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start you working for us tacking how-cards and distributing advertiser, \$849 a year and expenses \$2.50 We want one good man in each local or traveling. Write at once culars, Salus Medicinal Co., Loudon, 5-16 snr w 21

TED-A second class male or female cher for District No. 8, Parish of county of Victoria, for remainder and next term. District rated poor. stating salary, to R. M. Gillespie, y of urustees, Birch Ridge, Victoria N. B.

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OR Station and about one mile tral Railway in Case Settlement, 200 acres more or less; cuts 30 hay; a number of acres of hard ood one and a half story dwelling barn, horse barn, and outbuildings repair; pasture land with good ipply; farm under good cutitivation. purchase money can remain on a Reason for selfing, owner is outprovince. Possession given at any

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# Notice.

con or persons found trespassing on the lake known as the Bowe ated in the parish of Simonds, St. tty, will be prosecuted to the full the law. JEREMIAH HORGAN, N. P. BOWES. 5-18-21-w.

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rained than those of most schools? BECAUSE, unfike siness college men, the prin-id had nearly TEN years prao-ffice experience before going usiness college work. for free catalogue. Address N. J. OSBORNE,

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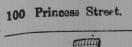
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# PIONEERS OF ST. JOHN'S WINTER PORT TRADE.

Rev. Dr. Raymond Writes of First Vessels Which Traded Here -- The Betsy the First to Be Built and Launched at This Port.

W. O. RAYMOND, LL. D.

CHAPTER XVIII-(Continued). ST. JOHN AND ITS BUSINESS ONE HUNDRED AND FORTY YEARS AGO.

No account of the business of St. John, during the period of the operations of its first trading company, would be coplete without some mention of its shipping. Naturally it was the day of small things with the future "winter port" of anada. The ship that bore de Mora and Champlain to the Bay of Fundy in the month of June, 1604, was a little vessel of 150 tons, smaller than some of our coasting schooners of today; but the vessels employed in the business of Hazen, Simonds and White and their associates, were smaller still, ranging from ten to eighty tons burden. The Old Time Fleet.

The qualities essential to successful navigation—pluck, enterprise and skill—were admirably displayed by the hardy mariners of New England, the pioneers of commerce in the Bay of Fundy. In their day there were no light houses, or oeacons, or fog-horns and even charts were imperfect, yet there were few disasters. The names of Jonathan Leavitt and his contemporaries are worthy of a foremost place in our commercial annals.

The following list of the vessels owned or chartered by Hazen, Simonds and White in their business at St. John, A. D. 1764-1774, is probably as complete as at this distance of time it can be made:

this distance of time it can be made:
Name of Vessels and Masters.
Schooner Walmot, William Story.

"Polly, Jon. Leavitt, Jas. Stickney, Henry Brookings.

"Eunice, James Stickney.

"Betsy, Jonathan Leavitt.

"Seaflower, Benjamin Batchelder, Jonathan Leavitt.

"Sunbury, Jonathan Leavitt, Daniel Leavitt.

"Essex, Issac Marble.

Sloop Bachelor, William Story.

"Pegzy & Molly, Henry Brookings

Sloop Bachelor, William Story.

"Peggy & Molly, Henry Brookings
"Merrimack, Jon. Leavitt, Samuel Perkins, Daniel Leavitt.

St. John's Paquet, Richard Bartelott, Hen. Brookings, Joseph Jellings.

Speedwell, Nathaniel Newman.

Dolphin, Daniel Dow.

Woodbridge, David Stickney.

Sally, Nathaniel Newman.

Deborah, Edward Atwood.

Kingfisher, Jonethan Eaton.

"Kingfisher, Jonathan Eaton.
Of the vessels enumerated the schooners Wilmot. Polly, Eunice and Betsy and the sleops Bachelor, Peggy & Molly, Merimack and St. John's Paquet were owned For some years the company paid insurance at the rate of 3 per cent. on the vessels and their cargoes, but the insurance was obtained with difficulty and after a time was discontinued on the ground that the business would not bear the expense.

