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THE BROKEN BANK.

What was Revealed at the Meeting of Shareholders and Creditors Yesterday.

Statement of Assets and Liabilities with Auditor Knight's Report.

Manager Maclellan Tells a Dismal Tale.

Voting for Permanent Liquidator—A Gloomy Outlook.

A meeting of the shareholders of the insolvent Maritime Bank was held in St. John yesterday. Among those present from this city were Messrs. Wesley VanWart, Fred B. Edgecombe, W. B. Coulthard, Wm. Lemont, Attorney General Blair, C. H. B. Fisher, J. R. Howie, Timothy Lynch, F. P. Thompson. Dr. Botsford presided. The chairman ruled that any person presenting a proxy could vote.

The following nominations were made for liquidators:—Messrs. Jas. G. Taylor, Jas A. VanWart, H. L. Sturdee, John Russell, W. E. Collier, Wm. Lemont, R. Whiteside, A. C. Smith, W. F. Butt, Ezekiel McLeod, Jas. S. Todd, G. Herbert Lee. Mr. Turnbull thought the best combination would be a first class lawyer, a first class banker and a first class merchant.

On motion the provisional liquidator, H. L. Sturdee, was called upon and read a statement of the action he had taken in the premises since receiving his appointment. He also submitted the following statement of the assets and liabilities and the report of Inspector Knight thereon:—

ASSETS.

Amount to credit of Provisional Liquidator in Bank of New Brunswick	$ 12,261 25
Specie	47 32
Dominion notes	37 00
Notes of and cheques on other Banks	84 99
Sundry checks and other vouchers held in tellers' cash at head office and agencies	52,185 64
Balances due from other Banks in Canada	8,085 20
Balances due from other Banks in United States of America	11,439 10
Balances due from other Banks in Great Britain	8,606 83
Town of Woodstock debentures	1,000 00
Loans to Provincial Government	99,926 55
Local bills discounted [not hypothecated]	515,041 56
Bills discounted, remitted	283,063 56
Bills discounted, [hypothecated]	106,086 02
Collateral securities [hypothecated]	106,086 62
Overdrawn accounts	610,414 53
Past due bills	58,730 45
Bills of exchange on hand	404,862 23
Real estate [Maritime Warehousing and Dock Company]	30,000 00
Premiums paid on life insurance policies	2,043 01
Estate of Carvill, McKean & Co.	250 00
Bank furniture, etc	5,670 86
Collateral securities [on hand]	13,583 46
	$2,142,159 22

LIABILITIES.

Notes in circulation	$ 207,204 00
Dominion Government deposits	15,197 57
Dominion Government contractors' security account	45,538 00
Provincial Government deposits	151,250 87
Deposits payable on demand [current accounts]	373,355 11
Deposit receipts outstanding	421,790 01
Due to other Banks in Canada	68,962 50
Bills of exchange issued and accepted by Maritime Bank, payable in London, G. B.	231,843 44
Drafts issued by Maritime Bank its agencies, outstanding and	62,403 70
Collateral securities lodged with and hypothecated by the Bank [contra]	103,086 72
Collateral securities, not hypothecated [contra]	13,583 40
Capital account	321,900 00
Reserve fund	60,000 00
Balance to credit of profit and loss	63,842 81
Dividends unpaid, and fraction of share	201 00
	$2,142,159 22

NOTES.

Bills of exchange bearing Bank's endorsement, not shown in above balance sheet [explained in report] £125,654 4s. 11d.

W. M. BOTSFORD,
Accountant.

This statement, prepared by the Accountant of the Maritime Bank, has been examined by me, compared with the books of the Bank, and found to be correct—save for sundry items referred to and commented upon in my report to the Provisional Liquidator.

JOHN T. P. KNIGHT,
[Merchants Bank of Halifax],
Auditor.

St. John, N. B., April 26th, 1887.

AUDITOR'S REPORT.

The general report of the auditor, Mr. John Knight, dealing with the financial statement under its various headings, is as follows:

Provincial Liquidator—This amount was due to credit of Provincial Secretary at the Bank of New Brunswick on the 15th instant, less a deposit of $333.94 charged on that day, but not credited by Bank of New Brunswick until 16th inst.

Sundry cheques, etc., letters cash—This amount is represented by cheques of Maclellan & Co. on correspondents with whom no funds were lodged to cover, for reasons not explained in the bank books; also cheques of other parties held in same way. The balance is an asset of unknown value.

Balances due from banks in Canada—Contra accounts will considerably reduce the amount of this item.

Balances due U. S. Banks—Not regarded as recoverable. See contra accounts, securities, etc.

Balances due London—The limited time at my disposal renders verification of this by me impossible. But of this amount $761,288 appears to be bills of exchange drawn by parties [since bankrupt] rendered for collection, etc., to London, G. B.

Provincial Government—A contra account shows the government of New Brunswick to be a creditor for some $50,000—less claims shown in bank books.

