SHIPPING NEWS FOR THE WEEK

PORT OF ST. JOHN.

Oct 14—Str Calvin Austin, Pike, from Boston via Maine ports, mdse and pass, W G Lee.

Sch R Bowers, 374, Kelson, from Mt Mt Desert, Me, R C Elkin, bal.

Sch Norembega, 266, Olsen, from Calais, Me, R C Elkin, bal.

Sch Roger Drury, 307, Cook, from Calais, Me, R C Elkin, bal.

Sch Lois V Chaples, 192, Robinson, from Eastport, A W Adams, bal.

Str Almeriana, 1,824, Hanks, from Demerara, West Indies, etc, Wm Thomson and Co, mails, mdse and pass.

Coastwise—Schs Connors Bros, 49, Warnock, from Chance Harbor, and cld; Viola Pearl, 23, Wadlin, from Wilson's Beach, and cld; str Amelia, 103, Wrayton, from Halifax via ports, and cld; sch Waldo R, 47, Richardson, from Lord's Cove; Ripple, 12, Brown from Grand Harbor; Sea Flower, 10, Thompson, from Chance Harbor, and cld.

Schr. Laura L, Spragg, 500, Carter, Boston for Beaver Harbor. (In for harbor.)

Schr. Elma, 299, Miller, from New York, 500 tons coal, A. W. Adams.

Schr. Lucille, 164, Randall, from Newark, N. J., 309 tons coal. C. M. Kerrison.

Schr. Adonis, 316, Brown, from New York, A. Cushing.

Coastwise—Westport III. from Westport.

Oct 15—Sch Elma, 299, Miller, from New York, A W Adams, coal.

Sch Laura L Sprague, 500, Carter, from Boston, for Beaver Harbor.

Sch Adonis, 316, Brown, from New York, A Cushing and Co, bal.

Sch Lucille, 164, Randall, from Newark, C M Kerrison, coal.

Coastwise—Str Westport III, 40, Coggins, from Westport, and cld.

Oct. 17.—Sch. E J McLaughlan, New York, coal.

Schr Eva C, bound west, in for a habor.

Oct. 16.—Str Governor Cobb, Allan, Boston via ports.

Sch Exilda, 348, Tower, Five Islands for Boston, piling, and cld.

Sch Luella, 99, King, New York, A W Adams, 230 tons fire sand, Portland Rolling Mills.

Sch S A Fownes, 123, Buck, Dorchester for an American port—in for a harbor.

Oct 18—Schr Eva C, 250, Houx, from Five Islands for Vineyard Haven fo, and cld.

Schr Almeda Willey (Am), 493, Hatfield, from Boston, J E Moore, fertilizer.

Coastwise—Schr Little Annie, 18, Hooper, from Lord's Cove.

Schr Wanola, 272, MacLennan, from Elizabethport, NJ, J Willard Smith, hard coal.

Oct. 19—Stmr Calvin Austin, Pike, from Boston via Maine ports, W G Lee, mdse and pass.

Stmr Ragnarok (Nor.), 686, Paulsen, from Baltimore, Wm Thomson and Co, steel rails.

Schr Fanny, 91, Seeley, from Boston, A W Adams, bal.

Schr C J Colwell, 82, Sabean, from Boston, C M Kerrison, bal.

Coastwise—Stmrs La Tour, 98, McKinnon, from Campobello, and cld; Bear River, 70, Woodworth, from Bear River, and cld; Mikado, 48, Lewis, from Apple River; schr Eastern Light, 40, Leighton, from Grand Harbor; stmr Brunswick, 72, Potter, from Canning, and cld; Granville, 49, Collins, from Granville, and cld; Mabel Reid, 24, Johnson, from Campobello, with two scows.

Oct. 20.—Coatswise—Str Harbinger, 46, Rockwell, from River Hebert; schs Pandora, 98, Carter, from Riverside; Shamrock, 53, Pratt, Bass River; Susie N, 38, Merriam, from Port Greville; Fred Greene, 43, Bentley, from Kingsport; Two Sisters, 85, Alcorn, from Riverside; Friendship, 65, Wilbur, from River Hebert; H M Stanley, 97, Sprague, from Musquash; Laura, 50, Conly, from Noel; Rex, 57, Richardson, from Riverside.

Cleared.

Oct 14—Sch Priscilla, Granville, for Boston, Stetson, Cutler and Co.