When the partnership was formed in 1764, the company owned the schooner Polly of 20 tons, the sloop Bachelor of 33 tons, and the sloop Peggy & Molly. The same year Isaac Johnson of Newburyport built for them the schooner Wilmot of 64 tons and James Simonds paid £180 as his share of her hull. Samuel Blodget purchased in Boston a quantity of yarns, strands and cordage, which were delivered by Wm. Hazen to Crocker, a ropemaker of Newburyport, to be worked up for the schooners Polly and Wilmot, the sloop Bachelor and the sloop Peggy & Molly. The company fterwards bought or built the schooners Eunice and Betsy and the sloops Merrimack and St. John's Paquet. The sloop Merrimack was a square sterned vessel of 80 tons, built at Newburyport in 1762. She was hired for the company's service in 1767 and purchased for them in 1771 by Hazen & Jarvis for £150 James Simonds says she was then a mere hulk entirely unfit for sea, but after being repaired was employed in coasting to St. John and in carrying lumber to the West Indies, William Hazen and his family hhad good reason to remember the Merrimack, for it was in this vessel they embarked for their new home in St. John in the month of May, 1775. They were cast away on Fox Island and in addition to the discomfort experienced, much of their personal belongings and some valuable papers connected with the company's business were lost. The crew and passengers were rescued and brought to St. John in a sloop of Captain Drinkwater's, the captain consenting to throw overboard his load of cordwood to make room for the rescued party and their possessions. Most of Mr. Hazen's valuables and the rigging and stress of the Merrimack were saved.

party and their possessions. Most of Mr. Hazen's valuables and the rigging and stores of the Merrimack were saved.

The sloop St. John's Paquet was another vessel that had an unfortunate experience. She made occasional voyages from St. John to St. Croix in the West Indies. In the year 1770 she sailed from St. John with a cargo of lime for Newburyport, having on board William Hazen, who had been on one of his periodical business trips to St. John. Simonds and White asked to have the sloop and cargo insured, but Hazen says the reason they gave, namely, that the paquet was "an unlucky vessel," did not make any impression on the minds of himself or Mr. Jarvis, and, as it was a good season of the year, they did not effect it. The vessel unfortunately proved true to her reputation. She got on the shoals at Newburyport and taking "a rank heel" got water amongst her lime, which set her on fire. The sloop and her cargo were sold in consequence for £300 where she lay. The vessel was afterwards hired by Hazen & Jarvis and again sent to St. John to load for the West Indies.

The Wilmot proved unfit for the company's business and on May 23, 1766,

for the West Indies.

The Wilmot proved unfit for the company's business and on May 23, 1766, Hazen & Jarvis wrote their partners: "We have purchased a very good and valuable cargo for the schooner Wilmot. It consists of oxen, cows, calves, flour, cyder, boards and bricks, and we have sent her under care of Captain Beck to Newfoundland for sale. We hope we will get a good price for her." This hope was not realized, for the schooner lost her deckload of cattle in a storm and the

# Engaged in Fishing.

During the earlier years of the partnership the schooners Eunice and Polly, sloop Peggy & Molly and other small vessels were employed from April to October in fishing in the Bay of Fundy and at Passamaquoddy. The correspondence of the company contains many references to this important branch of business, a few of which are to be found in the footnotes below.\*

The company, finding the fishing at Passamaquoddy decliming on account of the multitude of their givals in that locality, determined to dispose of some of their smaller vessels, and Mr. Jarvis writes to Simonds & White, under date May 23, 1766: "If you think we would be usely to sell the "Peggy & Molly" at Hanfax, please to advise us \* \* \* We look upon it in general to be the better way to sell all vessels when they come to be old and crazy, as we find by experience that old vessels are great moths. Therefore if you can dispose of the sloop Bachelor and schooner Polly, we think you had better do it, provided you can obtain their worth, and we could build such vessels as you shall think will be most advantageous."

Hazen and Jarvis sold one half of the Eunice for £133 to a Fren Barrere, who sailed with her to the West Indies, where he was detained until the outbreak of the Revolution in America, and this was the last of her so far as the

The Polly Did Well.

