

ST. JOHN RIVER STEAMER PLANS MEAN 11 BOATS SEEKING BUSINESS NEXT YEAR.

This Will Be the Situation if Companies Carry Out Present Ideas--A New Route to Be Opened--Better Pleasant Point Ferry.

Indiantown is daily becoming more profitable in steamship schemes. With the proposed new line materializing there would be 11 steamers running between Indiantown and river points.

The Princess, which the Majestic Company has purchased to cover the route, followed by the Star, is about ready to leave Quebec, and if favorable weather holds she will probably be brought to St. John before the end of the month.

With this purpose in view, Captain C. W. McLean, Engineer Hugh Andrews and others left last evening for Montreal, where the boat is lying, and will likely start with her for the city early next week.

The People's Line, which has been negotiating with an American firm for a new boat to replace the Star will probably close one way or the other very shortly, for Inspector Waring and D. J. Purdy, M. P. P., are now in New York to inspect the boat and her purchase by the company will depend on their report. The boat, which is a side-wheeler, has capacity for 700 hundred passengers without freight, and 600 with freight. If purchased she will offer direct competition to the Princess, for the Washadeak route is the only one which both boats will run, and then interesting operations may be looked forward to next season. A route which may be opened up is the Magalloway and French Lake system. Dredging operations are in progress for the new waterway, which would open up much territory to the markets, and greatly facilitate freight shipments.

The proposed night boat for service on the river is said to be the "City of Owen Sound," and there is reason to believe she will make her appearance next season.

Another new company has in view the purchase of a swift and first-class boat for freight and traffic, which would run to Fredericton in opposition to the Star Line.

In a more moderate degree, but of much importance to the residents of Indiantown and Pleasant Point, is a proposition to run a steam ferry between the two places, which will carry teams as well as passengers. The present ferry, the Elsie Row, while making prompt trips, and available for the conveyance of a limited number of passengers, could be improved upon, and a considerable extent. Mill owners on the western side of the river and city merchants will recognize this. At present all lumber for local delivery from the west shore mills has to be hauled by way of Milford, through Fairville and thence to the city by Doug's avenue. The majority of the Kingsville, Pleasant Point and Milford residents buy groceries and supplies from the North End and delivery of the same has to go via the bridge. By the installation of a improved ferry service, it is felt that much labor and time would be saved. The forming of a company is being considered by Indiantown citizens.

LOCAL AND PROVINCIAL.

The I. C. R. ship is back at the old stand after a short absence, during which necessary repairs were made.

At a meeting of the provincial government at Fredericton on Thursday the resignation of John L. Carton, reporter of decisions of the supreme court, was accepted and George Allen, M. P. P., appointed in his place.

A new steamer called the Latona, built by Daniel McLaughlin at St. Mary's, has been placed near Hildy's mill for the winter. The boat, which is fitted with compound engines and made for the trial trip, is a credit to the builders. Her length is 90 feet.

Dan's Review (New York) of Nov. 15 says of trade conditions in the shoe trade, demand being mostly for rubber goods. In dry goods and groceries there has been a little falling off. Retailers report trade supported by more reasonable weather, and sales so far this month are up to the usual average.

Sydney B. S. Kaye was Monday awarded the \$20 prize for the best design for a cover for the New Brunswick Tourist Association's booklet for next year. The award was made at a meeting of the executive committee of the association. Between 40 and 50 designs were sent in and they were all so attractive that it was difficult to make a choice. The winners will be shown for a few days in Waterbury & Rising's window, King street.

Last Tuesday a passenger named Marcus had his coat stolen while en route from St. John to Halifax on the train in charge of Conductor Dickson. On Wednesday the thief, a young man named Slade, was arrested. On Thursday he was tried, convicted and sentenced to two years in Dorchester. Friday he left Halifax for Dorchester in charge of Constable Wright. The first part of the trip being made on the same train on which he had completed the trip.

A successful and pleasant social was given in the Methodist church at Silver Falls Friday night. James Ryan presided and an interesting programme was rendered, in which the Emmaus choir, John Salmon and several Silver Falls people participated. When the programme was over, a large stock of pies, the bidding was opened and some of the dainties brought \$3. The total receipts were in the vicinity of \$50.

