POOR DOCUMENT

MC 2033

...ny going to Boston by this vessel, but I shall go the next time ...u Boston people don't burn her, which I should be very sorry ...n as she carrys no stamps. My heart bleeds for my Country, what ...end of all this?"

...ojects especially claimed Glasier's attention in the summer of 1766: ...ne founding of a town, the second the building of his saw-mill. "I pro- ... says, "to lay out the Town at Grimross in 80 squares, in addition to ...uares; then they are to be numbered and drawn for by some person on ... in the form of lottery tickets, which I shall have sent to the proprie- ...that we may fix as many families as can be had this Summer on the Town ... * I must have young Mr. Morris from Halifax to survey and lay out ...wn, as nothing can be done at Grimross before he arrives."

... connection with the erection of the Nashwaak mills Capt. Glasier acknow- ... his obligation to Hazen & Jarvis of Newburyport. He says: "They have ...ired me men to build the mills and stores of all kinds for the workmen." ... mill geer came this season, but on the 25th October Glasier writes, "The mills ...n't be finished this fall, it is such a work it was not possible to get through ...ith it. * * * * My time has been divided between the Mills and the Sur- veying. I am condemned to tarry here this winter and can know nothing of what is doing in the world."

On the 2nd February following, he writes Mr. Nath'l Rogers of Boston, "We are now employed in getting logs to the mills. I hope we shall get them going early in the summer. They will begin to pay something of the expence before the fall. It's impossible for me to tell you in a letter the expenses of the different branches of business which I am obliged to carry on to complete the whole. It is not only building mills, surveying, etc., but clearing up the land, building houses, making roads, hiring oxen (for we have not half enough of them) and in fine so much I shall never pretend to write it. James Simonds, Esq., who is the Bearer of this, will be able to inform you much better than I can. * * * I am determined to finish what I have undertaken and then quit it. I am not in the best situation in the world, as I believe you'll think when I tell you I am not only shut out from all society and know nothing of what is carrying on in the world, but my stores are all expended, nor is there one thing to be bought here, pray send me last year's magazines and some English newspapers as well as the Boston ones. * * * I should be glad if you'd send the oxen, they may be not old nor of the largest kind but good to draw. I pay half a dollar a day for each yoak I hire so that they'll almost pay for themselves in one year in work. Those that we have here have worked more than one hundred days since I came, so that if we had been obliged to have hired them at the rate I pay others it would amount to a large sum. Twelve is the least that can be employed always at the mills hauling logs, as they will cut 8,000 feet a day, I am told, when they are finished. * * * * I told you I would not write you a long letter, as there is nothing I hate so much; it's the D——l to have ten thousand things to say."

Glasier Rejoins His Regiment.

Beamsley Glasier's connection with the St. John river was now drawing to a close. In the summer of 1767 he went to New York where we find him engaged, in company with the Rev. Dr. Ogilvie, in collecting the second annual subscription from the members of the society. The military gentlemen proved very dilatory in paying their subscriptions. Whether Capt. Glasier became disheartened at the outlook, or whether he received peremptory orders to rejoin the Royal American Regiment is uncertain. But about the end of August, 1767, James Porteous, representing the Montreal committee, wrote to Nathaniel Rogers: "We are now informed Capt. Glazier is at New York on his way to join his Regiment, it therefore becomes necessary to appoint another person to transact the Society's business, for which purpose we have appointed Mr. James Simonds, one of the Proprietors, agent with whom you will please correspond on any occurrence regarding the settlement.

...eir ...cided ...ing to ...at Grim- ...grist and ...ain Glasier ...n, survey the ...ading the island ...ne of the Society. ...or the expenses of ..., etc., that the second ...24th of August.