Of all the company's vessels none seems to have done more excellent service than the little schooner Polly. For twelve years she bore an almost charmed life, and in that time was employed in a great variety of ways. At one time a fishing at Annapolis or Passamaquoddy, at another trading with the Indians up the River St. John, at another transporting settlers and their effects from Massachusetts to Maugerville, at another on a voyage to the West Indies.

Hazen & Jarvis for the accommodation of their trade had hired the Long Wharf at Newburyport and the stores on it at an annual rental of £70. In the month of March, 1765, Leonard Jarvis writes of the occurrence of a tremendous gale which was as severe as was ever known and which did great damage to the wharves and shipping. He adds: "We had the schooner Polly drove on one of the wharfs from whence we had to launch her."

While returning from the West Indies in July, 1776, the Polly was taken by an American privateer sailed by one O'Brien and sent to Newburyport. She was claimed by William Hazen and after some little delay restored to her owners and brought to St. John where she discharged her cargo. Not long after she was again captured and carried to Falmouth, where her super-cargo Peter Smith again succeeded in obtaining her release.

ucceeded in obtaining her release.

# First Vessel Built and Launched Here.

The first vessel built and launched at St. John was the little schooner "Betsy," the construction of which was undertaken by Simonds & White at Portland Point in 1769. Little did her designers and builders imagine that they were the pioneers of an industry that would one day place St. John in the fourth place among the cities of the British empire as a shipowning port and lead her to claim the proud title of "the Liverpool of America." And we may note in passing, that at the time of the turning of the first sod of the Intercolonial railway in 1853, employes from seventeen shipyards—1,090 men in all—marched in the procession and ship building had not then attained its greatest development. It was an important in dustry indeed in its day.

The materials used in building the Betsy were cut almost upon the spot, and the rigging was sent from Newburyport by William Hazen, while about half the iron was taken from one of the company's old vessels. One Michael Hodge agreed to build the schooner for 231-3 shillings per ton. Adonijah Colby was his assistant. The schooner was launched in the autumn of the year 1769 and named the Betsy in honor of Miss Elizabeth Peabody, who about this time was married to James White. The little vessel sailed for Newburyport with her first cargo on the 3d of February following, Jonathan Leavitt going in her as master. She was sold the next year for £200, and Mr. Simonds expressed his satisfaction at the price as better than he had expected. The materials used in building the Betsy were cut almost upon the spot, and

arriages and Harness
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better than he had expected.

This first venture in the line of shipbuilding was followed in due course by others. Jonathan Leavitt and Samuel Peabody in 1773 built a schooner which they called the "Memaguash," in honor of the old Indian name of St. John, and the following year William Hazen made an agreement with James Woodman and Zebedee Ring to build a vessel at St. John, Woodman's wages to be at the rate of 4 shillings a day, and the payment in part to be one hundred acres of land at two shillings

an acre. The land referred to was situated in the old township of Conway opposite the Indian House—probably at Pleasant Point.

With a view to pursuing the business of shipbuilding William Hazen at the time he settled at Portland Point brought with him one John Jones, a master shipbuilder. The outbreak of the Revolutionary war put a stop to every kind of business, but it is said that Mr. Jones' employers paid his wages for some time in order to retain his services under the expectation that the war would soon be over and they would be able again to build ships. Air. Jones improved the waiting time by taking to himself a wife, Mercy Hilderick, who had come to St. John on a visit to her sister, the wife of Samuel Peabody. There being no clergyman at hand the ceremony was performed by Gervas Say, a Justice of the Peace for the county of Sunbury, who then lived on the west side of the Harbor in the Township of Conway.

\*"The sloop Bacheller is now ready to sail; the contents of cargo 251 quintles Cod and Pollock of her crew's catching, 30 do. of Hunt's. The great sloop arrived ten days ago; has made but an ordinary fare, said to be 300 quintles. Will sail with dry fish in about a fortnight. \* Pollock will sell best in the country, pray sell as many that sort as is possible." [Letter of James Simonds written from "Passamaquada," 18th Auxust, 1764.]