T. C. Casgrain, of Montreal, M. P. for Montmorency, Quebec, is in the city in connection with the suit of the Consumers' Cordage Company against the Dominion government, which will be heard before Judge Burdick in the exchequer court Wednesday. In return for certain land which the government expropriated from the cordage company, the government offered \$250. The company claims \$125,000. At this hearing of the case probably ten witnesses will be called. Argument will be heard on Thursday.

The New Brunswick Tourist Association have received word from Miss Tenny, one of the lecturers who was entertained in this province during the summer, saying her first lecture on Beautiful New Brunswick will be delivered in Watertown on Thanksgiving day, the second will be before the Lynn Educational Club on Dec. 12, then before the Young Men's Christian Union in Boston, and also before a club in Littleton, besides other engagements after. Rev. Henry Rose are both at work with the stories and pictures and will be ready to start the winter's work in December.

Frank Murdoch arrived in the city Friday from the Brook, near Havock, where he opened for the Canada Point granite mine. The mine is of excellent quality. Stone has been built, a bridge 30 feet long has been erected, and a roadway has been constructed from the mine to the main road. The company's mine at the falls, this city, has been closed, and the estate consists of \$3,300 personal property, Barnhill & Sanford, proctors.

DRY DOCK DELEGATES HOME FROM OTTAWA AND WELL PLEASED.

Think Project for Structure Here Looks More Favorable.

Received a Cordial Reception from the Cabinet--The Need and Advantages of the Dry Dock Placed Before the Ministers and Request for Aid Urged--Mr. Robertson Answers a Newspaper Article.

Colonel J. J. Tucker, M. P.; Thomas McAvity, George Robertson, M. P.; John H. Thomson and James Manchester, who visited Ottawa in the interests of the dry dock project, returned Saturday at noon. In conversation last night, the members of the delegation gave the impression that the dock scheme is now in a more favorable position than ever before. They were kindly met and received every consideration from the government.

Mr. Thomson said the delegation arrived in Ottawa Thursday. That afternoon they held a conference with the government, at which the premier, Sir William Mulock, Hon. W. S. Fielding, Hon. Mr. Fisher, Hon. A. G. Blair, H. R. Emmerson, M. P., and the delegation were present.

Mr. Robertson described what the people of St. John desire in the way of a dry dock. The provincial government had promised \$500,000 a year and the city \$2,500,000, with a free site and tax exemption. The imperial government are anxious to have a dock at St. John, but owing to circumstances were unable to do so. He pointed out that a dock would be a great benefit to St. John.

John H. Thomson dealt with the bearing the dock would have upon transportation and shipping interests. He claimed that vessels would come to any port where adequate dry dock facilities exist, so that the vessels can repair. Insurance underwriters also give the preference in insurance rates to vessels coming to those ports. It would mean a reduction in the insurance rates, and importers and exporters would benefit equally with the shipowners, as the insurance rates on cargo would also be reduced. There are but two dry docks on the Atlantic seaboard--at Lewis and Halifax. On Nov. 7, five vessels were waiting to be repaired at the Lewis dock. Vessels from South America would not come to Shelburne for orders because if they desire repair and the Halifax dock is occupied they must go to New York. With a dock at St. John this difficulty would be obviated. It would be a benefit to Canada generally to have a dock at both Halifax and St. John. Vessels from the West Indies, the Caribbean Sea, and the Pacific would be attracted to St. John. St. John artisans have proved highly successful as builders of wooden ships, and would achieve a similar success as builders and repairers of iron ships.

Mr. Robertson stated that, while some assistance had been given to the project by the city and province, yet the enterprise was not so great that the company could not go on unless the dominion government will give for a dock, which will be from \$800,000 to \$1,000,000.

M. Emmerson spoke briefly of the provincial government's position. That body was a unit in giving \$500,000 a year toward the dock.

Hon. Mr. Blair strongly advised the government to grant the project. That body had already contracted with the company for a three per cent. bonus. The members of the cabinet appeared deeply interested throughout the presentation of St. John's case for a dock. They asked many questions and, when the delegation left, it was with the assurance that the matter would receive the favorable and earnest consideration of the government.