Local bills not hypothecated.—Of this amount $325,000 is known to be a very doubtful asset. I find an item of $168,423.08 on list of bills is not represented by any document save an acknowledgement of said sum being the correct amount of Mr. Geo. McLeod's indebtedness to bank on current account which was (at the date of said acknowledgement being signed) covered by the transfer thereto of the reported balance now unrepresented among local bills, although debited to same. This entry in bills discounted appears to have received sanction of directors.

Bills Discounted—Remitted—I have not been able to obtain all the verifications for these bills (see list herewith.) The full amount of same are not under any circumstances recoverable.

Bills discounted [Hypothecated]—Held by other banks as security for bills of exchange purchased and advances made to the Maritime Bank. Margin doubtful.

[illegible]ls—[See contra accounts]—hy[illegible]ks, etc., [held as security [illegible] in trust by bank] [illegible] loans, etc., by

Overdrawn Accounts—Of this amount about $350,000 is due from bankrupt estates and a large additional sum [$180,000] is not, in my opinion, a desirable asset. See statement.

Past Due Bills—Of this amount, two notes amounting to $20,000 when discounted were attached to collaterals since hypothecated by "Maritime."

Eight thousand dollars represents deposit now in the hands of government. Fifteen notes [about $4,000] are certified by solicitors to be in their hands for collection.

Bills of exchange (on hand)—This item is not easy of explanation. It seems to consist of £84,600 in bills of exchange drawn by Messrs. R. & J. Stewart, and Guy, Bevan & Co. Of these bills, £43,775 are now in the bank, and were exchanged by me; £7,825 forwarded to London and not accounted for; and £38,000 in hands of solicitors. I find that at a time when the current accounts of parties herein mentioned were largely overdrawn, this amount of £33,000 was accepted by bank as a deposit to reduce said accounts.

Real Estate—The bank solicitor has, since my auditing of the balance sheets, deposited in bank the title deed to the property mentioned in statement.

Premium in Life Insurance—Amount paid by bank on insurance policies for $50,000 on the life of George McLeod, a debtor.

Liabilities—I have endeavored to obtain verifications of the balances due ledger depositors and others.

Circulation—I find the note register contains entries of notes received from engravers and placed in circulation, but is faulty as a record of destruction of mutilated currency. It has been customary to record the burning of the notes in the directors' minute book. Said minutes are signed "Thomas McLellan, president," and form the only evidence of correctness in the debts to this account.

Deposit Receipts—See note of auditor attached to list of deposit receipts outstanding.

Drafts issued and outstanding—This account consists largely of drafts on Montreal and Boston for large amounts sold to other banks on the eve of the suspension of the Maritime Bank.

Collaterals [not hypothecated] examined by me and now in custody of Provincial Secretary. The liquidators will please note that some of the coupons attached to debentures are now payable.

The note explanatory of exchange endorsed by Maritime Bank and not shown in the accompanying statement refers to £125,654 4s. 11d. bills of exchange endorsed by the President of the Bank for the firms of Stewarts and Guy, Bevan, & Co. The fate of the bulk of this exchange is not known. Of this first stated amount £78,172 1s. 6d. only was purchased and resold.

Respectfully submitted,
JOHN KNIGHT, Auditor.

The following scrutineers were then appointed:—George F. Smith, C. H. B. Fisher, H. J. A. Godard.

Judge Palmer said he did not think the directors had treated the shareholders fairly. The people should know something about how the unfortunate affair had occurred. He did not see how the interests of the bank would be served by concealing anything. He would like to see the matter thoroughly discussed. Let it come before the public just as it is. It was to him a terrible thing that the people's money was taken and wasted in the manner in which it had.

President McLellan's Statement.

Mr. Dunn moved that the president and directors be requested to give a report.

This was seconded by C. H. B. Fisher, and carried.

Mr. McLellan, the president, then arose. He stated he was not in office nor were the directors, and they had, therefore, no report to make. Personally he would like to make a statement, if he was granted permission.

On receiving permission, Mr. McLellan read the following statement:—

It is only due to the shareholders and creditors of the Maritime Bank, and to the general community, that I should make some personal statement. It cannot now be other than a painful one for me to make, and for you to listen to. Nobody can realize more fully than I do how much I have disappointed the general expectancy, and fallen short of my reputation and of the good opinion in which I was held in this community, where I have lived so long. The suspension of the Maritime Bank is a great and lasting disaster, and has been made all the worse, I feel by reason of the confidence placed in me. My best friends suffer most. My personal pecuniary loss is at a moment like this of little public concern, and I only allude to the loss of my own means in the wreck of the bank to enable me to say with some hope of belief that I did not intentionally bring about this calamity to others. I expected the promises made by customers would be performed, and it may, perhaps, be accepted as some evidence I did so think, however, infatuated the belief may appear, that I gave no one any hint of a possible collapse, nor did I in any way protect myself, my relatives, my partner, or my friends. The bank had some very good general business and there were encouraging features connected with it. The dullness of trade was against it, but the chief cause of the losses was from heavy advances to lumber and shipping firms.