"Leavit in the Polly has just arrived from Annapolis; he says he has lost a fare of fish for want of sufficient length of cable to ride at anchor, and that he must have one by the middle of August or he shall lose one or two fares more at Grand Manan." [Letter of James Simonds of 22nd June, 17 681

"We have put Lovitt in skipper of the schooner Polly and have given Stickney the schooner Eunice. We have sent down four fishermen for the whale boats. (Mr. Marble and three labourers.)

\* Mr. Marble does not chuse to have any connection with the delivery of stores [rum, etc.] to the men at Passamaquoda, and indeed we think with you that his discipline is too moderate for such a sett of men as fishermen for the most part are." [Letter of Hazen & Jarvis of 5th April, 1766.]

### BIRTH.

### DEATHS.

WHELPLEY-At Newton (Mass.), May 12, aniel Whelpley of 64 Portland street, St. ral at Brown's Flat, Monday, 16th, on

Funeral at Brown's Flat, Monday, 16th, on arrival of boat.

STAFFORD—At his late residence, 88 Brussels street, om May 14th, William Stafford, aged 75 years, a native of County Wexford, Ireland, leaving a wife, five sons and one daughter to mourn their loss.

(Boston papers please copy.)

McCORMACK—In this city, on May 15th, after a lingering illness, Mrs. Mary McCormack, widow of James McCormack, in the 84th year of her age.

HORGAN—At Golden Grove, May 15th, Daniel Horgan, aged 59 years, leaving a wife, four sons and one daughter to mourn their sad loss.

HANLEY—At his late residence, 79 Celebration street, May 15th, Patrick Hamley, aged 82 years.

### SHIP NEWS.

PORT OF ST. JOHN.

Friday, May 13.

Coastwise—Stmrs Flushing, with barge No 2 from Yarmouth, and cleared for Parrsboro; Beaver, 42, Stevens, from Harvey; Temple Bar, 44, Gesner, from Bridgetown; stmr Westport III, 49, Powell, from Westport,

Sturr Kronborg, 2,200, Hvenssel, from Androssan, Wm Tohmson & Co.
Schr Micanor, 333, McKnnon, from Sydney—coal for R P & W F Starr.
Coastwise—Schr Susie N, 38, Merriam, rom Port Greville.

Monday, May 16.

Coastwise—Schrs Murray B, 43, Baker, French Cross; Garfield White, 99, Seeley, Apple River; Yarmouth Packet, 76, Shaw, Yarmouth; Henry Swan, 65'(Oole, Sackwille; Gertie, 46, Ogilvie, Parrsboro; Dora, 63, Canning, do; Aifred, 28, Guthro, Sandy Cove; Souvenir, 27,( Robichaud, Sandy Cove; G. Walter Scott, 75, McDonough, St. Martins; Sunlocks, 59, Pike, Digby; Shamrook, 52, Lawrence, Maitland; Maudie, 25, Beardsley, Port Lorne; Pansy, 76, Pike, Point Wolfe; Swallow, 90, Ells, Alma; Hustler, 44, Thompson, Campobel:o.

Stmr Calvin Austin, Pike, for Boston via Maine ports, W G Lee. Sohr Thistle, LeDrew, St John's (Nfld), master -Schrs Kilkell, Kerr, for Parrs Coastwise—Schrs Kilkell, Kerr, for Parrsboro; R P S, Bond, for Wolfville.

Schr Wm F Green, Hatfield, for New York, J E Moore.
Coastwise—Schrs Alaska, Greenfield, for River Hebert: Helen M, Hatfield, for Economy; Clifford C, Golding, for St Martins; R Carson, Pritchard, for St Martins.

Monday, May 16.
Schr W H Waters, Belyea, New York, A Cushing & Co. Schr W H waters, Belyea, New York, A Curhing & Co.
Schr Genevieve, Butler, Norwalk, A Cushing & Co.
Schr Myra B, Tower, Boston, A Cushing & Co. & Co.