When seen last night, Mr. Thomson said he was very much pleased with the result of the visit, and of the opinion that the project is now in a better position than at any time since its inception.

Mr. Robertson was also pleased. Speaking of the dominion government's position, he said the act of legislating a bonus provided that such should be paid for 20 years. A recent article in the Globe contained the information that the dominion government had lost sight of the fact that the government has 20 years to pay the grant, and as available cash it really amounts to less than \$400,000.

The Globe also refers to a Sault Ste. Marie firm joining up and asking for an additional dock subsidy. That body had already contracted with the company for a three per cent. bonus. The members of the cabinet appeared deeply interested throughout the presentation of St. John's case for a dock. They asked many questions and, when the delegation left, it was with the assurance that the matter would receive the favorable and earnest consideration of the government.

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DR. ORONHYATEKHA.

The Most Remarkable Indian Since the Days of Pontiac, Brant and Red Fox.

Head of the Independent Order of Foresters--Was Chief of His Tribe at 18--He's the Richest Indian in America.

The most remarkable Indian since the days of Pontiac, Brant, and Red Fox arrived in Detroit this morning and lodged at the hotel lobby all the morning. Doctor Oronhyatekha, supreme chief ranger of the Independent Order of Foresters, was accompanied by A. E. Stevenson, of Chicago, general manager of the order in the United States, and W. W. Danahy, secretary to the supreme chief ranger.

The party just arrived from attendance at the fraternal congress held in Denver. The supreme chief ranger and his secretary are then way to Oronhyatekha's home, which is on an island in the bay of

Three-master, Commanded by Capt. James Smith, Driven Ashore.

HAL, Nov. 13--The three-masted schooner Everett W. Berry, of Eastport (Me.), bound for Philadelphia, was driven ashore two miles and a half off Point Allerton about 1 o'clock this morning.

There was an unusually heavy sea and a terrific gale was blowing. On account of the dense fog the vessel was not located by the life savers until an hour after she grounded.

About 2 a. m. the patrol boat U. E. Marchant discovered the Berry and notified the life-saving crew at Stony Beach. The crew found hard work to launch the lifeboat, as the breakers were high.

Meanwhile the vessel had drifted almost five-eighths of a mile from shore and was riding the storm with one anchor. Captain Sparrow and his men, after a hard battle with the waves, boarded the vessel and proceeded to insure her against further danger until daylight came and further help could be secured.

In the morning several tugs were secured and with their aid anchors were raised and the vessel was towed into Newmarket Roads. The schooner carried a crew of five men and was in command of James Smith, of St. John (N. B.)--Boston Post, Nov. 14.

NEW RIVER STEAMER HAS BEEN PURCHASED.

The New "Star" Bought in New York--The Springfield's Successor on the Bellisle Route.

D. J. Purdy, M. P., and Inspector Wm. Waring, who went to New York to inspect a steamship, in the interests of the People's Line, have communicated with the manager to the effect that the boat has been purchased and will start at once for St. John.

The steamer is a side-wheeler, length about 135 feet, beam 30 feet, draught when loaded about six feet, speed 15 knots, and passenger capacity 700.

The price is said to be between \$300,000 and \$400,000. She is a steam tonnage of the burned Star, after which she will be named.

A new boat will take the place of the Springfield on the Bellisle route. Her length will be in the vicinity of 130 feet, and she will be a steam wheeler.

COUNTY TAXES.

Arranging for Sale of Lands and Property Because of Arrears.

The special committee of the municipal council appointed to advise the secretary as to the sale of lands and estates for arrears of taxes in the parishes met in the city yesterday afternoon.

The question was discussed in detail and the county secretary was instructed to take legal proceedings at once against the owners of lands and estates already advertised in the Royal Gazette and the city newspapers.

The procedure will now be to issue execution against the parties and estates and where no personal property can be found to return the same to the county secretary after which he will place his warrant in the hands of the sheriff for the sale of the lands.

NEW SCHOONER.

The Ida M. Barton Built in Queens County.

