SEMI-WEEKLY SUN, ST JOHN, N. B., MAY 24, 1899.

SHIP NEWS

PORT OF ST. JOHN.

Arrived. May 13-Tuş Springhill, 96, Cook, from ortland, J A Likely, bal. Coastwise-Schs A Anthony, 78, Bostwick, nm Joggins; Sarah M., 76, Seaman, from useo; str Westport, 45, Powell, from West-ort. Gypsum E Windsor; E for Halifax

May 20-S S Alnmere, 2,089, Charter, from verpool, Wm Thomson and Co, bal. Sch Ada G Shortland, McIntyre, from Bos-

Sch Ada 6 Shortland, Mointyre, from Bos-ton, bal. Sch Clarine, 96, Keast, from Eastport, J W Keast, bal. Sch Nellie Watters, 96, Granville, from Stamford A W Adams, bal. Coastwise-Sche Violetta, 10, Longmire. from Annapoiis: Evelyn, 69, McConcough. from Quaco; West Wind, 24, Post, from Dig-by; Druid, 97, Tutts, from Quaco; Josie L Day, 15, Halliday, from Ashing; 1 H Goudey. 26, Suilivan, from Meteghan; Friendahip, 65, Alexander, from Point Wolfe: Alpina, 75, Roberts, from Parrsboro.

Alexander, from Point Wolfe; Alpina, 75, Roberts, from Parrsboro. May 21-Str State of Maine, Colby, from. Boston, C E Laechler, miae and pass. May 22-Coastwise-Schs Minerva, 83, Mc-Dormand, from Yarmouth; Rox, 57, Sweet, from Quaco; Free Trader, 76, Huntley, from Eatonville; Hattle, 37, Thompson, from Westport: Susie N, 38, Merriam, from Wind-sor; Maudle, 25, Beardsley, from Port Lorne. Cleared: 19th-Str State of Maine; Colby, for Boston. Sch Alice Maud, Hawx, for Oity Island t.o. Sch H A Holder, McIntyre, for New York. Coastwise-Schs Maude, Beardsley, for Port Lorne: Minerva, McDormand, for Sh-ing.

Cleared.

At New York, May 18, sch Florida, Brink-man, for Cayenne; sch Swanhlida, Gross-oup, for St John. At Darlen, Ga. May 17, bark Montreal, Larkin, for Aberison. At Mobile, May 17, str Tyrian, Angrove, for Havana. NEW YORK, May 19-Lid, sch I N Park-May 19-Str Cumberland, Allan, for East-

Sch Leo, Springer, for Vineyard Haven

Sen Leo, soringer, for "Interface and Sch Ayr, Brenton for City Island 1 & Constwise-Sches Magnie, Scott, for Wai-ton; Gilde, Tufts, for Quaco; Thelma, Mil-ner, for Annapolis; A Anth-ny, Pritchard, for Quaco; Porpolds; Ingersoll, for Grand Harbor; Sarah M, Seaman, for Quaco; Ro-land, Roberts, for Patraboro; Dove, Gestin-ger, for Tiverton; str Westport, 48, Powell, for Westport; schs. Princess Louise, Watt, for North Husd; Amy J, Brown, for Point Wolf; Brisk, Wadin, for Campobello. May 20-Sch Cora May, Harrington, for New York.

New York. Sch St Leon, Tracy, for Vineyard Haven Sch Winnie Lawry, Smith, for City Island

Information and the second state of t Sch Winnie Lawry, Smith, for City Janade a. Sch Warrior, Jackson, for Boston. Sch Everett. Kelly, for New York. Sch Southern Gross, King, for Beverly. Gastwise-Schs Mattland, Merriam, for Vindsor; Lennie and Edna, Hains, for Free-ort: Silver Cloud, Bain, for Digby: West Wind, Post, for Digby! Jessie D. Salter, for Jackville: Evelyn, McDonough, for Quao; foletta, Longming, for Digby, Bessie G. gilvie, for Parrshord, Glenard, Hoar, for farvey; Alpina, Roberts, for Harvey. From Arendal, May 5, tark Lorenzo, for St Jons. From New York, May 18, sch Lyra, for Campobelio. From Havana, May 11, sch St Maurice, Gröpett, for Pascagolla. Sky str S ate of Maine, for St John's schs Gearge M N's ner, for P. st Gilbert, NS; S. m Slick, for Windsor, NS; Lizzie Whar-ton, for Annapolis, NS; kills and Jennie, for Grand Maisen, NH; LaPlata, for Kingsport, NS.