Coastwise—Schrs James W Cousins, Casey, and Jessie, Spicer, fishing; Maudie, Beardsley, Port Lorne; Souvenir, Robichaud, Metaghan; Myrtle Leaf, Merriam, Walton; Little Annie, Poland, Sandy Cove.

# CANADIAN PORTS.

Halifax, N S, May 13—Ard stmrs Corean, from Glasgow, Liverpool and St John's (Nfld), and cleared for Philadelphia; Scily, from Liverpool via St John's (Nfld); St John City, from St John; Orinoco, do; stmr Dosalind, from St John's (Nfld.)
Newcastle, N B, May 13—Ard stmr Bangor, from Teneriffe. rom Teneriffe. Chatham, N. B., May 14—Ard stmr Her-ilia, from Cardiff. Halifax, N. S., May 16—Ard stmr Halifax, from Boston.

Hopewell Cape, N B, May 14—Sld stmr.
Nordboen, for Manchester.

Hallifax, May 16—Sld, stmrs Orinoco, Bale,
Bermuda, West Indies and Demerara; Halifax, Ellis, Hawkesbury and Charlottetown;
MacKay-Bennett (cable), Schenck, for sea.

Bristol, May 13-Sld barque Bella, for Cape Dungeness, May 12—Passed stmr Monte-zuma, from Antwerp for Montreal. Moville, May 13—Sld stmr Parisian, from Liverpool for Montreal. London, May 13—Ard stmr Montrose, from 8t John Queenstown, May 13—Ard stmrs Lucania, rom New York for Liverpool; Cretic, from loston for Liverpool.

Avonmouth, May 14—Sld stmr Montford, or Montford Head, May 14—Passed Layalist, from Philadelphia.

East London, May 14—Sid, bark Abyssinia,
Cape Chat.
Port Natal, May 14—Sid, ship Athenia,
Cape Chat.
Liverpool, May 16—Ard Liverpool, May 16—Ard, stmr Loyalist, Halifax and St John.

London, May 15—Ard, stmr Evangeline, St John and Halifax. John. Lizard, May 16—Passed, stmr Vaderland, New York for Antwerp. Gibraltar, May 16—Sld, stmr Koenigin Luiz, from Genoa and Naples for New York.
London—Spoken—Bark Rota, Liverpool for Campbellton, May 7, lat 46, ion 35.
Moville, May 16—Ard, stmr Ionian, Montreal for Liverpool.
Lizard, May 15—Passed, stmr Minnetonka, New York for London.
Brow Head, May 16—Passed, stmr Ulunda, Halifax and St John's (Nfid) for Liverpool. FOREIGN PORTS.

New York, May 13-Ard stmr Campania Buenos Ayres, April 14—Sld stmr Anglo-Afican, for Montreal.

Cape Henry, May 13—Passed out stmr Hidda, Baltimore for St. John (N.B.)

Boston, May 13—Ard Olaf Kyrre, from Louisburg (C.B.); schrs Neva, from Bear River (N.S.); Frank and Ira, St. John (N.B.)

Sld—Stmr Boston, for Yarmouth; schrs Van Allens Boughton, coal port: Harry Knowlton, for Hillsboro (N.B.); E. Merriam, for Harvey (N.B.)

New Haven, Conn, May 13—Ard schrs Stella Maud, from Liverpool (N.S.)

Hyannis, Mass, May 13—Ard schrs Onward, from Edgewater for Fredericton; Luta Price, Weehawken for Yeymouth (N.S.)

Fleet that sailed May 12th all returned.

New York, May 18—Ard stmr Georgie, from Liverpool. nos Ayres, April 14—Sld stmr Anglofrom Liverpool.

Portland, Me, May 13—And Pandora, from St John (N B) for New York.

Old—Stmr Welshman, for Liverpool.

Vineyard, Mass, May 13—Sld schrs Luta

Passed—Schrs St Olaf, Ingram Docks (N) for New York; Clifford I White, Sand River for do; Earl of Aberdeen, Port Greille for do; tug Gypsum King, towing three schooners and one barge, New York for

schooners and one barge, New York for Windsor.