...n, Grimroes and St. Ann's ...ad settled by the French. Glasier ...ere is timber and lime, which the ... is cleared land three miles in length, ...wn must be built, if we can't have St. ...n the River for our purpose. There are many ...will know hereafter; there is but one good ...t Mills upon, which I have got for us, and, between ...o pop them (between two other grants (by the ...There is about 100 Families in the Township of Pea- ...mill of any kind, nor can there be; they have been ... ...om New England. These mills must be our first object; we shall ... to furnish our neighbors with Lumber as well as ourselves. I have arranged for the Timber and all other materials to be prepared and inclose you Mr. Simonds estimate of the cost. * * * Mr. Simonds is perfectly acquainted with the business of Saw-mills and knows every minivar [manoeuvre] belonging to them. I think we are lucky in having him on the spot to manage so material a part of our establishment. These Mills properly managed will pay for themselves at least four times a year, besides we can't carry on our Settlement without them."

First Mill at Marysville.

James Simonds' estimate of the cost of the mills will be found in the letter which follows. It was probably considerably under the mark for people are usually optimistic in such things:—

"Passamaquoddy, August 20th, 1765.

"Sir,—Agreeable to your desire I have made the nearest calculation I could of the cost of two mills and dam on Nashwog River, and am of opinion that two hundred pounds currency will complete them. The first cost is very great, which will be mostly for the dam, yet as the stream is suffitient for an addition of three or four mills on the same dam, it will be cheaper in the end than to build the same number of mills and a dam to each on small brooks that will be almost dry next half the year.

"I must advise you Sir to have your Iron work made of the best Iron, as breaches in any part of mills is of fatal consequence to the profit of them. I have sent the dimensions of the cranks, knowing it to be the practice in New England to make them so small as to retard the business of sawing, besides frequently breaking—the breaking of one may be a greater damage than the cost of two. I have described them something large, but think you had better exceed the size than fall short of it.

"The best workmen will be the cheapest as the whole depends on the effectual laying the foundation of the dam, etc. I make no doubt but when the mills are completed they will saw at least 5 M boards pr. day.

"I am Sir, your most obedient servant,

"JAMES SIMONDS."

It may be noticed, in passing, that Mr. Simonds writes from Passamaquoddy. The headquarters of the trade and fishery there was at Indian Island, or as it was sometimes called, Perkins Island. Mr. Simonds and Wm. Hazen were members of the St. John's River Society and it would appear from Capt. Glasier's letter to Nathaniel Rogers of 10th Nov'r., 1765, that the Society had ambitious designs with regard to this locality. "Our Fishery at Passamaquoddy," writes Glasier, "is an object worth our attention; it is the best in the province. A Block-house will be built there next spring and I can get a party from the Fort and some small cannon which will secure the Fishermen against any insult from the Indians. This spot is more valuable than you can imagine. I was promised by some of the principal Fishermen belonging to New Hampshire if I got a grant of this Island they would come to the number of 100 families with all their crafts, etc., and become our settlers at Saint Johns, and if we get Grand Manan* it will give us a chain of Harbours all the way to Mount Desert, which will be all we want."

The avidity manifested by the agent of the St. John's River Society in seeking favors at the hands of government would seems to countenance the idea, suggested in the preceding chapter of this history,** that when the memoralized the government of Nova Scotia for a grant of "the Point or Neck of land bearing three quarters of a mile from Fort Frederick, with 60 acres of land adjoining to it, for the making and curing Fish," he had in view the valuable peninsula on the east side of the harbor of St. John, on which the principal part of the city now stands; but further investigation shows that this is not the case and that the point of land meant was the neck adjoining the fort, on the Carleton side of the harbor.**

Indians and Milldam.

We have ample testimony as to Beamsley Glasier's zeal and energy as director of the affairs of the St. John's River Society. Charles Morris, junior, says of him, "Capt. Glasier has done everything that was possible for any man to do, and more than any one else in his situation would have done to serve the Society," adding that he had not been properly supported, and if he had retired "there would have ended the Grand Settlement of St. John's River, for as soon as he had left it, in all probability the Indians (who have been made to believe our Dam will destroy their Fishery) would have burnt and destroyed all that has been done this summer at the Mills, and before we could build other mills and get things in so good a way again the lands would be forfeited, for there will be a court of Escheats held and all the lands that have been granted in this province that are not settled and improved agreeable to the express condition of the Grant will absolutely be declared forfeited. "But," he continues, "I can't imagine the Society will suffer theirs to be forfeited, for I am well convinced that less than £30 sterling from each proprietor will build all the mills, divide all the lands and pay every expense that has attended the settlement from first to last; and each proprietor will then have 7,000 acres of good land laid out into lots, mills built and everything ready and convenient to carry on and make a fine settlement of it."