CANADIAN PORTS.

Arrived. At Hillsboro, May 17, sch. Fred. Gower, rom Portsmouth, NH: 18th, sch Brookline, imith, from Boston HALIFAX, May 10-Ard, str City of Wor-ester, Jones, from Bensacola bound to Car-lf.

NS. SALEM, May 13-Sid, sch Three Sisters, or St John Sid, sch Prospect, for St John. PERTH AMBOY, J. May 19-Sidd, sch Rath Robinson, for Salem; Eric, for St At Chatham, May 17, bark Oscar, Schader om Sharpsburg; s s Domina, Reddie, from

Ardrossan. At Hillsboro, May 19, schs Cox and Green, Thompson, from Boston; Henry Nickerson,

At Hillsboro, May 19, schs. Cor and Grean, Thompson, from Boston; Henry Nickerson, Brewster, from St John. HALIFAX, NS, May 21-Ard, strs Phoe-nicia, Leithauzer, from Hamburg: Damara, Williams, from Liverpool via St Johns, NF. At Chatham, May 20, bright Tameriane, Hansen, from Queenslows. At Richibueto. May 15, bright Valona, Murray, from Liverpool, 17th, bright Sag-ona, Thompson, do. At Shediac, May 22, bark, Bertha, Jansen, from Rocheftert, bal. Cleared.

At Hillsboro, May 20, sob Fred Gower, for Norfolk, Va.

Cleared.

At Windsor, May 9, sch Benij C Cromwell, McLearn, for New York; 11th, schs Harry, Genesta, and Roht Ewing, for New York; 15th, sch Susie N. int St John. At Hillsboro, May 17, sch Hattle A Marsh, Mehaffey, for Newark, NJ, At Hillsboro, May 19, sch Crescent, Mehaf-fey, for New Haven, Conn.

Mehn., NEW LONDON, May 19-Sld, sch Frau-lein, tron Hew York for St John; Addle
From New York, May 13, sch Swanhilda, for St John; Gypsum Emperor, for Windsor; Hinter, for Lubec.
CALAIS, Me, May 21-Sld, schs E L Lee, for Fall River; Andrew Peters, for Provi-dence; Hannah Grant, for Boston; Carrie Eell, for Lubec.
STONINGTON Conn, May 20-Sld, sch Hatie Murfel, for St John, ME.
NEW YORK, May 20-Sld, str Campania, for Liverpool; sch Bessie Parker, for tS John, JNE.
TTY ISLAND, May 20-Bound south, schs Vickaburg, from St John; Reporter, from do: Benj C Crowell, from Windsor, NS.
GITY ISLAND, May 21-Bound south, schs Harzy, from Wantworth, NS; Lizzie D Small, C R Flint, Sower, fron St John; Hargins, from Orand Manap. NB; Emma McAdam, fftm Calais, Me.
Sid, strs Boston, for Yarmouth: Halffax.
for, Heilfax.

<text><text><text><text> BOSTON, May 21-Ard, str Yarmouth, from Yarmouth, NS; ichs Adelene, from St John, NB; Pesrline, from Annapolis, NS, Anchored in roads, sch Annie Rilss, from Boston for Hillsboro, NB. VINEYARD HAVEN, Mass, May 20-Ard end sid, schs Swanhilds, from Port Liberty for St John; Fraulein, from New York for do; H M Stanley, from Newyort for ao; Gypsum Empress, from Providence for Windsor; Elle H Baracs, from New York DC, May 18-Notice Gypum mappens, non New York for Halifax VINEYARD HAVEN, May 21-Ard, schs Hunter, from South Amboy for Lubec; Ab-ner Taylor, from Torth Amboy for Calais; D w L, from Providence for St John; Bes-sie Parker and Eric, from Perth Amboy for do; Quetay, from New London for do; Lyra, from Hoboken for Campobello, NB; Leonard rom Bridgeport for River Hebert; Prud-ent, from New York for Moneton; Luta Price, from Bridgeport for Dorchester, NB; Bonnie Doon, from Port Liberty for Fred-ertoton; Onward, from New York fod ao; Lygonia, from South Gardiner for orders. Passed, barkentines Nora Wiggins, from New York for Bridgewater, NS; Robert Ew-sum Emperor, from New York for New York; Genesta, from Nova Scotin for do; Georgie D Loud, and Canaria, from St John for do; At Pascagoula, May 13, sch St Maurice, Corbett, from Havana. At Boston, May 20, bark Still Water, Thurber, from Manila. Cleared: At New York, Mary 19, sch Golden Hind.