Boothbay Harbor, May 15—Ard schrs Harvest Home, from Sullivan; Oriental, from St John; Cora, do; Rowena, from Parrsboro (N S); Viola, from St John.

Boston, May 15—Ard stmr Boston, from Yarmouth; schrs Valdare, from Bear River; schr Virginia, from Hillsboro (N B.)

Chatham, Mass, May 14—Anchored west of Handkerchief, tug Gypsum King, with three barges from New York for Windsor.

City Island, May 14—Bound south schrs Acacia, Eatonville (N S); Onyx, Liverpool (N S), via New Haven; Scotia Queen; Point Greville (N S); Kalavala, Halifax; St Olef, Ingram Dock (N S); Ravola, Hantsport (N S; Earl of Aberdeen, Port Greeville (N S); Clifford I White, Sand River (N S); Baden Powell, Halifax; Helen G King, Calais (Me) via Fall River; Jesse Hart 2nd, Calais via Providence.

Vineyard Haven, Mass, May 14—Ard schr

via Fall River; Jesse Hart 2nd, Calais via Providence.
Vineyard Haven, Mass, May 14—Ard schr St Anthony, from Five Islands (N S), for orders; passed, schr Lotus, from St John for Greenwich (Conn.)
Vineyard Haven, May 15—Ard stmr Hilda, from Baltimore for St John; schrs Pleasantville, from New London for Liverpool; Frank T Stinson, Philadelphia for Portland; Abbie Keast, Hartsport for orders.
Boston, May 16—Ard, stmr Cestrian, Liverpool; schr Native American, Calais.
Cld—Bark Snowdon, Buenos Ayres.
Sld—Stmr Olaf Kyrre, Louisbourg; schrs Wm H Bailey, Windsor; Bessie, Port Gilbert.

bert.
Boothbay Harbor, Me, May 16—Ard, schrs John; Ida May, do; Susie E, Shulee.
John; Ida May, do; Susie Prescott, Harvey; F & E Givan, Windsor; Morris E, Shulee.
Sld—Schr Glenullen, Addison.
City Island, May 16—Bound south, schrs Morancy, St John via New Haven; Emily I White, Sand River.
Calais, May 16—Ard, schr L M B, Cheverie. erie.
Gloucester, Mass, May 16—Ard 14th, schr
Fred A Davenport, Boston for Bath.
Ard 16th—Schr Princess, Port Gilbert.
New York, May 16—Ard, stmr Boylc, Liverpool. brig Harvy Smith Turks, 18land

New York, May 16—Ard, stmr Bovic, Liverpool; brig Harry Smith, Turks Island. Cld—Schrs Stratheona, Yarmouth; Domain, St John.

Sid—Brig G B Lockhart, Curacoa; schrs Lavonta, St John; Dora C, St John.

New Haven, Conn, May 16—Ard, schrs Huntley, Parrsboro.

Hyannis, Mass, May 16—Sid, schrs Ida M Barton, St John; Luta Price, Weymouth; Odward, Fredericton.

Fortland, Me, May 16—Ard, stmr Calvin Austin, Boston for St John and sid; schr Nellie Carter, St John for Boston.

Providence, May 16—Ard, schr T A Stuart, Calais; Josie Machias.

Provincetown, Mass, May 16—Ard, and sid, schrs Mineola, Machias for New York; Silver Wave, St Martins for do.

Ard—Schr Eva Stewart, Boston for Windsor.

sor.

Sid—Schr Fred A Davenport, Walton.

Vineyard Haven, May 16—Ard, schrs Rhoda.

Halmes, Walton for New York; Alaska,
Sand River for do; Adelene, Hantsport for
City Ieland.

Sid—Stmr Hida. Baltimore for St John;
schr Mattle J Alles, from Port Reading for
Augusta; Annie Bliss, from Philadelphia for
Augusta; Annie Bliss, from New London
for Liverpool (N S).

Passed—Stmr Rosalind, Halifax for New
York; schr Sagamore, Port Reading for St
John.