I feel that it is a poor satisfaction to my co-directors for me to say that I thoroughly recognize I was the primarily responsible manager and that I am mainly to blame for the fate that has overtaken the bank. It is true that they knew of the heavy lumber accounts I have referred to, and owing to the depression is lumber and shipping, the danger of any undue forcing of these accounts, and in hope of better times, they approved generally of nursing these accounts along and working them down as we best could, but the board did not know all the details, nor did my colleagues know of the recent large increase in the liabilities of Messrs. Stewart and Guy, Bevan & Co. Between board days I had always calls for transactions that could not be put off, but I deeply regret I did not more fully consult with my co-directors. I can only now accept the blame that belongs to operations which I hoped would avert loss, but which has only put off and intensified the evil day.

The two firms already named, R. A. & J. Stewart and Guy, Bevan & Co., have done business with the bank since its reorganization. Shortly after Mr. Robert A. Stewart came out here about eighteen months ago he was urged to reduce. He told the directors that he had organized the New Brunswick Trading Co. with the view of strengthening the position of the two firms, and that he expected to be able to reduce the liabilities as the directors wished, but time would be required. He said Guys owed Stewarts and and he wished to see them carried through, and on his assurance that both firms had ample resources to meet all their liabilities, and that he would labor to realize and pay off, the directors agreed to relinquish the securities they held from Guy, Bevan & Co. on a mill and timber limits in this province, and took, instead, £15,000 shares of the New Brunswick Trading Company's stock, which the bank still holds. It was then understood that the two firms were so intertwined that Mr. Stewart was to work for the reduction of the liability of the one as much as of the other, and the two firms have been looked upon as one and the same. Indeed it has since the failures been found out, and can be proved, that Messrs. Stewart bought out the partners and took over the business of Guy, Bevan & Co. in 1882.

Later on, the accounts were increasing rather than being reduced, and a reduction was insisted on. Mr. Stewart again met the Board and assured us the Trading Company was being made a success and that the accounts would result satisfactorily, only he must be allowed time and assistance to work them down without being worried by me; and he left the Board with the understanding that he would do his best to reduce the debt. To quote his own words he said: "It is a heavy undertaking, but you may be happy it is in good hands." "I hope and expect it won't take very long." But their credit did not improve. When the shipping season would cease there was difficulty in disposing of their exchange. Then this difficulty was increased by an anonymous circular, which was sent around to the Banks here and elsewhere. Afterwards Mr. Stewart was laid up in Boston and this delayed his plans and did not improve the position. He was dangerously ill, had several relapses and his physicians said that unless he had freedom from care he could not live. I was anxious to relieve him as much as possible. He induced me to believe that as soon as he could get to Montreal and arrange for the transfer of the Ottawa lumber business he had gone into from his co-partner to the Trading Company he could largely reduce the indebtedness. His plans need not be here detailed, but of them he wrote: "Once this done the end would be near. One would be inclined to waver and doubt the possibility of ultimate success were it not as clear as day to me provided no accident or folly frustrates my plans;" when he was at length able to go to Montreal he doubtless did his utmost to carry out his plan, but was not able altho' he kept constantly advising that he was making satisfactory progress. Within a few hours of the stoppage of the bank one of his telegrams stated that the Bank of Montreal had virtually taken over Stewart's account, that Maritime Bank stock would boom away up in consequence, and he added, "Keep cool and all will be well." He promised to make a large deposit with this bank on Monday, 7th March, and it was his failure to do this that caused the bank to close its doors.

The board knew that the Ottawa business was one of great expectations and profit and that Mr. Stewart had the bank of Montreal siding it. The N. B. Trading Company was reported as prospering and getting fresh capital in London and as having its business on this side readily done by the bank of Montreal, Chatham, and the bank of British North America. All this is narrated not as an apology for me, but to show how I was led on step by step, believing in the ultimate success of Mr. Stewart's endeavors to bring matters out all right. It was the original businesses of these firms which had become the weakest and the worst that were crowded in on the Maritime bank, and the effort to sustain them at this weak point has largely brought about this ruin. Owing to the delay and embarrassment caused by Mr. Stewart's illness the liability has much increased of late. When their exchange could not be resold by this bank in sufficient quantities to meet their requirements in order to raise cash I borrowed on other securities, or gave security along with the exchange as collateral; and to still further aid them recourse was had to two other expedients, which I now regret having resorted to without the sanction of my directors:— Mr. Stewart represented that it would strengthen their credit if instead of forcing their exchange on the market on this side I would pay them for it in our exchange which they would use abroad, and they would make their bills mature in London before ours and thus provide for ours. The other way of assisting to finance it is even more to be regretted. This was to endorse their exchange which was sent to London for negotiation there, Mr. Stewart getting it on the plea that it was only a temporary thing and would save his calling on us for cables to meet exchange about to mature on which the Bank was already liable that it might not be used but would be in London in case of need. What was used they would retire, and what was not used would be returned. This was, unfortunately, listened to and acted on. A considerable amount of both kinds of exchange was not used when the Bank closed. Some of it was *en route*, or not delivered, at any rate not used and Mr. R. A. Stewart told me that his brother in London had cabled to know if he would return it and that he had replied "certainly" and that I would get it back. In a letter received this week Mr. Stewart writes:—"Much of the exchange is in his own hands, and can be cancelled or exchanged if we can legally do so. A great part of the exchange will be paid, and I am in hopes of some all round settlement that will cancel this part of the account altogether."

