice against vaccination are well known, but the culmination of their ignorance and lawlessness came on Monday evening last when a disgraceful anti-vaccination riot broke out amongst them. A special to the St, John *Globe* says:—

For some time there have been mutterings against the stringent measures enforced by the Board of Health, and yesterday afternoon at the meeting of the City Council the grant for vaccination was cut down from $5,000 to $2,000. Three French Canadian aldermen announced that the city was on the eve of a riot. This proved only too true, for about seven o'clock a howling mob surrounded the east end branch of the health office, and completely wrecked the building. The police on duty were powerless, and the mob, gathering strength from this, marched upon the central office in the City Hall. By this time, however, the riot alarm had been sounded and a strong force of constables were gathered inside the building, but for some time the constables were like dumb driven sheep, as there was no one to command them. After the mob smashed the central health office they turned their attention to the Central Police Station, and soon had all the windows there reduced to atoms. Revolver shots were freely fired at the police, and to scare the mob the officers fired over their heads, only to be received by jeers and laughter. Things looked so bad that the men were armed with rifles and fixed bayonets, but happily, it was not deemed necessary to use them. The constables now charged the mob, clubbing them right and left, and succeeded in dispersing them, but not before they had managed to wreck the greater portion of the Court House windows, which are opposite the City Hall. The mob now broke up into different bodies and proceeded to wreck the windows of the *Herald* office, the windows of the Medical Health officer, the chairman of the finance committee and the public vaccinators. A number of arrests were made, and the city is in a state of great excitement as it is thought that the riots will be continued to-night. The police patroled around the public buildings all night, while the military will be held in readiness to-day to quickly put a stop to a repetition of such scenes.

Considering the manner in which this class of people behave, it seems a pity that they could not be shut off from the rest of the city and left to the smallpox and their own devices for its eradication. That, however, cannot be done and it is hoped that they will be taught that Montreal is not Paris and Canada not the soil for the methods of the Commune.

Cabinet Changes.

An Ottawa despatch of last Saturday announces Cabinet changes as follows—To be Minister of Railways, Hon. John Henry Pope, Minister of Agriculture vice Sir Charles Tupper, resigned; Minister of Agriculture, Hon. John Carling, Postmaster General, vice Mr. Hope; Postmaster General, Sir Alexander Campbell, Minister of Justice, vice Hon. John Carling; Minister of Justice, Hon. John S. Thompson, one of the Judges of the Supreme Court of Nova Scotia.

The Cabinet under the new arrangement will be as follows:—Premier, President of the Council and Chief Superintendent of Indian Affairs, Sir John A. Macdonald; Minister of Finance, Sir Leonard Tilley; Minister of Railways, John H. Pope; Minister of Agriculture, John Carling; Minister of Justice, John S. Thompson; Minister of Customs, McKenzie Bowell; Minister of Public Works, Sir John Hector Langevin; Minister of Marine and Fisheries, A. W. McLellan; Minister of Militia, Sir A. P. Caron; Postmaster General, Sir Alexander Campbell; Minister of Inland Revenue, John Costigan; Minister of the Interior, Thomas White; Secretary of State, J. A. Chapleau, and, without a portfolio, Senator Frank Smith.

Terrible Wrecking Fatality.

Tidings of an awful wrecking calamity come from Grand Manan. About a month ago the Spanish S. S. Humacao 1650 tons, went ashore in a fog on Wallace Ledge while bound from the West Indies to St. John. She was abandoned by her crew, after repeated attempts had been made to work her off. She was examined by several practical men, who recommended that she be at once sold. The New York agent of the underwriters who subsequently examined her, believed that she could be taken off, and he accordingly advertised for tenders. There were no tenders received, but the agent felt so sanguine that he offered to take her off himself, if the insurance companies would consent. After two or three weeks delay the underwriters accepted the advice of the first examiners, and sold her for $2,500 to Donald McNeill, of New York, and James Griffiths and others of St. John.

The Murr ledges is one of the most dangerous places on the Bay of Fundy coast, and, even in moderate weather, the sea that breaks over them is very heavy. Many of those who saw the wreck, expressed it as their opinion that a heavy sea would break the vessel up, but there were a few who believed that Wallace Rock (where the steamer was stranded) was protected to a large extent by the outlying ledge, and that it was possible for the steamer to outlive a heavy gale, It was the general opinion, too, that the vessel was lying on a level ledge, and that she could not slide off into deep water.