# Shipping Notes.

The steamer Eldsvold (Swed.) arrived at Sydney Friday with iron ore from Norway for the Dominion Iron & Steel Company. This steamer will inaugurate the regular shipments of coal from Cape Breton to Sweden.

West Indian Line S. S. Oruro, Capt. Seeley, arrived at Bermuda Friday, bound north. The C. P. R. Atlantic steamship Lake Ericarrived at Quebec Sunday from Liverpool. Recent Charters.

Recent Charters.

The following charters are announced: Brigt. Blenheim, Philadelphia to Campbellton, coal, \$1.50; barque Rebecca W. Crowell, Windsor to New York, plaster, \$1.50; schr Georgia, Philadelphia to High Island (Me.), general, \$7.75; back with stone, \$5.50; bqtn. Enterprise, Nova Scotia to Buenos Ayres or Rosario, lumber p. t.

Br stmr Cunaxa, 2048 tons, Baltimore to St. John, N. B., rails, \$1.50.

Br stmr Fashoda, 1732 tons, Sparrows Point to Montreal, rails, 1 month, p. t. Prompt. Br stmr Hilda, 649 tons, Sparrows Point to St. John, N. B., steel rails, p. t. Nor stamr Hugin, 975 tons, Provincial coal trade, five months, £550.

Br schr McClure, 191 tons, Guttenburg to Charlottetown, coal, \$1.25.

Br schr Jennie C., 98 tons, Pt Reading to Fredericton, coal, \$1.25.

Br schr Ja Colwell, 98 tons, same. Schr Alma, 120 tons, New York to Sackville, coal, \$1.25.

Br schr Union, 97 tons, same.

Br schr Mauna Loa, 98 tons, Pt Reading to Chatham, coal, p. t.

Br schr Mauna 20 tons, Pt Reading to St John, N. B., coal, 90 cents.

Br schr Mincola. 270 tons, Pt Reading to St John, N. B., coal, 90 cents.

Br schr Manola, 272 tons, same.

Br schr Maicha, 256 tons, Chatham to New York, lath, 75 cents.

Br schr Maylestic, 99 tons, Baltimore to Halifax, corn, p. t.

Br schr Strathcona, 249 tons, Hillsboro to Newark, plaster, \$1.60.

Br schr Strathcona, 249 tons, Hillsboro to Newark, plaster, season charter, p. t.

Bark Rebecca Crowell, 492 tons, Windsor to New York york, plaster, \$1.60.

Br schr Strathcona, 249 tons, Edgewater to Yarmouth, coal, \$5 cents.

Br schr Dara C, 380 tons, New York to St. John, N. B., coal, 90 cents.

Br schr Br Strathcona, 249 tons, Edgewater to Yarmouth, coal, \$5 cents.

Br schr Strathcona, 249 tons, Edgewater to Sarmouth, coal, \$5 cents.

Br schr Strathcona, 249 tons, Edgewater to Sarmouth, coal, \$5 cents.

Br schr Br Strathcona, 249 tons, Edgewater to Sarmouth, coal, \$6 cents.

Br schr Br Schr Brewa, 1765 tons, St. John, N. B., to Bristol Channel, deals, 34s. June.

Dan stmr Nordboen, 1547

Captain Daniel Desmond, of Parrsboro and others, have purchased the schooner Wood brothers, from Frank B. Fulmer & Co., of St. Martins. The Wood Brother was built in Parrsboro in 1834, and is 6

900 Drops For Infants and Children. The Kind You Have Always Bought Avegetable Preparation for Assimilating the Food and Regulating the Stomachs and Powels of Bears the INIANIS: CHILDREN. Signature Promotes Digestion ness and Rest Cont Opnum, Merphine NOT NARCOTI Aperfect Reme tion, Sour Ston Worms, Convuls For Over Thirty Years NEW YORK. 35 Doses - 35 Cenis EXACT COPY OF WRAPPEB.