Another account which gradually increased, and by which there will be a heavy loss, is that of George McLeod. We found ourselves before we were aware of it saddled with sterling exchange drawn on strong houses in Britain, but which had to be covered before it would be accepted, and we had finally to retire it. The only security held was on one vessel and all that Mr. McLeod would give voluntarily in addition was security on his two mills in Kent County. The statement of his affairs which he submitted showed a large surplus and he professed to be confident of his ability to pay all his liabilities, and, if shipping and lumber only yielded anything like the returns they had done, to reduce them very rapidly. The debt has not been reduced one dollar since. When pressing him for security, he wrote me a letter of which the following is a copy:—"I have considered carefully the question of the security suggested yesterday, and am quite convinced it would not benefit either the bank or myself were I to give it. I am thoroughly satisfied of my ability to pay your bank every cent of my indebtedness and pledge myself that should any unforeseen circumstance arise which would disappoint my just expectations in this respect, I will prefer your bank before any other creditors to whom I might be indebted. I do not anticipate any such result and I trust this solemn assurance on my part to protect the bank (should any occasion arise for it) will be received by you and your directors in as good faith as I sincerely make it."

But after all the forbearance shown him he disregarded his promise, and after transferring his good assets to his sons and others he made an assignment giving a preference to one and another and even to another bank, effectually shutting out all hope of our getting any dividend from his estate beyond the security now held.

I have gone into some detail as to these accounts as their magnitude and mismanagement are what have dragged down the bank. It is a miserable story. It costs me my good name in this community where I have lived for a quarter of a century, and which I had expected would be my permanent home. It has blotted out my home and the home of those who bear my name. It has caused grief and loss to my friends, and it has spread suffering among those who had a right to expect from me better things. I have little hope now of ever being able to repair the disaster in any degree, but all that I can do to aid the liquidators in their onerous work I shall be ready and willing to do. For the rest, I can only cast myself on the generosity of those who have suffered through me.

Mr. Smith, of St. Stephen, said it had been currently reported that many stockholders never gave cash for their stock that they gave notes and that at the time of the failure of the Bank these notes had not been taken up. He asked Mr. Maclellan if this was so?

Mr. Maclellan said he was not prepared to furnish any more particulars than he already had. After further remarks by those present, Mr. Maclellan stated he would be most willing to answer all questions. With respect to the Stewart matter he stated that a suit was now pending against Stewart and it was not prudent to answer all questions relating to their affairs.

Mr. Smith pressed his question as to whether all the stock holders had paid cash for their stock, or had given notes, which had been renewed from time to time, and which were not yet paid.

Mr. Maclellan said there were a few stockholders in that position. He took all the blame on himself. He had been foolish, and had done things which he would rather have cut off his hand than do had he known what the result would be.

Mr Lemont said there was a grim satisfaction in attending this meeting. It was a financial funeral and we had been called together to appoint pall-bearers to bury the corpse out of sight. He went on to point out the terrible disaster which the failure of the bank had caused throughout the country and the [illegible] of the president and directors of th[illegible]k in giving so much credit to the [illegible]t concern. He agreed with Mr. '[illegible] that it would be well to appoint a banker and a merchant for liquidators.

Liquidators.

The result of the shareholders' vote for liquidators, each $100 share representing a vote, was as follows, the first three named running together:—

H L Sturdee	1,924
W E Collier	1,740
J A VanWart	1,633
J G Taylor	1,084
E McLeod	874
J S Todd	874
A C Smith	683
Bank of Nova Scotia	347
G H Lee	206

Creditors Meeting.

The creditors meeting was held yesterday afternoon according to the order of the chief justice, Ald. Peters in the chair.

The claims presented by the creditors were for all amounts and ranged from $5 to far up into the thousands. The largest claim was that made by the bank of Montreal, which called for $151,842.44. Next to this, among the banks, came the bank of British North America, with $98,971.38. The dominion government admitted itself to be "out" to the tune of $60.197.57, and the provincial government $33,000. Among the specially interesting claims are those presented by the New Brunswick trading company and Messrs. Barclay, Bevan, Tritton & Co., of London; the former declared itself a creditor to the sum of $116.682. and the latter for the amount of $37,258.90. Some of the other claims were: Water commissioners of St. John, $35,949.52; People's Bank (Fredericton) $4,896.66; Canadian Bank of Commerce, $6,304.39; almshouse commission, $3.810.26; St. John gaslight company, $14,000. Among the largest claims submitted by individuals and firms were those of Brown, Shipley & Co., $24,000, Thomas T. O'Dell, $18,000, and T. E. Hanrahan & Co., $5,000.