Coastwise—Sch Telephone, 18, Stanlye, for North Head; strs Mary M Lord, Pollard, for fishing; Keinwood, Simms, for do; Swallow, 90, Ells, for Point Wolfe; Frances, Gesner, for Bridgetown; Levuka, Ogilvie, for River Hebert; James Barber, [illegible] for St Martins; str Mikado, Lewis, for Apple River.

Schr. Georgie Gilkey, 571, Drighton, for Barbados, B. W. I.

Str. Finn, 2473, Lundgreen, for Philadelphia.

Str. Calvin Austin, 2853, Pike, for Boston via Maine ports.

Str. Rappahannock, 2490, Buckingham, for London via Halifax.

Coastwise—Rowena, for Point Wolfe; Waldo R., for Lord's Cove; Westport III., for Westport; Flora for Grand Harbor.

Oct 14—Sch Genevieve, Butler, for Vineyard Haven for orders, A Cushing and Co.

Sch Isaiah K Stetson, Hamilton, for Vineyard Haven, Stetson, Cutler and Co.

Oct 15—Sch Georgia Gilkey, Wrightson, for Barbados, L G Crosby.

Coastwise—Schs Flora, Brown, for Grand Harbor; Havelock, James, for Wilson's Beach; Rowena, Alexander, for Point Wolfe; Waldo R, Richardson, for Lord's Cove; Rolfe, Rowe, for Economy; E Mayfield, 74, Merriam, for Grand Harbor.

Oct. 16.—SS Almeriana, Hanks, West Indies, etc., via Halifax, Wm Tomson and Co.

Sch Minnie Slauson, Murphy, Bridgeport, Stetson, Cutler and Co.

Sch Henry H Chamberlain, Wasson, New York, St John Forwarding Co.

Coastwise—Sch Wanita, Rolfe, Port Williams; Lennie and Edna, Guptill, Grand Harbor; Edna May, Woods, Parrsboro.

Oct 18—Schr D W B, Holder, for Rockport, master, 120 cords wood.

Coastwise—Schr Luella, Randall, for Parrsboro.

Schr Preference, Gale, for Vineyard Haven fo, A Cushing and Co.

Oct 19—Coastwise—Stmr Mikado, Lewis, for Alma; schr Beulah, Guthrie, for Belleveau Cove.

Sch Harry Miller, 249, Barton, for Bridgeport, Conn, A Cushing and Co, 346,828 feet spruce plank and scantling.

Sch Lucia Porter (Am-, 214, Spragg, for New York, A Cushing and Co, 551,642 feet spruce plank and scantling.

Sch Luella, 99, King, for Port Greville, N S, A W Adams, ballast.

Coastwise—Str Harbinger, Rockwell, for Riverside, NB; schs Shamrock, Pratt, for Maitland; Lena, Conby, for Noel.

Sailed.

Oct 14—Str Indiana, Mitchell, for West Bay, NS, to finish loading for Brow Head for orders, R Beford and Co, deals.

Str Pontiac, Meikle, for Brow Head, for orders, J H Scammell Bros.

Sch Seguin, Cole, for New York, Nagle Lumber Co.

Str. Calvin Austin, Pike, for Boston via ports.

Str. Rappahannock, Buckingham, for London via Halifax.

Oct 15—Str Finn, Lungreau, for Philadelphia.

Sfr Calvin Austin, for Boston via Maine ports, W G Lee.

Str Rappahannock, Buckingham, for London via Halifax, Wm Thomson and Co.

Oct 18—Stmr Governor Cobb, Allan, for Boston via Maine ports, W G Lee.

Oct 19—Schr Arthur M Gibson, 296, Howard, for City Island for orders, J E. Warner and Co.

Sch Aldine, 299, French, for City Island for orders, Stetson, Cutler and Co.

Str Calvin Austin, 2,853, Pike, for Boston via Maine ports.

Domestic Ports.

YARMOUTH, Oct 15—Ard, sch Balle, from New York; str Amelia, from St John; sch W H Baxter, from New York; str Prince George, from Boston; Palmetto, from New York; str Gertrude M, from Clyde.

Cld, strs Amelia, for Halifax; Prince George, for Boston; Hugh D, for North East Harbor; Gertrude M, for North East Harbor.

Str Almeriana, Hanks, West Indies, etc., via Halifax.

British Ports.

AVONMOUTH, Oct. 14.—Arrived: Str Montcalm, Montreal via Liverpool.

GLOUCESTER, Oct. 12.—Arrived: Str Avona, from Parrsboro, N. S.

TRURO, Oct. 13.—Arrived: Str Silverdale, Darlen via Sydney, C. B., and Manchester.