Mr. Griffiths, and a crew of eleven men were on the wreck in the equinoctial gale of last week. The task they had undertaken was a hazardous one—as wrecking always is—but if the weather remained good, there was a fair chance of success. Southerly winds did not much affect the wreck, and those on board felt quite as secure while the wind came from that direction as in their own homes. On Tuesday night, when all but the watchmen retired to bed, the wind was from the south and all on board felt safe. The sea was running quite strong, but was not breaking over the vessel. Next morning sea and wind were higher, but the men went about their work as usual, and it was not until the wind veered round to the westward that they felt any fear. With the change in the direction came another change. The sea rose suddenly, and in less than an hour a hurricane was blowing. First the vessel parted in the centre and the forward section disappeared beneath the waves. Then the smoke-stack went by the board and then the mainmast. The only place of refuge left for the twelve souls was the unprotected bridge, over which the seas were constantly breaking. Finally this went and five of the men sank to rise no more. The seven survivors left disappeared one by one, until when the sea had fallen so that a steamer could get to the ledges, only one named Daley, was left. A search was made of the wreckage for the bodies of the dead, but none were found.

DALEY'S STORY.

Jeremiah Daley, the young man who was saved says;—"I left St. John on Sunday morning at 1 o'clock with a gang of men, under Messrs. Griffiths and Napier, to raise the steamer Humacao. There were twelve of us all told. We reached the wreck in the tug Dirigo about noon on Sunday and went aboard at once. We worked Monday and Tuesday. I went to bed on Tuesday night about 10 o'clock. The sea was running pretty strong at the time, but even at high water it was not washing the decks. The after part of the vessel was about level with the water at high tide, but in the forward part it never rose above the lower deck beams. It was rougher on Wednesday morning and we were sent down in the hold to secure the cargo which was being knocked about by the sea as the tide rose. The wind, which was blowing from the south, appeared to rise with the tide, and about 10 o'clock changed to the westward. We were unprotected from this wind and every sea made a clean breach over us. Work was stopped and we began to look about us to see what could be done to render our position more secure. All felt alarmed, but there was nothing to be done, but to get under cover. At first we went to the wheel house amidships, where we remained until a heavy sea struck the ship and she parted a short distance forward of where we were. Another sea came along and threw the forward section off the rock into deep water. All hands then made for the upper bridge. While we stood there watching the seas coming over us we felt that it was all up with us. There was no conversation among the men; in fact, you could scarcely hear you own voice, the sea made so much noise. The next part of the ship to go was the smokestack, and soon afterwards another sea carried away the mainmast. After this the bridge stood one or two seas and then it followed the other parts, and we were all left floundering in the water. I did not see Mr. Napier at all. He had been knocked down by a big sea shortly before we went overboard, and I heard him say, 'My leg is broken.'

"When I found myself in the water I looked about and saw what I thought was the roof of the chart house. I swam towards it and succeeded in getting on it. Four other men also got on top of the raft, and I saw Mr. Griffiths a short distance away on another raft about the same size. Another man, whom I did not know, also saved himself by getting on some of the floating wreckage. We knocked about for nearly an hour, paddling with boards to keep away from the wreck. Then I missed Mr. Griffiths, and soon after the other man. I had only got occasional glimpses of them as they rose on the top of a wave, and can't say exactly when they were drowned. Soon afterwards two of the men on the raft with me died of exhaustion and another, Hartley Stackhouse, gave evidence of going out of his mind. Sam Scribner and myself secured him to the raft with a rope. We were drifting all this time to the westward, but gradually we drifted back in the direction of the wreck and got in among the breakers around the wreck. There the raft overturned and I saw no more of Sam or Hartley. I came to the surface and succeeded in getting on top of a piece of the bridge, which was floating near. On this I drifted about a mile to the eastward, where I was picked up by the men from the Dirigo. I was not greatly exhausted, as you would suppose, but could walk all right when I got on the tug. I was standing in water up to my knees a large part of the time."

PILOT WILLIAM QUINN'S STORY.

