

NEWS SUMMARY.

Bernard McGuire, of Northampton, Carleton county, has assigned to Sheriff Hayward for the benefit of his creditors.

Tenders for building Carter's Point wharf, Kings County, will be received by the department of public works up to Monday, Oct. 10.

Members of the fishery commission reached St. John Tuesday afternoon, on their return from a visit to Nova Scotia bay points, at which the evidence of fishermen was taken.

Peter DeRoche, twenty-two years of age, belonging to Prince Edward Island, fell off the new wharf being built by the Dominion Government at Fort Lawrence Wednesday afternoon and was drowned.

As the Kings county exhibition opens on the 4th of October, Judge Wedderburn by general request has adjourned from that day until the following Monday at 10 a. m. the county court.

The Moncton and Buctouche railway station at Moncton was slightly damaged by fire and water Sunday afternoon. The fire started in an attic over the dwelling occupied by Gabriel Casey, and before it was suppressed the building was flooded with water.

Mr. Ellsworth Higgins, of Waweg, had the misfortune to cut his foot severely Monday near Forest City, Me. He was alone at the time and was obliged to walk two or three miles to get help. He was brought to the hospital in St. Stephen by the evening train, and will lose a part of the foot.

Clare Hale, of Moncton, referred to Wednesday as having been left \$15,000 by George Shaw, of Manchester, Eng., was the wife of Edward Hale, machinist in the employ of the I. C. R. at Moncton. Mrs. Hale died in Moncton more than a year ago. George Shaw referred to in the cable, was an uncle of Mrs. Hale.

A new schooner, Georgia Pearl, 119 tons, was launched last Saturday at the Jemseg. Her owner is Capt. W. F. Currie, and she is considered one of the finest vessels ever

launched in those waters. In a few days she will be sparred and when fitted out by Mr. A. W. Adams will trade between St. John and the States under the command of Capt. A. L. McLean.

Three barns near the Canada Eastern station house belonging to the J. B. Snowball Co., were totally destroyed by fire Wednesday. Six horses belonging to the company were saved, but two perished. Besides groceries the buildings contained eleven puncheons of molasses, six barrels of beef, a large quantity of hay and feed, farming implements, two crates of dishes, all of which were lost.

Hitherto the very valuable scholarship given by the commissioners of the 1851 exhibition to Dalhousie has been ordered every second year. This year Dalhousie nominated a scholar. A few days ago the college authorities were informed that another scholarship would be placed at their disposal. These scholarships are worth \$750 a year and are tenable for two years, but in cases of exceptional merit for three years.

John F. Stairs, of Halifax, president of the Nova Scotia Steel and Coal Co., died at Toronto on Sept. 25. Mr. Stairs was attacked by illness in that city some time ago. John Fitzwilliam Stairs, ex-M. P., wholesale merchant, Halifax, was born January 10th, 1848, in that city, being a son of the well known W. J. Stairs, president of the Union Bank of Halifax. He was a director of the Nova Scotia Steel Co., of New Glasgow, and was more recently director and president of the Nova Scotia Steel and Coal Co., a director of the Nova Scotia Sugar Refinery Co., and largely instrumental in consolidating the Halifax and Moncton sugar refineries. He was also president of the Eastern Trust Co. He was elected M. P. P. in 1879. Mr. Stairs was one of the best known business men in Canada, and his death, while still in his prime, will cause a deep feeling of regret among his many personal friends.

THE NINETEENTH CENTURY AND AFTER. Edited by James Knowles. Published Monthly. Contents for Sept. 1904.

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XIII. Last Month.

(1) By Sir Wemyss Reid.

(2) By Edward Dicey, C. B.

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INTERCOLONIAL
RAILWAY

On and after SUNDAY, July 3, 1904, trains will run daily (Sunday excepted) as follows:

Trains Leave St. John.

No. 6—Mixed for Moncton	8 00
No. 2—Express for Halifax Sydney and Campbellton	7 00
No. 26—Express for Point du Chene Halifax and Pictou	11 45
No. 4—Express for Moncton and Point du Chene	11 10
No. 8—Express for Sussex	17 15
No. 134—Express for Quebec and Montreal	19 00
No. 10—Express for Halifax and Sydney	23 25
No. 136, 138, 156—Suburban express for Hampton	13.15, 18.15, 22.40

Trains Arrive at St. John

No. 9—Express from Halifax and Sydney	6 25
No. 7—Express from Sussex	9 00
No. 133—Express from Montreal and Quebec	11 50
No. 5—Mixed from Moncton	13 10
No. 3—Express from Moncton and Point du Chene	17 05
No. 25—Express from Halifax Pictou and Campbellton	17 15
No. 1—Express from Halifax	18 45
No. 81—Express from Moncton (Sunday only)	1 35
No. 135, 137, 155—Suburban express from Hampton	7.45, 15.30, 22.05

All trains run by Atlantic Standard Time; 24.00 o'clock is midnight.

D. POTTINGER,

General Manager.

Moncton, N. B., July 2, 1904.

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