NUT HOW DAN

3573 DEATHS.

CLARK-At 126 St. George street, Moncton, on Sunday, May 21st, Margaret, beloved wife of, W. C. Flark, in the 51st year of her age. DONNELLY-At 40 Lexington street, Charles-town, Mass., on May 17th, Alexander, be-loved husband of Hannah Dennely, aged her age.

39 years (Fredericton papers please copy.) JOHNSTON-In this city, on May 20th, Ethel Maud; second daughter of Samuel W. and Ellen, Mary Johnston, in the 4th year of

Ellen mary opplication of the coverdale, A. Col. MITCHELL—At Middle Coverdale, A. Col. May 21st, Emma E., only daughter of the late Capsain William Mitchell, aged, 50

ODELL-In this city, May 22nd, Phobe, widow of the late Daniel Odell, in the 80th year of her age. Funeral on Wednesday at 2 o'clock p. m. from her late residence, 16 Metcalf street, north end. north end. PHEASANT-In this city on May 226. George Otis, aged 23 years, second son of Frederick and Sarah A. Pheasant. Iotics of funeral hereafter. No flowers, by request.

smith-At his late residence. River Bank, Musquash, May 18th, J. E. Woolford Smith, in the Sird year of his age, son of the late George F. Smith of Portland, St. John, N. B.

MILITARY TOPICS.

The staff college course at the Royal Military College, Kingston, will terminate on the 20th instant.

Private A. W. Ccombes of the R. C. R. I., Fredericton, has been promoted to the rank of hospital sergeant, vice Strgeant Cochran, discharged. The N. C. officers of the R. C. R. J. Fredericton are undergoing a course in military sketching and topography, under the personal supervision por Major Hemming:

ples of the Militia List can be

A PULP MILL.

Eastern Main Will Have a 75-Ton Plant.

t Will Probably Be Located in the Vicinity of Calais-Washington Co. Lumber Business is the Best for Years.

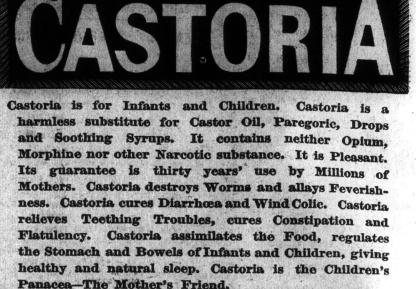
CALLARS, May 11.- Prominent lum-bermen of Maine are negotiating for water power and timber land along the line of the Washington County railroad for the erection of a 75-tor pulp mill. They are in correspondence with General Manager Dowst of the W. C. R. R., and say that they mean business. It is thought that the site will be near Calais, providing co-cperation of Calais parties is assured. An effort will be made by the Machias board of trade to induce the mill promoters to locate on the Machias river and it is thought that they will offer sufficient inducements re-garding exemption from taxation and other considerations as will secure for that town the first pulp mill of eastern Maine.

Some two years, ago a syndicate of wealthy Englishmen bonded a big tract of timber land on both sides of the St. Oroix river at Sprague's Falls, eleven miles from Calais on the Princeton branch of the W. C. R. R. and secured options upon water privileges, etc., for the purpose of erecting this year one of the biggest international pulp and paper mills in the country. Sprague's Falls by the way, is one of Maine's biggest water privileges-the St. Croix river giving a 30 foot head at that point and furnishing an unfailing supply all the year. The timber land in that section is also vast and valuable, and people in this vicinity figured upon seeing a small city arise on the river

Sprague's Falls." Recently the syndicate sent two experts here who got estimates of rail and water facilities for shipments, prices of timber land, possible acreage to be acquired, etc., and reported that it would cost too much to acquire fim-ber lands at the prices asked, and it is understood that the syndicate has allowed the time limit on their options to expire. This ends the big Sprague Falls scheme as far as this syndicate is concerned, although it does not disrese of Sprague's mills as a possible rival to the proposed Great Northern mills at Millinocket. It lies on the line of the W. C. R. R. within easy reach of tide water and a great water power and vast tracts of valuable timber can be secured at the right price that a big pulp mill will be built there