Pilot Quinn, who was on board the Dirigo, said "we came up to St. John on Monday and returned the following day About 4 o clock we went out to the ledges to put some water on board the wreck. A high sea was running at the time, and as they had some difficulty in launching the boat Mr. Griffiths called out to us to go ashore and come off again at high water that night. About ten o'clock Tuesday night we again went out to the wreck but had so much difficulty in keeping off the rocks that Mr. Griffiths again told us to go ashore and return again in the morning. The report that the men refused to come off the wreck is entirely wrong. Nothing was said about their coming off at all. They did not think they were in any danger. On board the tug we thought it looked like a dirty night, but not wishing to raise the fear of those aboard we said nothing. Wednesday morning the wind was blowing very strong and the sea was so high that we could not get out of Seal Cove with safety. The wind being from the south we had very little fear for the men on board, but when the wind changed between 10 and 11 o clock we became alarmed. Captain Johnson and myself went ashore and up on the cliff to see how the wreck was making out. We noticed the foremost gone and saw the sea breaking clean over her every time. It was a terrible sea, but it did not last very long. We saw the smoke-stack and the mainmast go, and then we sent the telegram to St. John. When the gale abated we got up our anchor and started for the ledges. This was about three o'clock and in less than an hour I saw, looming up ahead of us Daley standing on the bridge. He was about a mile from the wreck. I got out a boat, which was manned by two islanders, and we soon had Daley aboard the tug. I could scarcely believe my eyes when I saw that he was able to walk. We searched about among the wreckage for dead bodies but found none.

CAPTAIN JOHNSON

said he had very little to tell about the matter. There was not the slightest foundation, he said, for the story that the men refused to leave the wreck on Tuesday night. His story of the finding of Daley does not differ materially from that told by Pilot Quinn. The fishermen living on the island will keep a strict lookout for dead bodies coming ashore, but owing to the distance from the land, there are only faint hopes of any of the bodies being recovered.

The full list of the names of the lost is as follows: James Griffiths, James Napier, Robert Johnson, Bartholomew Armstrong, Hartly Stackhouse, James Strayhorn, James Clarke, Samuel Scribner, Alexander Scribner, Linnwood Munford and John McGee.

[Daily Telegraph.]

Smallpox and Vaccination.

Reports from Montreal show that smallpox is still raging there. The death rate instead of diminishing seems rather to be on the increase, the average number of deaths from smallpox during the past week being fifty a day. Trains leaving Montreal for the west, New York, Boston and Portland are now thoroughly watched. Travellers who have even passed through Montreal are required to either produce certificates of vaccination or be vaccinated on the spot. The quarantine regulations are vigorously carried out by the authorities and the spread of the disease into these cities prevented. There is no quarantine between Montreal and the maritime provinces excepting the distance, but so far only a few isolated cases of the disease have been discovered in these provinces. The disease has disappeared from St. John, and it is hoped that it will not reappear again. Meanwhile there is quite a boom in vaccination

A well known city physician said yesterday, "It seems strange that the people take so little interest in vaccination. Years ago, among the better classes, it was quite as much a part of their creed to be vaccinated as to profess a belief in the Trinity. Latterly, interest has flagged; people have become indifferent; and the number of persons who call on us to be vaccinated is comparatively small. Sometimes weeks will pass and not a single person will apply. In our regular family practice we physicians usually see that every member of the household is vaccinated, but it is only by reminding even this class that they avail themselves of the protection afforded by vaccination. People of all classes are usually indifferent as to their health and sanitary surroundings until it is oftentimes too late.

"Look at the scene produced a few weeks ago by the report that there were several cases of smallpox in the city. I'll venture to say that the medical practitioners in St. John and Portland have vaccinated more persons in the past four weeks than they have in twice as many months previously. All ages and sexes have made a rush for their doctor to be vaccinated, but there are many still to vaccinate before every citizen will wear a scar on his arm. The best authorities affirm that a man should be vaccinated once every seven years.'

For a long time a physician has attended at the office of the Board of Health, Ritchie's building, each Tuesday and Friday afternoon, for the purpose of vaccinating, free of charge, all who apply. Before smallpox reached St. John the number who applied did not average a dozen a week, but within the past few weeks the number has increased to nearly 200 a week. Yesterday the office was crowded with children of all ages, and quite a number of grown persons. Most of them had hold of their shirt and dress sleeves and were looking curiously at a little drop of clotted blood on their arm. Some years ago it was considered necessary in vaccinating a child to make a scas as big as a quarter of a dollar, but now-a-days the skin is only scraped until the blood comes, and the vaccine taken from the arm of a healthy person near by is applied. The operation is quickly performed and with very little pain. This follows about a week later when the virus inflames the wound. Dr. Daniels last injunction to all of whom he vaccinated yesterday, was to return in a week so that he might see whether the vaccine had "taken" or not. There were several present who had been vaccinated last week. When an exceptionally good scab was formed it was pricked and the vaccine transferred to a minature glass capillary tube. The ends of the tube were then sealed up for future use.