THE FREE MASONS.

Annual Meeting of the Grand Lodge of New Brunswick.

The twentieth annual communication of the grand lodge F. & A. M., of New Brunswick, opened on Tuesday afternoon. Hiram lodge of this city was represented by Messrs. Harry Beckwith, Jas. D. Fowler, Jas. N. Hawthorn, Alex. Burchill, and St. Mary's lodge by Messrs. J. G. Hall, and Albert Boone. Owing to the absence of grand master Ellis at Ottawa, deputy grand master Beckwith presided.

The grand offices were filled as follows:—Harry Beckwith, as grand master; Geo. R. Sangster, senior grand warden; W. R. Skillen, junior grand warden; Thomas A. Peters, district deputy grand master No. 1 district, E. Lee Street, district deputy No. 3 district; J. T. Whitlock, district deputy No. 5 district; Rev. W. W. Brewer, grand chaplain; Charles Masters, grand treasurer; Edwin J. Wetmore, grand secretary; Henry G. Hunt, as senior grand deacon; Andrew McNichol, as junior grand deacon; John A. Watson, grand director of ceremonies; John Mullin, as assistant grand director of ceremonies; P. A. Melville, as grand sword bearer; John G. Hall, grand standard bearer; H. V. Cooper, as grand pursuivant; D. McFadzen, J. M. Fowler, Geo. H. Clynick, J. E. Stewart and A. E. Alexander, grand stewards; Dingee Scribner, grand tyler.

The address of the grand master was read by the presiding officer and referred at considerable length to the jubilee year of Her Majesty's reign, and to the twentieth anniversary of the grand lodge. The report of the grand secretary showed that 88 new members had been admitted, 25 had joined, 13 had been reinstated, 80 had withdrawn, 74 had been suspended, and 17 had died. The total membership at 27th December, 1886, was 1838, a decrease of 44, as compared with the year 1885. The following brethern have been appointed representatives to the grand lodge of New Brunswick, viz.: Robert Marshall (re-appointed), from the grand lodge of Iowa; George R. Sangster from the grand lodge of Kansas; Thos. Walker, M. D., from the grand lodge of Minnesota; John D. Short from the grand lodge of Georgia.

TIME CHANGES.

How to Horoscope the Arrival and Departure of Trains.

Between standard time, eastern time, and the new system of time notation, the arrival and departure of the trains will, in future, be about as uncertain to the average traveller as to attempt to horoscope the weather without an almanac. In order to insure the smooth working of these timely changes, all who propose to visit Dalhousie, Richibucto and the other noted seashore resorts this summer, should at once begin the chronometrical calculations to prevent confusion at the depots.

The chief superintendent of the Intercolonial in his circular relating to the twenty-four o'clock system to be adopted by the road, offers some suggestions for the necessary changes of the clocks and watches now in use. Among them are the following which may be of interest and service to all. There is no need of getting mixed:—

The clocks and watches now in use are easily altered to suit the new system by placing the numbers 13 to 24 in a circle on the dial inside the present numbers, 13 corresponding to 1 o'clock, 14 to 2 o'clock, and so on to 24, which answers to 12 o'clock midnight.

To apply the new dial, moisten every part of the gummed surface, then place it in position and press it on evenly and firmly so that every part will adhere. Unless this is carefully done it may blister or scale off and interfere with the hands.

If the watch or clock has a second hand, a segment should be removed from the new dial to make room for it.

The best time to apply the new dial is at half-past five or half-past six, when both the hour and minute hands are out of the way.

Those requiring dials for clocks should state the diameter of the clock dial inside of the present figures.

This timely notice is given in order that all may apply the new numbers to their clocks and watches, and become familiar with the working of the new system before it goes into operation.

Improvement in Semaphores.

David Tapley, track-master of the N. B. R., has made four new improvements on the Semaphore; First, the double universal joint for turning lamp and signal board, built of wrought iron, running on eight turned journals; no weather or storms can interfere with it. Second, a slotted lever is attached to the lamp rod, and is worked by a guide fastened in the cable, doing away with the connecting rod between the lamp rod and weight. Third, an appliance for shortening or lengthening the cable at the operater's will, when required, at different temperatures of weather. Fourth, the operating stand or post in which is placed a segment and lever with spring latch, and a weight corresponding with the one at the Semaphore, which completely counterbalance the whole thing. There is no weight to lift or pull; merely lifting or lowering a lever six inches will open or close the road against trains. A signal one mile away can be operated by a boy of ten years old in from one to two seconds with ease. By this system there is no slack wire, no breakage, and no expense for maintenance. It will run for years without costing any thing for repairs, and is safe and reliable in every particular.