DOWN BAST LUMBER Not in years has there been such revival in the lumber business as is now experienced. A few months ago the big wharves of the Todds and Murchles were piled high with lumber

left over from a dull season.¹⁰¹ A few weeks ago ships began to freight it down river and today the big lumber piles have nearly vanished. Good prices have been secured and the lummills en are happy. The ng the St. Croix are starting up and the buzz of the saws is merry music as one enters Calais on the rall. Up-river mills are also starting saw-ing and the big drives will begin to come down in a few days when high vater subsides. It is estimated that more lumber will be sawed on the St. Croix this year than ever before and at better prices. WILL CHANGE SYSTEM. Most of the lumbar shipped from this section is landed by ships in yards along the water fronts of various New England states and in consequence is not of regulation order such as is shipped from Bangor on cars to interior state points. The mills have been in the habit of turning out this kind of lumber, paying no attention to other sizes. Mr. Nash, the Cherryfield lumber king, was in town this week, and in speaking of a change in lumber manufacture said that he was arranging to change over his entire plan in or-der to enable him to turn out order lumber. That is, should he get an order for the shipment of certain di-mensions lumber, joists of certain size, etc., to build a house, he could fill the order and ship by rail. Down east mills along the railroad will then be able to ship order lumber to many interior points from which they are now shut out, as they are only prepared to turn out ship loads of uncertain sized lumber. "We nust educate ourselves to the emands of the times," said a well mown lumber dealer on the St. Croix. I believe we would not have our wharves piled high with lumber winter if we got our order lumber ship to interior points by rail., Spot wood, shingle and iath mills along the line of the W. C. R. R. report excellent business and at Jacksonville, Dennysville, Whitneyville and other lumber centres the mills are busy and booming.



What is

Castoria. Castoria.

"Castoria is an excellent medicine for "Castoria is so well adapted to children children. Mothers have repeatedly told me of its good effect upon their children." that I recommend it as superior to any pre-scription known to me." DR. G. C. OSGOOD, Lowell, Mass.

H. A. ARCHER, M. D. Brookin, N. Y.



APPEARS ON EVERY WRAPPER. THE CENTAUR COMPANY, 77 MURRAY STREET, NEW YORK CITY.

feet, and which the railroad will uti- he was a common carrier and secured lize for the big sardine trade ship- in acquittal in the supreme court at ments anticipated this year. alais a few days ago. FREIGHT AND PASSENGERS.

The freight business on the W. C. R. R. has doubled almost since the new line schedule was adopted and the management is most gratified by he unexpected development of the assenger traffic, which is growing heavier daily. Experiments are being made shipping live fish to Boston which promises to be a success, and the East, ort live lobster business promises to be thriving.

The company expects to get the bulk of the sardine trade this season, as they are shipped for taking the freight at the docks. The Lubec and North Lubec factories will be served by boats which will land the freight at the company's wharf on Sea street, Eastvort.

DAWSON CITY FIRE.

Coroner's Inquest Into the McLean Murder Case—Lumber Drives on the Upper St. John. FREDERICTON. May 22 .- The coroner's inquest on the murder of Mc-Lean was begun at Stanley this afternoon. The Agricultural hall, where the inquest was held, was crowded to the doors. The first witness called was Mabel Logan, a young girl who was staying at Govers' house on the night of the murder. Her testimony was unimportant, and added little to the facts already known about the affair. The inquest will not be con-cluded until tomorrow.

FREDERICTON.

The Methodist Sabbath school celeyesterday. Special services were held throughout the day and were of an interesting nature and largely attended. The Methodist Sabbath school in this city is one of the largest and most flourishing schools in the province. Jessie M. Titus, aged twenty-two, daughter of James Titus, died at her home at St. Mary's yesterday from consumption. A fleet of three sailing boats, the property of A. A. and F. Shute, J. M. Aitken, M. M. Wiley and William Walker of this city were launched Mclast Friday. They are cat-rigged, 22 feet over all, and present a very fine appearance. The boats were con-structed by J. J. Moore of this city, and reflect great oredit on his ability as a boat designer and builder. Geo. Barrott, Allen DeLong, Fred Dever, Ran. Mason, Arthur Suther-land, Sandy Staples and Chauncey Coleman will be the Fredericton representatives at the sports in St. Ste-phen on the Queen's birthday. They leave for the border city tomorrow afternoon. An order was made today in the case of the late John Savage giving power to the excutors, John Anderson and Joseph Scott, to sell real estate for the payment of the legacies by will of deceased. This is said to be the first case of the kind under the new power conferred on the probate court. Lumbermen and mill owners here are more than uneasy. Some of them are indignant in regard to the work on the corporation drives between Grand Falls and Fredericton. Re tween these points there are probably sixty to eighty miles of lumber stranded in all possible and impos-sible places along the river, and it is asserted that while the freshet was up no effort at all was made to keep this lumber moving. This is proved by the fact that not more than two by the fact that not more than two million feet is now in the Fredericton booms. The opinion grows stronger every year that the driving from Grand Falls down should be handed over to the Fredericton Boom com-pany and no longer left in the hands of men who have to look after their own driving first. Whether or not own driving first. Whether or not this lumber will get into the booms in time to be of use it is asserted de-pends on what is known as the June freshet. That failing, a dearth of umber on the St. John must follow. The river has already fallen here two feet perpendicular, but today has about held its own, indicating a slight rise up river. The upper St. John drives are stil in doubt. Many rumors are afloat, but no definite information to hand. None of the driving crews have yet been disbanded, so that the drives are still being worked, but this is only an inference.