Glasier rarely complained of the difficulties with which he was confronted, but on one occasion he admits "I am in a very disagreeable situation and am heartily tired of it, and was it not for ingaging in the Mills, would curse and quit the whole business. I have not been well treated; the agents for all the Philadelphia and other Companys have been genteely appointed and every expence paid with honor. What I have done by myself has been ten times more than they all together and the expence not the fifth part in proportion."

Boston and the Stamp Act.

Whilst engaged in his work on the River St. John, Glasier was obliged to make occasional trips to Boston, taking passage usually in the vessels of Hazen, Simonds and White. The excitement produced in New England by the operation of the obnoxious Stamp Act gave him some concern. He writes in November, "I have some things to settle with the Governor & Council next time they

(* In another part of his letter Glasier says, "Capt. Falconer, who is on the spot, is ...ed to petition the Lords of Trade for this Island." Capt. Falconer intended to have ... to the River St. John to assist in the management of affairs there, but this plan ... upset by his being ordered with his regiment to Ireland.

** Speaking of the fishery in St. John harbor Capt. Glasier writes, under date Dec. 1764, "The Bass is ketcht in Weirs just under the Point below the Fort," that is on the Carleton side of the harbor, and in the next sentence he goes on to identify this point or neck of land with that adjoining Fort Frederick. "The Cod Fish," he says, "strikes in here a month sooner than at Cape Sable shore & goes off a month sooner; you ketch the Fish a league within the mouth of the Harbour and quite up to the Island [Navy Island] near the Point of Land I have asked for."

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...en's Association of ...unswick

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NOTICE

Stephen Cronkhite for his sons, Alex., Samuel or Benjamin, have not been licensed to sell any material whatever from the property occupied by them and owned by A. and any persons buying such will be

A. LIKELY.

... Hall

MARRIAGES

REYNOLDS-DUNLOP—At the residence of the bride's parents, 42 Charles street, January 11th, by Rev. A. H. Foster, B. D., Harry T. Reynolds to Mary Ellen, daughter of James Dunlop, all of this city.

DEATHS

COLWELL—Entered into rest, at his home, Lower Cambridge, Queens county, on Jan. 7th, Deacon Geo. L. Colwell, aged 74 years.

SHIP NEWS.

PORT OF ST. JOHN.

Arrived.

Tuesday, Jan. 10.

Str Montrose, 3,968, McNeil, from Antwerp, general mdse and pass, C P R.

Str St Croix, Thompson, Boston, Portland, Eastport, mdse and pass, W G Lee.

Str Corinthian, 4,018, Fairfull, Liverpool, Wm Thomson & Co, pass and general cargo.

Sch Jennie C, 98, Barton, Boston, A W Adams, bal.

Sch Lotus, 98, Granville, New York, A W Adams, coal.

Sch Rowena, 96, Merriam, Boston for Port Greville, and cld.

Coastwise—Sch Clara Benner, 37, Phinney, Campobello.

Wednesday, Jan. 11.

Schr Avis, 99, Sabean, Boston, F Tufts & Co.

Schr Comrade, 77, Kerrigan, Boston, master, bal.

Stmr Montcalm, 3,908, Evans, Avonmouth Dock, Bristol, C P R, general.

Schr Otis Miller, 98, Miller, St Andrews, A W Adams, bal.

Coastwise—Schrs Free Trade, 73, Priddle, Digby; Margaret, 49, Leighton, St George; Lost Heir, 14, Maguire, fishing, and cld; Alph B Parker, 46, Thurber, fishing.

Thursday, Jan. 12.