Mr. Tapley has his improvements patented in Canada, United States, England and France, and has solicitations for his improvements from the four countries. We understand that the Chief Engineer, Moses Burpee, has purchased three Semaphores built on the new combination, and intends to counterbalance all the old system on the N. B. R.—Press.

Beautiful Women,

are made pallid and unattractive by functional irregularities which Dr. Pierce's "Favorite Prescription" will infallibly cure. Thousands of testimonials. By druggists.

As a hair dressing and renovator, Aye Hair Vigor is universally commended. eradicates dandruff, cures eruptions of the scalp, invigorates and beautifies the hair, and prevents its fading or turning gray.

ALL DANGER OVER.

The Great Ice Shove of Yesterday.

Hundreds View the Grand Spectacle from the Bridge.

The Power of Dynamite—Clear Water To-Day.

A number of people stood on the bridge yesterday afternoon between 2 and 3 o'clock awaiting dynamite developments or natural disturbance of some sort it mattered little to them which, so long as there was something to produce a change and sensation. A little before three o'clock three men were seen making their way out on the broken ice from the St. Mary's approach. Everyone knew these men had dynamite in their pockets and there was a general rush for the scene of the operations—at a safe distance of course. The men were A. G. Beckwith, Alfred Haines, and Boyce Clements, and they began to cut a hole in the ice about eighty or one hundred yards below the bridge near the St. Mary's shore. The spectators in the vicinity on the bridge were not near so numerous as they would have been had this innovation in ice running—the use of dynamite been more generally known. The dynamiters who had caused several explosions at the short ferry the day before in the rain were themselves the only witnesses of the grand spectacle, but their every movement now was closely watched. As Mr. Beckwith was getting the dynamite cartridges ready, and was about to place them in the aperture made, a seething and simmering was heard beneath the bridge and a general disquiet among the elements soon became apparent to the spectators. The ice was moving. The dynamiters were immediately warned of their danger and they dropped their all and fled. At first thought many of the spectators made a surge for the ends of the bridge, but their fears seemingly passed away before they reached there. The

Dynamiters on the Running Ice

caused considerable anxiety for a while. The men made their way to the bridge piers which they climbed up from the upper side, the running ice helping them in their ascent. Had they been a few minutes sooner and got the dynamite off, or had the natural causes delayed but a few moments longer, to the dynamite would have been all the credit for the commotion. It would have been impossible to have made the public believe anything else. As it was, the scare was sufficient to produce the desired result, if circumstantial evidence goes for anything. A dynamite scare has caused even a greater perturbation than that of yesterday. The men, however, were content to attribute the start to their operations at the narrows the day before.

After the ice made the first move the water suddenly rose and a

Huge Field of Unbroken Ice

came down against the bridge with tremendous force. The bridge and the river banks in the vicinity were lined with people as soon as it became known that the ice was running. The ice was thick and firm, the current strong from the great height of the water, and the crushing, jamming, and piling of the ice against the bridge piers, is a scene which baffles all description. No grander spectacle is witnessed in these parts from one year's end to the other than the running ice, especially as viewed from the bridge. During the first half hour of the run few people only frequented the bridge, but it was not long before all fears had passed away concerning the safety of the structure and the bridge was finally thronged with people. The foot walk became so crowded at one time, that more fears were had for its safety than for the bridge with the great pressure of ice against it. But possibly these fears were almost visionary. During all the time that the ice was running, traffic continued over the bridge, loaded teams came and went as usual. The ice was considerably thicker and

Stronger than Last Year,

but the water was not so high, and the strain on the bridge was consequently not such a powerful one. Neither was the sight as grand a one as the ice run of last season. Many claim that they never witnessed such solid ice in a final run as in the ice jam of yesterday. For upwards of one hour and a half a solid field of unbroken ice ploughed its way through the bridge which stood the test admirably. There were times when not a crack nor break could be seen in the moving ice from shore to shore until the bridge was reached. The fifth pier from the St. Mary's shore was somewhat damaged by the ice, being the only injury done during the whole of the battle. Here a huge cake of strong blue ice struck the pier corner ways. The ice yielded to the pier once or twice but the

Struggle for Supremacy

went on, when finally the ice rooted one of the planks, which gave it a hold on the pier tearing the greater part of the frame work on the upper side, or rather loosening it. The pier, however, continued to plough its way through the thick ice for an hour or two longer seemingly as strong as ever. At present it is covered with ice and the full extent of the damages are not known.

When the unbroken ice had all passed through the bridge and the head of the Springhill jam had also glided past, all danger seemed to be passed. It was not long, however, before the ice began to travel slowly and the water to rise. The ice was jamming at the short ferry. It was but a few minutes before a great ice jam became stationery opposite the city, but the bridge was not the cause. Last night the water around the bridge piers rose about fourteen inches. The highway road at several places above the city is under water caused by the backed water from the jam.