"How many persons have you vaccinated?" the reporter asked of Dr. Daniel.

"In the past week or two there has been a great rush, and I suppose that 900 persons have been vaccinated. To-day I have got through with about 150; on Tuesday the same number passed through my hands. On Friday a week ago I had 165 'patients.'"

Dr. Daniel also informed the reporter that in about 75 per cent of the cases the vaccine "takes."

The ADVANCE has received the following circular issued by the Mayor of Montreal,—

In justice to the City of Montreal and its business community, as well also as to counteract as far as possible the exaggerated reports that have appeared in certain portions of the public press regarding the prevalence of Small-Pox in the City, it has been deemed advisable to publish the statistics of the mortality from that cause, showing the districts in which the disease is located, the number of deaths in the different wards affected, and the proportion of infant to adult deaths within the City since the commencement of the outbreak.

It will be seen from the subjoined statistics that in the business portion of the City the existence of Small-Pox is very limited.

The report of Dr. C. W. Covernton, Chairman of the Provincial Board of Health of Ontario, should convince the public, that as regards goods manufactured in the City, when the precautions used to guard them from infection are properly carried out, the danger from that source is practically nil, while as to goods imported and in warehouse they are as free from infection as they would be in any city of the Dominion.

H. BEAUGRAND,
Mayor.

I have read the above circular and am authorised by the Provincial Board of Ontario to endorse the views contained therein.

THEODORE S. COVERNTON, M. D.
Medical Inspector Provincial Board of Health for Ontario.

From 1st April to 5th September inclusive.

No.	Ward.	Deaths.
1	St. Marys	134
2	St. James	114
3	St. Louis	91
4	St. Antoine	20
5	St. Lawrence	13
6	St. Anne	10
7	Business Wards West	0
	Business Wards Centre	4
	Business Wards East	2
10	Hochelaga	6
	Hotel Dieu	2
	Civic Hospital	19
	Unknown	1
	Total	416

French Canadians 354, other Catholics 38, Protestants 24 416

6 Months and under	24
1 Year " "	33
5 Years " "	188
10 " " "	92
15 " " "	24
Under 15 years	361
15 to 20 years	13
20 " 30 "	32
30 " 40 "	3
40 " 50 "	5
50 " 80 "	2
	55
Total	416

Signed, J. IGNATIUS FLYNN,
Secretary Board of Health.
MONTREAL. 11 September, 1885.

Dying in the Streets.

A SMALLPOX PATIENT ESCAPES TO THE STREET IN A DELIRIOUS STATE AND DIES.

(Montreal Star, Sept. 23.)

Last night about midnight people living in Dalhousie Street, near William, were aroused from their slumbers by cries for help, in a woman's voice. Those living in the neighborhood saw a man running about the streets in his night clothes, and a woman trying to persuade him to return to his home, and crying for assistance. The man was Enoch Adams, until recently employed as a tinsmith, by the Grand Trunk Railway, and the woman was his wife. It appears he was found to have the smallpox on Saturday last, and the patient grew worse, until last night, when in a frenzy of delirium, he rushed out of the house and began to run around the streets. The devoted wife, who had alone remained to nurse him, shouted for help, but the neighbors, knowing he had the disease, failed to assist him. She then went to No. 7 Station, but on explaining the matter no one brave enough could be found to render any assistance. A stranger who was passing, however, assisted her to remove her husband to his own door step The dying man had been lying in the street for nearly an hour in a blinding storm of rain and wind, and within a few minutes after being placed on the step he died before he could be taken up stairs. The wife covered the body, and it remained in the hallway with the legs projecting into the street, until nearly nine o'clock this morning.

About half past five, a neighbour named McKeon, went to No. 7 Station, and requested the sergeant in charge to send a man to warn the passers-by of their danger. A man was not sent, however, until about a quarter past seven, when Officer Brown was stationed at the corner of Dalhousie and William streets, and Officer McCullough at the corner of Dalhousie and Ottawa streets. The officers say they had hard work to keep the people from going near the infected house.