Schr Ann Louisa Lockwood, 266, Cameron, Boston, J H Scammell & Co, bal.

Schr Rebecca W Huddell (Am), 210, Fardie, New York, D J Purdy, bal.

Stmr Senlac, 614, McKinnon, Halifax, via ports, Wm Thomson & Co, and cld.

Schr Frank and Ira, 98, Branscomb, New London, N C Scott, oak.

Schr St Anthony, 100, Butterwell, Norfolk, F Tufts & Co, coal.

Coastwise—Schrs Nellie D, 32, Dickson, Beaver Harbor, and cld.

Cleared.

Wednesday, Jan. 11.

Coastwise—Schrs Harry Morris, Loughery, St Martins; Alph B Parker, Thurber, Freeport; Clara A Benner, Phinney, Back Bay.

Thursday, Jan. 12.

Stmr Munin, Utne, Limerick, George McKean.

Sailed.

Tuesday, Jan. 10.

Str Mount Temple, for London and Antwerp, mdse and pass, C P R.

Wednesday, Jan 11.

Schr Joseph Hay, for Bear River to load for Savannah.

Thursday, Jan. 12.

Stmr St Croix, Thompson, Eastport, Lubec, Portland and Boston.

CANADIAN PORTS.

Halifax, Jan 10—Ard, str Wasis, North Sydney; sch Agnes V Glasson, Banks (in for harbor).

Cld—Strs Scottish Hero, Muir, Philadelphia; Senlac, McKinnon, St John via ports; Florence, Barr, St John; Pretorian, Johnson, Liverpool; sch Agnes V Glasson, Roberts, Gloucester, and all sailed.

St Stephen, Jan 10—Ard, sch Prudence, New York.

Halifax, N S, Jan 11—Ard stmr Mount Temple, from St John; Manchester Trader, from Manchester.

Halifax, N S, Jan 11—Ard stmr Dahome, Bermuda and West Indies; Silvia, from New York; schrs George R Alston, from New York; Maud M Storey, from Gloucester, bound to Port Aux Basque (for shelter.)

Cld—Stmrs Silvia, for St John's (Nfld); Veritas, (Nor), for Jamaica and Cuban ports; Baker, Schorwandt, for Boston; St Helens, for St John (N B); schr Maud M Story, for Port Aux Basque—and all sailed

Halifax, Jan 12—Ard, stmr Pro Patria, St Pierre via Louisbourg (C B).

Cld—Stmrs Mount Temple, Forster, London and Antwerp (and sld); Manchester Trader, Fisher, Manchester via St John; schrs Canadian, Meissner, Nassau, Bahamas; G S Troop, Pentz, Lunenburg.

BRITISH PORTS.

Liverpool, Jan 10—Ard, str Ionian, St John and Halifax via Moville.

Liverpool, Jan 11—Ard, stmr Lake Manitoba, St John.

Glasgow, Jan 12—Ard, stmr Sarmatian, Boston.

Queenstown, Jan 12—Sld. stmr Arabic(from Liverpool) New York.

Genoa, Jan 10—Sld, stmr Cretic, New York.

Lizard, Jan 12—Passed, stmr Kildona, Portland for London.

Tor Head, Jan 11—Passed, stmr Tritonia, St John for Glasgow.

Liverpool, Jan 12—Sld, stmrs Roman, Portland; Sachem, Boston.

The reported sailing 14th of stmr London City for Halifax was an error.

Liverpool, Jan 12—Sld, stmr Sicilian, Halifax and St John via Moville.

FOREIGN PORTS.

Boothbay Harbor, Jan 10—Ard, schs Henrietta Simmons, Randall, New York; Rodney Parker, Boston; S E Davis, do; Miranda, coastwise; tug Seguin, towing sch Annie L Kimball, Bath.

Boston, Jan 10—Ard, strs Heathglen, Seaborne, Manila; Mystic, Abbott, Louisbourg; bark Antioch, Perth Amboy, in tow of tug Underwriter.