Clear Water.

At noon to-day the jam broke in the main channel and the ice ran out at the rate of about six miles an hour. So great was the force of the backed up water when the vent was made, that the running ice was fully three feet higher, if not more, than the stationery ice on the sides. The bridge was thronged with people during noon hour. Shortly after one o'clock the main channel was clear of ice.

There is a big ice jam yet to come extending from McLary's at Springhill to Crock's point, a distance of over six miles. It is more than likely that this jam will break away this evening. Excepting that the Union Line freight house was lifted from its foundation no damages were sustained about the wharves.

Supreme Court.

In the case of Richardson vs. Vaughan the court considers.

Yesterday there were so many lawyers absent in consequence of the Maritime Bank meeting in St. John, that it was impossible to get counsel for both sides of any case, so the court adjourned until Saturday, when judgments will be delivered.

Creamers and strainers for sale cheap at L. P. LaForest's, Phœnix Square.

Free Trade.

The reduction of internal revenue and the taking off of revenue stamps from Proprietary Medicines, no doubt has largely benefitted the consumers, as well as relieving the burden of home manufacturers. Especially is this the case with *Green's August Flower* and *Boschee's German Syrup*, as the reduction of thirty-six cents per dozen, has been added to increase the size of the bottles containing these remedies, thereby giving one-fifth more medicine in the 75 cent size. The *August Flower* for Dyspepsia and Liver Complaint, and the *German Syrup* for Cough and Lung troubles, have perhaps, the largest sale of any medicines in the world. The advantage of increased size of the bottles will be greatly appreciated by the sick and afflicted, in every town and village in civilized countries. Sample bottles for 10 cents remain the same

THE NEW SCHOONER

At the Mouth of the Nashwaak Ready to be Launched.

Mr. John Gibson's new schooner has been put on the ways and now awaits the ice to run to be launched. For two successive seasons the sound of the ship carpenter's hammer has been heard at the mouth of the Nashwaak, and it would seem as if, through the enterprise of Mr. John Gibson, the shipbuilding industry had come to stay here. Just a year ago the schooner Jennie Gibson was launched from the same stocks. Except the master builder, the same shipwrights have been employed and nearly the same material used. The new schooner is a vessel of about 117 tons burden being less tonnage than the Jennie Gibson, whose register was 140 tons. It was the intention from the first to make this new schooner no more than one hundred tons. The builder is Mr. John Tennant, of St. John, brother of Mr. M. Tennant of the firm of Tennant, Davies & Co., of this city, who also drew the model and selected the timber for building. She is a substantially built vessel and a noteworthy specimen of the excellence attained in the production of vessels of her class. Her dimensions are 75 feet keel, 8 feet depth of hold, and 27 feet breadth of beam from outside to outside. The vessel frame as well as the deck frame is hackmatac; the main deck white pine. She is bottomed with hardwood, mostly birch, and planked with birch and hackmatac. The vessel is a two topmast schooner and supplied with a quarter deck and a forecastle deck. The two lower masts are pitch pine, being the only timber used in the vessel that was imported, or that was not obtained within easy distance of the yard. Mr. Dearness is preparing the rigging in St. John and Mr. Robt. Leonard, of the same place, is getting the sails ready. All the iron fastenings of the vessel are galvanized. It is not yet known by whom the vessel will be commanded. It is hoped that the same disastrous fate is not in store for her as befell the Jennie Gibson. It is said that the wrecked schooner never more than paid her expenses. The insurance, $6,000, just about covered the cost of building. The only relic of the schooner now on the river is the steerage wheel which has lately been purchased and put in a river woodboat. Mr. Tennant says that the mouth of the Nashwaak, with the conveniences at hand, is admirably adapted for a shipyard. The large tannery near which the vessel has been built has served as a most convenient place for a loft and work shop. The schooner has been thoroughly built and well fastened, and none but the very best material has been used in her construction and everything about her seems to be of the most durable nature.

NUPTIALS IN ST. MARY'S

Marriage of Mr. C. H. Giles and Miss Annie Friel.

St. Mary's Episcopal Church was the scene of a very interesting event at half-past eight o'clock yesterday morning, the occasion of the celebration of the marriage of Mr. C. H. Giles and Miss Annie Friel, of St. Mary's, daughter of the late B. C. Friel, formerly a barrister of this city. There was an unusually large gathering at the church, many of the friends of the young couple being present from the city. The bride is blessed with an extended circle of acquaintances and admirers on both sides of the river; the groom is a young Englishman, having come to this country about six years ago, since which time he has resided at what is known at the Four Mile House, in Kingsclear, he having purchased the property. The marriage ceremony was performed by the Rev. Wm. Jaffrey, rector. The bride was supported by her sister, Miss Bessie Friel, while Mr. C. E. Friel discharged the duties of groomsman. The bride was given away by Mr. R. Melville Jack of this city. The wedding passed off very pleasantly, and after the ceremony at the church, and a short reception at the bride's home, the newly married couple, accompanied by a number of the guests, drove over to the city and boarded the western train on a honeymoon tour to Boston. Mr. and Mrs. Giles carry with them the sincere good wishes of numerous friends. A special feature of the wedding was the splendid array of beautiful and costly presents, several of which were received from distant friends.