There arrived at Indiantown Saturday afternoon a one-ton schooner, fresh from the shipyard of L. P. McLean, Queens county. She is called the Ida M. Barton, and was built by Capt. W. O. Barton, who named the vessel in honor of his little daughter.

The schooner's length is 77 feet, breadth 27 feet, and tonnage 92 register. The keel is of hardwood, the keelson pitch pine, beams pine, deck white spruce, spars and bowerprit hard pine. The bottom is of three-inch hardwood.

The cabin is finished in natural wood. The J. W. McAlary Co. and L. P. McLean are part owners. The schooner is at present chartered to carry lumber.

G. A. HENTY DEAD.

Well-known Author of Books for Boys Passes Away in London.

London, Nov. 16--George Alfred Henty, the well-known author and former war correspondent, died today.

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FEW ATTENDED ASSESSMENT MEETING TO HELP COMMITTEE BY SUGGESTIONS.

Inequalities in the Present System Were Shown in Discussion--Some Points for Improvement--Merchants to Be Called on to Attend Meeting Next Week.

The civic tax commission met Friday afternoon and discussed phases of the assessment question. It was expected that merchants who desired a readjustment of the tax system on wholesale stock of goods would aid the commission by suggestions, but they did not accept the invitation to attend, those present outside the commission being D. R. Jack, C. J. Milligan and William Vincent.

Alderman Robinson presided, and the other members present were Alderman Maxwell, Alderman Christie, Alderman Milligan, A. W. Sharp, chairman of the assessors, and Chamberlain Sandall. Several other aldermen took part in the proceedings.

Alderman Robinson said the assessment law had been fairly found fault with. Two years ago the council sought to remedy some of the glaring wrongs, and amendments had been sent to the legislature, but had been sent back, the legislature suggesting that the city frame an entire new act. The present commission had been appointed with this in view. He referred to the provisions of the present act and showed that the total levy had value be it to that business. Merchants and professional men should be taxed to the full extent of their annual incomes. He believed that incomes up to \$200 should be exempt, and there should be an equitable system of dealing with merchants. A man should be taxed on what he gets from the city. Taxing of personal property should yield a large return.

Mr. Sharp said the system followed in taxing a merchant's income was to tax him on what he would be obliged to pay a clerk to take his place.

Mr. Milligan thought a merchant or professional man should be taxed on his profits or earnings. When taxed on the

amount of investments they go to the country, and in the case of Taylor Bros. shipping merchants, who have valuable shipping properties on which they are not taxed in the city, and yet their business is practically conducted here.

The chamberlain said Taylor Bros. had been placed on the city assessment list, but had been dropped as they claimed they do no business here.

Alderman Milligan suggested that the commission could reach such cases by making the concerns file affidavits of profits.

Mr. Sandall said all the Battle Line steamships were registered abroad, and it was impossible to reach the owners. In this connection he said Taylor Bros' vessels are registered in the customs house here as the same as the Troop vessels.

Mr. Milligan called attention to the fact that the assessment laws of no two cities are alike. He thought there should be some universal opinion or theory as to the principle of assessing property.

William Vincent said that in Glasgow land values are taxed. If St. John followed this principle there would be fewer vacant lots. Owners of neglected vacant lots should be taxed upon the opportunity for improvement rather than upon the value of the land unimproved. He objected to the principle of taxing improved property more heavily than unimproved, as tending to lessen the improvement.

Alderman Maxwell thought vacant lots are assessed almost to their full value. When houses are built an extra tax is levied upon the land.

Alderman Maxwell favored exempting incomes up to \$200, but a difficulty would be met from the small property owners, some of whom had threatened to advance the rentals of their houses \$1 a month to meet the extra expense created by the exempting of small incomes.

Mr. Milligan thought the large incomes could be more sharply looked after if the small ones were exempted.

The chamberlain would exempt incomes up to \$200.

Alderman Milligan asked the opinion of those present upon the question of taxing stocks of goods.

Mr. Milligan thought the opinions of the people affected by that phase of the question would be more valuable.

Alderman Robinson and the commission thought merchants would have attended the meeting when they could be heard.