water was needed. Th authorities gate. The fire Nase & 1.10 p. southerly that buildin from the w stroyed the pied by J. to the large corner own Jumping Br ly worked warehouses At this time was likely (tions, as the flying in eve had seemin minutes fr violent gale in a mass of across, taki stret in its storekeepers the danger, alive with goods to pl A fresheni

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Sid, liritish warshins Comus. Ulifford, and Columbine, Williamsen, for Newfoundland; strs Lond.n City, Patterson, for London; Duart Castle, Seply, for Bermuda, Wind-ward Islands and Demerara.

BRITISH PORTS Arrived.

At Falmouth, Ja." May 16, bark N B Mor-ris, Stuart, from Las Palmas, At London, May 17, bark Ochtertyre, Ken-nealy, from Wellington. At Sydney, NSW, May 17, ship Albania, Brownell, from New Tork. At Devonport, May 15, bark Macedon, Page, from Mobile. At Barbados, May 12, bark Sunry South

Page, from Mobile. At Barbados, May 12, bark Sunny South. McBride (to load for Quebec and Montreal). At Newcastle, NSW, May 20, ship Greed-more, Kennedy, from Buenos Ayres, 54 days; 19th, bark. Beimont, Ladd, from Shang-

At Sydney, NSW, previous to May 10 hips Albania, Brownell; Oweenee, Burchill rom New York. New York, May 2, seh F B Wade Port Spain, May 2, seh F B Wade from West Duplin, NS (to load for

Salled.

LONDON, May 18-Sid, str St John City, for St John vie Hallar. LIVERPOOL, May 19-Sid, strs Lake On-tario, for Montreal: Utunda, for Hallfax via St Johns, NF QUEENSTOWN, May 21-Sid, str Lucania. from Liverpool for New York. LONDON, May 21-Sid, ship Vega (late Wilhelm), (Ger), for St John. GLASGOW, May 19-Sid, str Micmac, for Pictou.

ictou. From Waterford, May 16, bark J H Mar-ters, Frank, for Liverpool. From Cape Town, May 17, ship Regent, Ienderson, for Ship Island. From Port Spain, May 3, sche Bartholdi, Frafton, for Cuba, Arctic, Arenburg, for

FOREIGN PORTS.

Arrived At Martinique, May 17, 5kin Cuidoon, Ricker, from Lozdon, At Rosario, April 15, Bark Florence B Edgett, Kay, from New York via Buenos At Matanzas, May 10, sch Anita, At Curdenas, May 1, sch Iolanthe,

from Mobile. At Mobile, May'47, Sch Florence R Hew-son, Patterson, fröm Histana. At Delaware Breakwater, May 17, bark Still Water, Thurber, from Hoito. At Havana, May 19, Sch Astna, Chipman,

At Havana, May 19, sch Actas, Chipman, from Mobile. BO JTHFAY, Ma, May 19-Ard, sche Sil-ver Spras, from Fuoriliana), Netlie Elanche, from St John. RASTFORT, May May 19-Ard, sch Rattler, from Boothbay 'VINEYARD TRAVEN, Mass, May 19-Ard, sch M J Soley, From New Haven for Port Greville, NS. BOSIOV, May 19-Ard, strw Prince George, from Varnouth, Railfar, from Hainer, NS; sch E T Hautor, from Mc Desert, Hinam, from Calais, Ten. From St Martins, NE, Rews, from S. John; Frank W, from Eaton-ville, NS.