Claire Scott.

This talented young English actress will make her first appearance before a Fredericton audience on Monday evening next in the title role of "Lucretia Borgia" and on Tuesday evening, "Leah, the Forsaken" will be presented. Miss Scott is an actress of great merit and fine stage appearance. Her voice is said to be of unusual compass and power and well modulated. The dresses worn by Miss Scott and the ladies supporting her are very rich and elegant. The support is pronounced good throughout. Mr. J. K. Coburn as Genarro, a soldier of fortune, is said to be a very fine actor, his appearance being very much admired. The sale of seats now going on at Fenety's book store is very large, and Miss Scott will receive such a reception on her opening night as an actress of such high merit deserves. It is very satisfactory to see that Fredericton audiences know how to appreciate a real good dramatic company.

The Hay Famine.

Hay sold for $18 and $19 at Mactnaquack on Saturday. The scarcity of hay is very keenly felt all over the country. Several farmers at McLeod hill have lost some of their stock for want of feed. One farmer from that section who has lost three cows, bought ten cents worth of hay at Nashwaaksis the other day.

A Knowlesville correspondent writes:—Here, as in all the Northern and Western parts of the province, we have a great abundance of snow for this time of year. Farmers are becoming short of feed for their stock and many have had to buy from their more fortunate neighbours. In some of the adjacent settlements, those who are short of fodder cannot obtain any, and say they will have to kill their stock soon if spring does not open.

Just Let Loose From School.

A Ferryville correspondent thus discourseth in the Carleton Sentinel:—We have here, Mr. Editor schoolmams, in all there nymphean, angelic and pristine exuberance and beauty, and only "twest sixteen"; in fact, we never heard of schoolmams being any older; they either get married, die, or go as missionaries to a heathen country previous. School trustees wanting superior teachers, preachers, pedagogues, lawyers; and gentleman of affluence wishing a partner of their joys and sorrows make a note of this, that this locality has the best dashing widows, buxom lasses and rosebud schoolmams extant. Only recently a member of a leading mercantile establishment in Bangor, Me, captured one of our fair and handsome damsels, and rumor has it that there are more to follow.

Died in Westmorland.

A Salisbury correspondent writes concerning the demise of George Gray, the notice of which appears in the proper column: "Mr. George Gray came to this section about nineteen years since and has resided here since that time. He was a good citizen and lived a good life and was respected by every person who knew him. He informed your correspondent previous to his death that he came from Prince William, York Co., and that he had a brother living near the antimony mines. He was 41 years of age and leaves a wife and four children."

An Aged Kingsclear Resident Gone.

Mr. John Camber, a well known and highly respected resident of Kingsclear, passed away on Tuesday night, at the advanced age of eighty-four years. He was taken suddenly ill on Monday night last. The numerous friends and acquaintances of deceased in York County will regret to hear of his sudden death. Messrs. John W. and James B. Camber are sons of the deceased. His funeral takes place at Springhill tomorrow afternoon at 2 o'clock.

See the card of Dr. McAllister, dentist, in another column.

JOHNSTON & CO.,

On the first of May, expect to be in occupancy of the Centre Store of Mr. Inches' building, opposite the City Hall. Mr. Inches is going to extend the length of the store thirty feet, so that the lower flat will be one hundred feet long—quite a large room which we intend to make attractive to all good farmers.

On the second flat, in a room 40x50, we intend keeping a good stock of Carriages, made by the Gananoque Carriage Co., whose factory is the largest and best appointed in the Dominion of Canada.

You will be able to see there Buggies, with side springs, and Buggies with end springs Then there will be some with Timken springs, and some with the horse shoe cross spring, making the very stylish American Brewster, with more comfort in riding than the old Brewster gear gave.

Beside all these, which will be made up with piano-box and corning bodies and can be had with or without tops, we will have some of the nicest Phætons, with two, or three springs, with tops, all leather, or part leather and part rubber. We can give them to you with, or without mud fenders and lamps, just as you think best.

Sewing Machine Men will see in the No. 7 Run-about wagon something just right for their work, and farmers who want to come to market often, in comfort, and carry something in to sell every trip, will be fixed up just right with the half-platform spring wagon, which is built to carry 1,200 pounds.

We may not have the New Lawrence Surrey, with two seats, on hand early in May, but when they do come down you will find in our wareroom the very latest and the very nicest two seated vehicle to be bought for money. We can show you a picture of it at any time and guarantee that the Surrey will please you afterwards.

For Livery and