Cld—Strs Bohemian, McCallum, Liverpool; Gorsemore, Antwerp via Baltimore; Mystic, Louisbourg.

Sld—Str Boston, Yarmouth; bqe Penobscot, Buenos Ayres.

New York, Jan 10—Ard, strs Algeria, Palermo; Trinidad, Hamilton, Bermuda; Queen Olga, Philadelphia; Patria, Marseilles; Altai, Kingston; Zulia, LaGuaira, etc; Pilar De Larrinaga, Buenos Ayres.

Cld—Bqe Superb, Melbourne and Sydney; brig Curacao, Curacao; schs Harry Miller, St John; Clara, Halifax.

New London, Jan 10—Ard, bqe Hattie G Dixon, Shanks, Promised Land for Savannah; sch Morancy, Scott, New York for St John.

Philadelphia, Jan 10—Cld, str Siberian, St John's (Nfld) and Glasgow.

Portland, Jan 10—Ard, schs Josie, Barren Island; Julia & Martha, Weymouth (Mass.)

Cld—Schs Ida, Millbridge; M J Sewall, Jonesport; sloop Nancy Hanks, Sebasco.

Sld—Str Manhattan, Johnson, New York; schs Lillian, New Haven; Abby Morse, Sargentville.

Salem, Jan 10—Ard and sld, sch Clara Jane, New York for Calais.

Vineyard Haven, Jan 10—Ard and sld, schs Jordan L Mott, New York for Rockland; Myrtle Leaf, and Dara C, Port Greville for New York; tug Standard, towing barges Nos 56, Bayonne for Boston, and 58, for Portland.

Ard—Sch G M Porter, South Amboy for Eastport.

Buenos Ayres, Dec 14—Ard, bqe Nautilo, Tusket Wedge.

Boston, Jan 10—Str Canadian, from Liverpool and Queenstown, anchored below Boston Light at 11.30 o'cock tonight.

New York, Jan 10—Ard, str Kronprinz Wilhelm, Bremen, Southampton and Cherbourg.

Boston, Jan 11—Ard stmr Canadian, from Liverpool; Michigan, do; barque Strathcona, from Turks Island.

Cld—Ship Adriana, for Buenos Ayres.

New York, Jan 11—Stmr Majestic from Liverpool and Queenstown, is reported by the Nantucket Shoals Lightship as having passed the lightship at 4.15 p m.

Sld—Stmr Teutonic, for Liverpool; Statendam, for Rotterdam via Boulogne; Prinzessin Victoria Luise, for St Thomas, etc.

Chatham, Mass, Jan 11—Light north winds, cloudy at sunset.

Vineyard Haven, Mass, Jan 11—Ard schr Keewaydin, from Dilligent River (N S); for New York.

Gloucester, Mass, Jan 11—Sld schr St Anthony, from New York for St John.

Rochefort, Jan 10—Ard barque Alf, Marslons, for Canada.

Philadelphia, Jan 11—Cld stmr Geestemunde, for St John and Halifax.

Portland, Me, Jan 11—Ard stmr Hilda, Chambers, from Parrsboro.

Boston, Jan 12—Ard, stmrs Saxonia, Liverpool; Idaho, Hull (Eng); Baker, Halifax; Boston, Yarmouth; Dominion, Louisbourg.

Delaware Breakwater, Jan 12—Ard, schr Millville, Philadelphia for Salem.

Passed out, stmr Geestemunde, Philadelphia for St John and Halifax.

Reedy Island, Jan 12—Passed down, stmr Geestemunde, Philadelphia for St John and Halifax.

Vineyard Haven, Jan 12—Ard, schr Ella May, Rockport for Providence.

Sld—Schr Keewaydin, Diligent River for New York.

New York, Jan 12—Ard, stmr Pomeranian, Glasgow.

Sld—Stmr La Touraine, Havre.

LIST OF VESSELS BOUND TO ST. JOHN.

Steamers.