ille, rS At Saco, May 18, seh Sallie E Ludiam, rom New York. At New York, May 18, bark Wolfe, Me-Jonald from Manila; brigt Clyde; Strum, rom St Cepty

om At

St Croix Baracoa, May 4, sch St Croix, Torrey, New York: S. Pierre, Mart, April 20, sch Omega, In, from Fernandina. Pascagoula, May 18, schs John 8 Par-Geaner, from Hayana: Lewanika, Max-from Matanzas via Ship Island quar-ne.

web, Holl Markansk vik Sing Island durf-PORTLAND, Me, May 20-Ard, schs Neilie Blanche, from St John, NB, fcr Boston: Sil-ver Sjuray, from Rockland for New York; F R Baird, from Wissacset for Nantucket; Haselwood, from Beston for St. John, NB, 21st-Str Vincenzo, Rizzo, from Girgenti via New York; sch Neilie J Crocker, Hen-derson, from Lyan for Annapolis. GLOUCESTER, May 20-Ard, sch Vesta Petri, from Lyan for Annapolis. GLOUCESTER, May 20-Ard, sch Sy Venice, from Weymouth, NS, for Plymouth. BOSTON, May 20-Ard, schs V T H, from Bear River, NS, Marris, from do; F H Yos-ter, from St Martin; Maggle Miller, from

S'd, str Prince George, for Yarmouth, NS. NEW YORK, May 21-Sid, sch Rosa Muel-ler, for an eastern port. From Philadelphia, May 19, brigtn Bertha Gray, Massenger, for New York; sch Abbie and Eva Hooper, Foster; for Boston. From Montevideo, April 7, bark Chas E Lefurgey, Read, for Philadelphia, New York or Boston.

or Boston. From Norfolk, May 19, sch Patriot, De Costa, for Port Mulgrave. From St Lucia, April 24, str' Ardova, Smith, from Pensacola for Porto Belgrano. From Guantanamo, May 6, bark St Paul, Dill, for New York; Douglas, for do. From Dunkirk, May 18, bark Fram, for Bathurst.

Cleared: At New York, Mary 19, schs Golden Hind, Landry, for Blizabethport; Sierra, Mathews, for Blizabethport; 20th, sch Parthenia, Sa-beau, for Halifax.

Cleared.

Sailed.

John, NEW LONDON, May 19-Sid, sch Frau-lein, from New York for St John; Addie

Bathurst. Prom New York, May 20, barks Hornet, for Rio Grande do Sul; L W Norton, for Martinique; sch Bessie Parker, for St John; Sarah C Smith, for Boston; Bonnie Doon, for Frederictori

MEMORANDA

Passed Tarifa, May 12, bark Esperia, Bonitazio, from Genos for Tusket. Passed out at Delayare Breakwater, May 17, str H M Pollock, Newman, from Phila-delphia for Santiago via Havana and Ma-

In port at St Pierre, April 29, sch Hattie H Barbour, for Black River, Ja, to sall bout May 2.

d out at Delaware Breakwater, May k Alexander Black, from Philadelphia

for Bridgewater. Black, from Philadelphia In port at Buenos Ayres, April 13, bark Florence B Edgett. Kay, from New York for Rosarlo, to leave same day in sow; W W McLauenlan, Wells, from Rio Janeiro for Santos: April 22, bark Alert, Rice, for We York for Boston.

New York for Boston. In port at Port Spain, May 16, sch W R Huntley, Howard for New York; Blomidon, Potter, from Fernandina: In port at Kingston, Ja, May 17, brig Sceptre, Dexter, for Boston, ready to sail. Passed Fire Island, May 19, str John J Hill, from Now Bedford for Norfolk (with barge Pilgrim.) In port at Gloucester, Mass, May 18, str Dora, Shaw, for Bay Chaleur(to load for Barcelona.

SPOKEN.

Bark Athens, fing, from Montego Bay or New York, May 10, off Key West; all

San Francisco. April 3, lat 40 S. ion 58 W. Ship Harvest Queen, Forsyth, from Mobile for Belfast, April 13, lat 41, lon 52. Ship Buphemia, Dalling, from Philadelphia for Falmouth, May 13, lat 41.24, ion 48.14. Bark Island, Johnson, from Liverpool for Campbellton, May 17, lat 49 N, ion 18 W. Bark Nadia, Scherwig, from Dunkirk for Halifax, May 16, lat 54 N, lon 24 W.