Mr. Milligan suggested that it be made known that at the next meeting the question of taxing stocks of goods and personal property generally be taken up, and merchants notified to attend.

This was adopted and the meeting adjourned for a week.

FIRST WINTER PORT STEAMER WILL FIND SAND POINT WELL PREPARED.

St. John, Canada's winter port, is again assuming a busy aspect. St. John west, is the chief point and although preparatory work has been carried on during the summer for the expected increased traffic during the winter there are still many improvements in the offices and warehouses yet to be finished.

Extra Yard Room.

During the summer the C. P. R. have had a large gang of men, steam shovels and special ballast trains at work at Bay Shore yard making extra yard room and, as a result, 600 more cars can be accommodated this season than last year. Last winter every foot of yard space was taken up with cars of goods, but the extra accommodation now gives space for no less than 1,400 cars. All export goods will arrive by train at the Bay Shore yard and there be sorted out and taken to Sand Point as needed, thus preventing a blockade at the point as was experienced on previous occasions.

Increased Office Room.

Owing to the increase of business the C. P. R. offices have been found too small for the large staff of clerks and a few shelves and office space have been purchased. The new office building of 17 rooms and will greatly aid James Gilliland, the west St. John agent, and his staff in their duties.

The First Export Freight.

Goods from the west have already arrived and there is now at Sand Point a large quantity of apples, pears and oats for shipment to Great Britain.

The Elevator and Warehouses.

The large C. P. R. elevator has been given a thorough overhauling and will commence the season's operations today. It is expected the grain shipments this season will be large.

City Foreman, Thos. Thompson, with a number of carpenters, has placed the warehouses in good condition for the handling of the winter's business.

The First Steamer.

The Royal mail steamer Parisian, of the Allan line, will be the first steamer of the winter port fleet to arrive for this season.

It was intended to have placed the C. P. R. offices up at the foot of the pier, but it was thought that they will be used this year by the United States immigration officials who have previously had rooms in the Troop building, Prince William street.

Stock Yards.

The Sand Point stock yards are under lease to A. C. Smith & Co., of West St. John, and the sheds have been repaired and put in first class shape for the recep-

tion of the large consignments of stocks expected.

Thomas Martin, who was shed foreman for the C. P. R. two seasons ago, has arrived at Sand Point to assume the same duties for the company. A number of clerks have arrived from the west and more are expected today.

Immigration Building.

The government immigration building is now ready for the reception of passengers. During the summer workmen have fitted up the building. In the sleeping wards 180 beds have been placed and more than 1,000 feet of settees and chairs have been put in. The heating apparatus is completed and in good working order, the building being heated by hot water. The furniture, which is enclosed in an 18 inch concrete wall to prevent the high tides from flowing into the basement of the building. A tile floor has been placed in the kitchen and in this apartment there has been placed a three oven and a three furnace range. There is a large dining room fitted to seat 50 or 60 persons. For the better care of passengers the restaurant has been furnished with shelves and sinks fittings, giving those in charge a better chance to attend to the passengers. The resting room has been fitted up. A safe has been placed in the banker's office, which has also been made ready, are those for C. P. R. and I. C. R. ticket agents and C. P. R. and Western Union Telegraph operators. The lavatories have been put in perfect order, the building has been cleaned from top to bottom and the floors oiled, additional lights have been placed and a large air light established in front of the doors.

SPEDDY CURE FOR CRAMPS AND COLIC.

The most reliable cure for Cramps, Colic, Dysentery and Summer Complaint is ten drops of Peppermint Nervine. It is a safe, sure and pleasant remedy. It removes the pain, restores the bowels, induces prompt relief and a healthy cure in every case. It is sold in all drug stores, and should be in every household. All Druggists sell and recommend Peppermint Nervine. Price 25c.

Married at Oak Point.

The marriage of Clara Mayle Hamilton and James B. Johnson, of Jerusalem, Queens county, took place at the home of the bride, Oak Point, Wednesday evening, Nov. 18. The ceremony was attended by Miss Ella Johnson and F. A. Hamilton. The young couple were the recipients of many beautiful gifts.