Concordia, 1617, Gasgow, Dec 31.
Dahome, 1551, at Halifax Jan 11.
David, 881, New York via Norwich, Dec 28.
Dunmore eHad, 1439, at Belfast, Dec 30.
Florence, 1638, Halifax, Jan 11.
Geestemunde, 1758, Philadelphia, Jan 11.
Gulf of Ancud, 1695, at London, Jan 10.
Heim, 1046, Amsterdam via Sydney, Dec 14.
Indrani, 2330, to sail from Glasgow, Jan 19.
Kastalia, 2562, at Glasgow, Jan 9.
Lake Erie, 4814, Liverpool, Jan 10.
Lake Manitoba, 6275, to sail from Liverpool, Jan 24.
Lake Michigan, 5340, at London, Jan 2.
London City, 1500, at London, Dec 10.
Manchester Corporation, 2586, to sail from Manchester, Jan 14.
Manchester Merchant, 2707, Liverpool, Jan 6.
Manchester Trader, 2166, at Halifax, Jan 11.
Parisian, 3586, Moville via Halifax, Jan 6.
Pretorian, 4073, to sail from Liverpool, Jan 26.
St Helens, 592, at Halifax, Dec 26.
St John City, 1412, London via Halifax, Jan 6.
Salacia, 2836, at Glasgow, Dec 26.
Sicilian, 3964, to sail from Liverpool Jan 12.
Wyandotte, 2712, Natal, Dec 18.

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Digby Shipping News.

Digby, Jan. 11—Steamers Hillsdale, Captain Chambers, and Killkeel, Capt. Pettis, are in port with coal from Parrsboro for Portland (Me.)

D. A. R. steamer Prince Albert, Captain Holmes, which arrived here Saturday and sailed yesterday for Yarmouth, is in Westport for a harbor.

Tern schooner Hay arrived this morning from St. John for Bear River.

Barque Carrie L. Smith, Capt. Reed, towed from Bear River yesterday and anchored off Digby with lumber for Buenos Ayres.

Tern schooner Margaret May Riley towed from Annapolis Monday with lumber for the West Indies.

Barque Vanadis and tern schooner Chas. W. Alcott are still off Digby, the former for Buenos Ayres and the latter for New York.

OBITUARY

William A. Whelpley.

The obsequies of William A. Whelpley, an aged and respected resident of Greenwich, Kings county, were conducted by Rev. Mr. Shewen, rector at Oak Point, on Monday last and burial was made in the family lot, Westfield. The services were attended by many residents living for miles around. Three sons—Simeon, William and Thomas Whelpely—assisted by three cousins—Fred, Daniel and Duval Whelpley—bore the coffin. Mr. Whelpley was considerably over the three score and ten mark, and had been ailing for some time. His wife pre-deceased him some years. Two daughters reside in the States. As a worthy man in every sense of the word Mr. Whelpley will be remembered by all his acquaintances. During his active life he was an earnest laborer in Episcopal religious circles in his own parish.

Mrs. Catherine Rees.

Newcastle Creek, Jan. 5—Mrs. Catherine Rees, widow of Rev. P. O. Rees, passed away suddenly, in the early morning of December 24, at the home of her son, Frank A. Rees, of Everett (Mass.).

She went to bed the evening before in her usual good health, and apparently never awoke. The cause of death was heart failure.

Mrs. Rees was a woman of strong Christian character, and her amiable disposition endeared her to all who knew her. Her deeds of true charity will long stand as a memorial to her. The body was taken to Keswick for interment, where the deceased had been a resident for many years.—Com.

Prof. E. Franke.

David Franke, of Cliff street, foreman furrier with C. & E. Everett, has word from Germany of the death of his uncle, Professor E. Franke, which recently took place at Richenbach, Silesia. Prof. Franke was eighty-one years old and was a musician of some distinction. In 1888 he was honored by Emperor William, who personally presented to him a medal in recognition of his musical talent. During the later period of his long life he was principal of the Reichenbach School of Music, an institution maintained by the Catholic church.

Mrs. Edwin Barlow.