Mr. Conroy, residing at No. 165 Dalhousie street, went to No, 6 Station and requested the police to render some assistance but the sergeant refused, saying it was not in his district. Mr. Conroy then went in a cab to the Central Station, and reported the case, and asked the sergeant in charge to telephone to the Yonge-street Station, and direct them to place a guard over the street to warn pedestrains. The sergeant refused to do this, and told Mr. Conroy the proper place for him to go was to the Health Office. He at once proceeded there, and reported the case, but they told him it had not been reported before, although the police say they did report it to the Health Board and no notice was taken of it. Be this as it may, no placard had been placed on the house, and nothing had been done by the Health authorities to assist the afflicted family.

At an early hour this morning the devoted wife was bending over the remains of her dead husband, while on the other side of the street a crowd of citizens, afraid to approach, were spectators of the melancholy scene. A member of the Board of Health, being spoken to regarding this terrible affair, blamed the police roundly for not immediately notifying the Health authorities by telephone, when assistance would have been rendered.

The Genesta Scores Another Victory.

NEW YORK, Sept. 29.—The British cutter "Genesta," which raced the American schr. yacht "Dauntless" for the Cape May Challenge Cup, has scored another victory. She made the distance from Sandy Hook buoy, No. 5, around five fathom bank lightship, off Cape May and return to Sandy Hook lightship, in all 275 miles, in 42 hours, 14 minutes and 40 seconds. The "Dauntless" was last seen about 5.30 p. m. Sunday afternoon about 5 miles north of the upper lightship, near Cape May. with the foretopmast broken off. She was then about 30 miles behind the "Genesta."

The starting signal was given a few minutes before 4 o'clock on Saturday afternoon and the "Genesta" whistled across the line at that time, followed a minute or two later by the schooner. There was a brisk breeze blowing from the south east and the cutter availed herself of it in the best possible manner. At 5.30 Saturday afternoon the Dauntless which was a mile behind the English craft, took in balloon jib and set her small jib topsail. At six o'clock she was estimated by those on the press tug "Luckenback" to be 3 miles behind. The tug followed the "Dauntless" for a little while but finding the cutter was running away from the schooner, the "Luckenback" steamed after her. The "Genesta" headed about S. W along the Jersey coast and at 7.30 p. m., the electric lights of Long Branch were visible on her beam, An hour later she was abreast of Asbury Park. Barnegat light was sighted early in the night, and the staunch little cutter was abreast of its brilliant flash at 1 a. m., on Sunday morning. About 8 o'clock Sunday morning Absecome Lighthouse was sighted west by north-west, and the wind freshened a little. The North-east end of the lightship off Cape May was sighted by those on the tug at 11.30. The trip was uneventful. At exactly 10h. 11m. 55s., the "Genesta' rounded Sandy Hook lightship. Her official time of the race was 42 hours 14 minutes and 55 seconds and her actual time was 42 hours 14 minutes and 40 seconds. She was then taken in tow by the tug "Luckenback" and conveyed to anchor off Tomkinsville.

The "Dauntless" was expected to arrive at Sandy Hook lightship about 4 p. m. Yachtsmen are at a loss to know how her topmast was broken off,

Raising the Hanoverian.

Pretty nearly all above the surface has been landed from the Allan S. S. Hanoverian, recently wrecked on the Nfld. coast, and the submerged portion is being hoisted out by the aid of divers. The larger part of the most valuable merchandise, consisting of 4000 packages of condensed meats, 1500 to 1600 packages tinned lobsters, 500 barrels pork, 2000 barrels of resin (half of which, it is stated, has been got ashore), a quantity of flour and leaf tobacco has been sold at auction at St. John's—the prices realised being quite high for such goods, from 20s. to 35s. a package being obtained for the canned provisions. The *Telegram* learns from Captain William Hackett that an examination has been made with the view of determining what prospect there is of getting the Hanoverian afloat. It appears that the plan of operations holds out sanguine hopes of success. Whatever damage the ship's hull has received is entirely confined to the lower part, which rests upon the beach, and even here it is said that the fractures to the plates do not extend to any great extent along the length of the ship. The upper half or three fourths of the hull is intact. it has been stated that the steamer is not built in compart