# DROWNED IN SIGHT OF COMPANIONS.

### Fred Garrett of Newtown, K. C., Sinks Twenty Feet from Shore.

Bloomfield, May 13-(Special)-A sac rowning accident occurred here this fternoon. A young man named Fred Garrett, who was employed on a log drive under Andrew McClary, was attempting o cross a very narrow creek on a log when he slipped from the log into the

but started to swim to the shore, which was not more than twenty feet distant He apparently made no headway and called to the two young men on shore sking that something be thrown him.

This was done almost immediately bu he unfortunate young man sank and re-

nained down. surprise to his working companions that he should drown in such shallow still water and so near to shore. He was the only child of Richard Garett, of Newtown, Kings county, and eaves a wife and one child living in the same place. His body was recovered about twenty-five minutes after the accident of The coroner, P. Campbell, decided that

The matter was threshed out by those present. It was stated that the Trades & Lebor Council, according to published report, would not assist in a trades pro-ression, for some reason the committee could not understand. The committee expressed themselves as very desirous there should be a trades procession, but the Trades & Labor Council had done

#### away with this procession on the pro-Sailors' Parade and Manoeuvres.

Col. Sturdee held out against the mili ary being assigned to the morning place nd no more. He held their taking par the unveiling meant practically a walk North End and back, and that was about all. The military were not satisfie with the way things went at the laying o

Fire Insurance Companies Amalgamate. Toronto, May 16.—(Srecial)—A Limdor cable reports the amalgamation of the Atlas and Manchester fire insurance com-

UP JAPANESE CRUISER (Continued from page 1.)

discreet inquiries made by foreign diplomats of their British colleagues here.
"You know as well as we do," said a "You know as well as we do," said a well-informed diplomat to the correspondent of the Associated Press this afternoon, "the intense personal desire of King Edward to reach an agreement with Russia. The king wishes to bring about a change in Anglo-Russian relations such as realized by the agreement between Great Britain and France. In spite of the belief elsewhere this is no more difficult task than was accomplished in Paris and London. We believe Sir Charles Hardinge's mission is to reach an understanddinge's mission is to reach an understanding with Russia whereby will be defined their respective spheres of influence in Asia, just as the Anglo-French convention defined their distinct spheres in Africa. There is no question of Great Britain formally offering intervention to arrange for peace between Japan and Russia. Russia has made it absolutely clear that she will have no interference. There are plenty of subjects for negotiations. One of the most important is the reduction of armaments on the Indian frontier, which now constitutes an enormous and useless expendistitutes an enormous and useless expendi-ture for both countries."

The same diplomat asserted that Russia's resentment against Great Britain for not allowing her to take Constantinople not allowing her to take Constantinople is no longer justified, as the British government has not the same reason as formerly to oppose the advance of Russia through the Dardanelles. If the British have a motive for seeking a Russian agreement it is attained to Printing American ment it is attributed to British suspicion of Germany, due to the latter's creation of a navy. Russians Punish Chinese Brigands Again.

St. Petersburg, May 16—The general staff has received the following despatch from Lieut. General Sakharoff (General Kuropatkin's chief of staff) dated May

TERCENTENARY
COMMITTEE FILLS PLACE
OF TRADES PROCESSION

(Continued from page 1.)

Champlain, at Market Square, on Friday morning. Then the admiral and other officials could be driven to the North End park, the military march over, and the unveiling take place. These two events would make an excellent morning's programme. It would give added interest, too, to the North End people.

It had originally been intended to have the trades procession in the morning, a military parade in the afternoon, and torchlight procession at night.

The matter was threshed out by those present. It was stated that the Trades & Labor Council, according to published

Fifty Miles of Port Arthur Railway Destroyed. St. Petersburg, May 16, 4.50 p. m.—Ine Japanese evidently are determined that munication between General Kuropatkin, as Port Arthur official advices, received today by the general staff say the Japan today by the general staff say ese have destroyed fifty mil ond north of Kin Cho

CASTORIA For Infant and Children. The Kind for Have Always Bought Bears the Signature of Chart Hitching

Frank White and William H. Mowatt have returned from a week's fishing trip at Lepreaux. They caught about 200 trout.