Reports. BOSTON, May 21-Captain Lee of the str Icndonian, from London, reports sighting, in lat 48.47 N, lon 22 11 W, the dismantled and waterlogged bark Siddartha of Sack-ville, NB, before reported. Nothing but her lower masts were standing, and she was directly in the track of transatlantic liners. She is a very dangerous obstruction to navi-gaticn, repecially at night.

NOTICE TO MARINERS.

NOTICE TO MARINERS. PORTLAND, Me, May 17-Kennetces River, Maine-Notice is hereby given that the perches in the river have been placed in position for the season of anvigation. NEW YORK, May 17-Relief lightship No 11 was put in the place of the Sandy Hook lightship today, which was towed into the Distributions Department dock at Tompkins-ville for an overhauling. BOSTON, May 17-Great Pound Shoal buoy, No 8, has drifted about % of a mile east of its proper position. Lighthouse ten-der will replace it tomorrow. Captain Moore of British steamer Ulister-moor, at Baltimore, reports the outer en-trance whistling buoy 1% miles out of posi-tion. It has moved NE of its old position and now lies abcut the miles from Cape Henry.

Henry. TOMPKINSVIILIE, NY, May 18-Notice is given by the Lighthouse Board that the East Bank red gas buoy, No 4, Mast Channel, New York lower bay, having been damaged by Collision, has been brought in for repairs. It will be replaced on the station as soon as practicable, of which due notice will be

btained by any person requiring from the Queen's Printer, Ottawa. Price 15 cents each.

Amusement committees are to be formed in every brigade for the puroose of providing suitable amusements for the troops while at camp.

A stock of the regulation infantry boots will be taken to all camps and ssued to all men requiring them at the contract price, viz., \$2.15 per pair. As the Sam Brown belt of brown leather will shortly be adopted in Gar-

rison Artillery regiments, and Infap-try and Rifle battalions, officers are allowed to wear brown gloves in un-dress uniform, on condition that all the officers of the corps are provided with them.

Lieut. Colonel Vidal, D. O. C., will be brigsdier of two camps in Ontario before he returns to this district. The dirst, composed of the 4th Infahry Brigade, viz., the 20th, 37th, 39th, 44th and 77th battalions, will be formed at Niagara on the 6th June. The sec-ond, being the 14th Infantry Brigade, composed of the 16th, 40th, 45th and 46th battalions, will be formed at the art barten barten bergen berge erred to St. Johns, P. Q.

MARINE MATTERS.

Ship Ocringa is to load lumber at Port-land, Ma., for Buenos Ayres at \$9.127 Schr. Utopia, 99 tons, built at Brooklyn, N. S., in 1894, and hailing from Liverpoel, N. S., was sold at the latter port. April 28, to Capt. McLeod of Halifax. Boston underwritars were intorested in British ship Selkirk's cargo, reported valued at \$250,000, consigned to Plymouth Cordage Co., and fully insured.

Dominion, Capt. Jones, innary 19 for Royal Road at. Lloyds as missing. (es, thomas b Roads, has b g. (The Don d bark, built costed at Lioyds he missing. (The Domin-on was a steel four masted bark, built at bunderland in 1891, of 2,559 tons gross, and alled from Liverpool). Schr. Helen Cotton, from St. John, N. B., or New. York, which arrived at Vineyard layen on the 17th, was leaking 2,500 strokes oer hour, keeping all hands constantly at the pumps to free her. She was towed to he head of the harbor and a diver employed o stop the leak! The award for salvage services rendered by the harbor fugs to the bark Andorhinfa, which was damaged by fire at Brooklyn, N. Y., on October 24, 1895, amounted to \$6,600.

ch was damaged by nre at Browlyn, e. on October 24, 1898, amounted to \$6,000. mty-three boats were interested in the rd: \$4,608 was allowed the boats, \$792 divided amongst the drews of thirteen ta and \$600 was allowed to eleven boats oh sustained damage during the fire. ark Still Water, at Delaware Breakwater m Manila, has been ordered to New York Micharse.

arge. ark Alexander Black has been The park Alexander Black has been char-red at a high rate to take coal from pidgewater, Mass., for River Plate. Str. Ainmere, 2,089 tons. Captain Chater rived Saturday from Liverpool to load als. She had a good passage, and encoun-red only about fourteen hours' fog on the anks. The Ainmere came out in thirteen type. Penniand, at Philadelphia, reports May 9, lat. 50.05, close to derelict bark Sid eported: deck was awash mast was standing; very d

avigation. Capt. Arthur Nobles is now in command of the bark Cedar Croft, which is ready to all for Buenos Ayres. Capt. Crosby left he Cedar Croft to join his old vessel, the park Douglas. Capt. McDonaid succeeded Capt. Nobles in the barktn. Hornet.