LIVERPOOL, Oct. 14.—Arrived: Str Manchester Mariner, from Montreal for Manchester.

Foreign Ports.

BOSTON ,Mass., Arrived: Schrs George M. Warner, from Belleveau Cove, N. S.; Adelia, from Porto Pique.

Sailed: Schrs Valdare, for Bear River, N. S.; Glyndon, for Moncton, N. B.

Cleared: Schr Stephen G. Loud, Windsor and New York.

BOOTHBAY, Me, Oct 14—Ard, schs Harold L Berry, from Boston; Metinic, from Rockland; Charlie and Willie, from do; Ira B Ellems, from Sullivan; Rosella, from Cranberry Island; Lizzie Lee, from Rockport; Eagle, from Bangor; A F Lindsey, from do; Abbie Keast, from St John.

CALAIS, Me, Oct 14—Sld, sch Sarah A Read, for Vinal Haven; Mary F Cushman, for Boston; Roger Drury, for St John; Norombega, for do; Rebecca G Whidden, for Stamford.

CHATHAM, Mass, Oct 14—Fresh southwesterly wind, cloudy, choppy seas.

VINEYARD HAVEN, Mass, Oct 14—Ard and sld, sch P J McLaughlin, from Carteret for St John.

Ard, schs Theresa Wolf, for St John; R Carson, from New Haven for Hopewell Cape, NB; Hazel L Richey, from Sheet Harbor, NS, for New York; Persis A Colwell, from Dalhousie, NB, for Washington; Scotia Queen, from Five Islands, NS, for ——.

Westerly wind, fresh, cloudy, choppy sea.

BELFAST, ct 15—Ard, str Glenarmhead, from Quebec.

MANCHESTER, Oct 14—Ard, str Manchester Mariner, from Montreal.

PRESTON, Oct 15—Ard, str Manchester Mariner, from Montreal.

PRESTON, Oct 14—Ard, str Olegull, from Sydney, CB.

MANCHESTER, Oct 17—Ard, stmrs Appenine, from Dalhousie, NB, via Dublin; Orthia, from Quebec.

LIVERPOOL, Oct 17—Ard, stmr Gulf of Venice, from Halifax and St Johns, Nfld.

GREENOCK, Oct. 17—Ard, stmr Lakonia, from Montreal.

GLASGOW, Oct 16—Sld, stmr Cassandra, for Montreal.

GREENOCK, Oct 18—Ard, stmr Ovidia, from Bathurst, NB.

GIBRALTAR, Oct 15—Ard, stmr Ely, from St John's, Nfld.

GLASGOW, Oct 16—Sld, stmr Grampian, for Montreal.

GLASGOW, Oct 18—Ard, stmr Pretorian, from Montreal.

KINSALE, Oct 19—Passed, stmr Antares, from Newcastle, NB, for Fleetwood.

PRESTON, Oct 17—Ard, stmr Hugin, from Sydney, CB, via Fleetwood.

LONDON, Oct 19—Ard, stmr Kanawha, from St John, NB, and Halifax.

HULL, Oct 19—Sld, str Oxonia, for Montreal.

LONDON, Oct 20—Ard, str Lancastrian, from Boston.

QUEENSTOWN, Oct 20—Ard, str Ayr, from Dalhousie, NB.

Foreign Ports.

VINEYARD HAVEN, Oct 15—Sld, schs Manchester nad Hudson, from Randolph for Boston; Alaska, from New London for Eatonville, NS; Jessie Lena, from Moss River for New Hagel L Ritchey, from Sheet Harbor for do; Benefit, from Hantsport, NS, for do.

PORTLAND, Me, Oct 15—Ard, sch Silver Spray, from St John for New York.

Sld, sch Stephen G Loud, for Windsor, NS, and New York.

GLOUCESTER, Mass, Oct 15—Ard, schs Merril C Hart, from South Amboy for Thomastown; Emily Anderson, from Philadelphia for Maitland, NS.

PORTSMOUTH, NH, Oct 16—Ard, sch Laura C Hall, from Sackville, NB.

Passed, sch Wm L Elkins, from St John for New York.

Light westerly winds, cloudy, smooth sea.

BOSTON, Oct 15—Ard, strs Cymric, from Liverpool and Queenstown; Rowena, from Huelva, Spain; St Andrews, from Louisburg, CB.

Sld, strs Anglian, for London; Barcelona, for Hamburg via Newport News; Numidian, for Glasgow; Prince Arthur, for Yarmouth.

HYANNIS, Mass., Oct. 16.—Passed: Schr Alaska, New London for Eatonville, N. S.