The many friends of Edwin Barlow were shocked to hear of the sudden death of his wife, Elizabeth, who passed away Tuesday afternoon, after a very short illness. Always loving and kind, she enjoyed the good will of all who knew her. Mr. and Mrs. Barlow were married in 1862 and had lived happily together for forty-three years. She was a daughter of the late Robert C. and Julia Frost, at one time very prominent in the city. She had reached the age of sixty-nine years. In addition to her husband she leaves a son and daughter, Dr. Chas. W. Barlow, of Providence (R.I.), and Mrs. E. W. R. Ingraham, of the west side. On brother, George E. Frost, of Hampton, and four sisters, Mrs. J. N. Rogers, Mrs. Frank Hollis, and Miss Isabelle Frost, of this city, and Mrs. George Barlow, of Providence also survive. Mr. Barlow is a well-known carpenter and builder and was for years foreman of No. 3 fire company. Much sympathy is felt for the husband and friends.

Mrs. C. H. Borden, Wolfville.

Robert Wisely received news by telegraph Monday that his niece, Mrs. Clarence H. Borden, had died at Wolfville (N. S.). She was formerly Miss Macklin, of Fredericton, and leaves her husband and three small children. A sister resides in Tennessee and a brother, Maurice Macklin, at St. Mary's. Mr. and Mrs. Wisely will attend the funeral at Wolfville.

Lester Stockton.

Anagance, Jan. 10—The many friends of Lester Stockton, Anagance, were unexpectedly shocked on Saturday morning to hear of his death, which occurred on Friday evening after about two days' illness with la grippe. Deceased was sixty-nine years of age. People are speaking of his death with emotion of regret that the village has sustained a loss of such magnitude, for Mr. Stockton was a very gifted man. His loveable nature and many attractive qualities rendered him the object of universal esteem and unbounded popularity.

Mr. Stockton was twice married, his first wife being Miss Keziah McCready, of Smith's Creek, Kings county, by whom he had five children, three of whom are living—Mrs. Daniel Burlock and the twins, Prof. Quinby Leander, of Boston, and Prof. Leander Quinby, of maritime province fame. Mr. Stockton is survived by his second wife, who was Miss Katherine Beatty, of Upham, and two daughters, Misses Ruth and Mary, who are at home.

The funeral service took place at his late home, "Floral Cottage," Monday afternoon, the body being taken to Corn Hill for interment. The services were conducted by his pastor, Rev. Edwin Bell, Methodist.

Shipping Notes.

The only damage to the schooner Ira May, ashore near Bass Harbor, was, it is reported, the loss of a rudder.

Barkentine Edith Sheraton, which discharged coal at Halifax, was under charter to load at Liscomb, but that port is frozen in, so she may load at Ingram river instead.

Fairway buoy, off Whitehead (N. S.), is reported three miles E. S. E. of Whitehead light and the chain caught in the rocks.

The following charters have been announced: British schooner Rewa, 145 tons, Pt. Johnston to St. John, coal, p. t. British schooner Silver Leaf, 283 tons, New York to St. Andrews, fertilizer, $1.50. British schooner Geo. R. Alston, 99 tons, Carteret to Halifax par cargo fertilizer, $1.50. British schooner G. S. Troop, 99 tons, Elizabethport to Halifax, coal, p. t. British bark Robt. S. Besnard, 1,200 tons, Tusket Wedge to Buenos Ayres, f. o., lumber, $7.50. British schooner Leonard Parker, 246 tons, Jacksonville to Port Spain, lumber, p. t.

SUMMER CLEARANCE SALE

Furniture, Carpets and Oilcloths

White Enamel Iron Beds, regular price $3.90, Sale Price $2.65
" " " " " " 4.50, " " 3.45
Extension Tables, " " 7.00, " " 5.40
" " " " 8.25, " " 6.50
Dining Chairs, Golden Oak Finish, 56c.

All our stock is reduced in price for this sale. Now is your golden opportunity—it may not occur again for a long time.

GEORGE E. SMITH,

Successor to F. A. Jones Co., Ltd.,

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