UNCLE TOM'S JOKE.

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DIGBY, N. S., LINE.

There will be no line of steamers put on by the Washington county railroad between Digby, N. S., and Eastport this season, but the line will be opened next year for a certainty. The Digby line will serve to divert the most important Nova Scotia trade towards the Washington county road. Digby is 45 miles from Eastport is situated near the entrance to and the eautiful Annapolis valley, the happy Acadian land where Evangeline lived, which contains some of the best land in all Canada and some of the most hriving towns. The Dominion and Atlantic railroad traverses the valley and has a terminus at Halifax. In this way the travel goes over the road to Digby, then to St. John and then over the C. P. R. to Boston and be-

yond It is claimed by the W. C. R. R. officials that they can offer much quick-er transit over their line via the 45 mile ferry thence by the W. C. R. R., connecting with the Maine Central etc., and they anticipate a big busi-ness when the line gets into opera-tion. The steamers will land at the big wharf, now nearly completed at Sea street, Eastport, which is 22x85

SEATTLE, Wash., May 22.-Followis a list of principal buildings destroyed in the Dawson fire; Opera use, Wilson & Peterson, about two hirds destroyed; cost \$35,000. Dominion saloon, Lewin & Cooper, destroy-ed, \$50,000. Tivoli theatre and saloon, Cooper. & Co., destroyed, \$40,000. Northern saloon, Kelly & Marchback, destroyed, \$30,000. Aurora saloon and restaurant, destroyed; cost Alex. Mc-

Donald and Tom Chisholm about \$40,000. Bank of British North America building, destroyed. \$14,000. Donald building, destroyed, \$12,000. Parsons produce building, destroyed, \$12,000. Victoria hotel building, with additions: worth \$25,000.

SKIPPER WITH A HISTORY.

Experience of Capt. Lurchin of the Maine Sch. Good Templar.

A West Pembroke, Me., despatch in the Boston Sunday Herald says: Capt. Lurchin, whose schooner, the Good Templar, has been in trouble in Boston this week on account of a sus-picion on the part of the government officers that her cargo of fish was not smoked and packed on American soil, and who has been in Boston looking after his interests in the matter, has seen trouble of a similar nature before, and is one of the most interest ing characters on the eastern Maine coast.

Not many years ago the same ves-sel, the Good Templar, figured in a somewhat sensational case of alleged smuggling, which caused some excitement in Boston, but in that case Capt. Lurchin came out with flying colors. It was suspected at that time that large quantities of wool were being smuggled across the line from New Brunswick and shipped to Boston and other American ports, and one day a packet salled from Persbroke with, according to popular reports, a full cargo of contraband wool. The customs officers heard of it and telegraphed to Boston for the officers

there to be on the lookout. This action on the part of the government officers was quickly followed by the putting to sea of the Good Templar, with Capt. Lurchin in oharge. The Good Templar is a fast saller and when the Boston officers, a few days later, found nothing sus picious about the cargo of the pa they smiled to themselves and waited confidently for the arrival of Capt. Lurchin. They believed that he had overhauled the packet at sea and transferred the cargo. When the Good Templar arrived in Boston, however, the customs officers found that they had waited in vain. There was no wool on board. Just previous to starting for Boston last week Capt. Lurchin had a little experience with the state of Maine authorities, but he again came out

on top. Seventeen deer carcasses were found in his possession on the International Steamship company's wharf in Eastport, in close time. He was arrested and indicted on the charge of violat-

ing the state game laws. Capt. Lur-chin employed able lawyers, made out a complete defence on the ground that

Ship Greedmore, Cant. Kennedy, arrived t Newcasile, N. S. W., on Saturday from tuenos Ayres, making the passage in 54

Ruenos Ayres, making under up at Hali-an expedition has been made up at Hali-fax to float sch. Hiram Lowell, ashore at Magdalen Islands. The schoonar is reported practically uninjured, and lies well up on sandy beach. The government court of inquiry which in-vestigated the wreck of steamer Acadian at Louisburg, declared the captain responsible for loss of the steamer and suspended his certificate for six months.

safety of the discovered an bedding, and moved in that So great was ished on the Albert street to be doomed both corners burning wood central confla



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nd fully insured