NORFOLK, Va., Oct. 16.—Sailed: Schr George Churchman, for Amherst.

PORTSMOUTH, N. H., Oct. 16.—Sailed: Schr Laura C. Hall, from Sackville for Boston.

VINEYARD HAVEN, Mass., Oct. 16.—Arrived: Schrs Harry P., from St. John for Port Elizabeth; Theresa from Gaspe, Que., for orders.

Sailed: Schrs Theresa Wolf, from New York for St. John; R. Carson, from New Haven for Hopewell; Florence E. Melanson, from New York for Nova Scotia.

EASTPORT, Oct. 16.—Sailed: Schr Ann Louise Lockwood, for Hopewell Cape, N. B.

LIVERPOOL, Oct. 16.—Sailed: Str Virginian, for Montreal.

FLEETWOOD, Oct. 15.—Arrived: Str Hugin, for Sydney, C. B.

MACHIAS, Me, Oct 17—Ard, schs Geo E Prescott, from Rockland; Georgie Pearl, from St John for New York; W S Waters, from do for do; Oriole, from do for do; Neva, from do for do; Tay, from do for do.

CHATHAM, Mass, Oct 17—Fresh northwest wind, clear, choppy seas.

Passed north, strs North Star, from New York for Portland; Nanna, from New York for Hillsboro, NB; bark Hancock, from Jacksonville and Philadelphia for Portland.

PORT TALBOT, Oct. 15.—Sailed: Str Bengore Head, for Montreal.

Deleware Breakwater, Del., Oct. 16.—Passed out: Str Mongolian, from Philadelphia for St. John and Glasgow.

CITY ISLAND, N. Y., Oct. 16.—Bound south: Schrs Martha S. Bement, Northport, N. S., for Elizabethport, N. J.; Schylia, Shelburne, N. S., for Elizabethport, N. J.

Bound east; Str Nanna, Newark, N. J., for Hillsboro, N. B.

PHILADELPHIA, Oct. 16.—Arrived: Regulas, Wabana.

VINEYARD HAVEN, Oct. 18.—Sld, schrs J Arthur Lord, from New York for St John, NB; Mertie V Hopkins, from New Bedford for Halifax, NS.

Sld, schrs Scotia Queen, from Five Islands, NS, for Bridgeport; Therese, from Gaspe, Que, for New London.

Wind northwest, fresh; cloudy; choppy sea.

BOSTON, Mass, Oct 18—Sld, stmrs Prince Arthur, for Yarmouth, NS; Calvin Austin, for Portland, Eastport and St John, NB.

CITY ISLAND, NY, Oct 18—Bound south, stmr Hazel L Ritchey, from Sheet Harbor, NS, for Elizabethport.

SALEM, Mass, Oct 19—Ard, schr Walter Miller, from Boston for St John, NB.

VINEYARD HAVEN, Mass., Oct 19—Ard, schrs Sarah L. Davis, from Wareham for Rockland; Greta, from New York for Dalhousie, NB; Vere B Roberts, from New York for St John, NB; Helen G King, from do for Port Chester, NS; Harry, from St John, N B, for Elizabethport; Freddie Eaton, from Calais for Fall River.

Wind north, northwest; fresh; choppy sea; partly cloudy.

NEW YORK, NY, Oct 19—Cld, schrs Colector, for Getson Cove, NS; Percy C, for Sydney, CB, etc.; barge Lewis H St John, for Windsor, NS.

PHILADELPHIA, Pa., Oct. 19.—Ard, strs Finn, from St. John, NB; Francis, from St Anns, CB; sch George P Hudson, from Boston.

SAUNDERSTOWN, RI., Oct. 19—Passed north, stmr Kathinka, from Providence for Annapolis, NS.

Spoken—Bark Nort, from Dalhousie, NB, for Buenos Ayres, Sept. 27, lat 10, lon. 26.

BUENOS AYRES, Oct 11—Ard, bark Alfheim, from St. John, NB.

RHYL, ct 17—Ard, schr Castor, from Richibucto, NB.

BOSTON, Mass, Oct 19—Ard, stmrs Queen Wilhelmina, from Fowey; Governor Cobb, from St John, NB; Powhatan, from Norfolk; schrs Jennie C, from St John, NB; J C Strawbridge, from Apalachicola.

Sld, stmrs Ivernia, for Liverpool via Queenstown; Boston, for Yarmouth, NS; Ontario, for Norfolk; Lexington, for Philadelphia; Halifax, for Halifax, Port Hawkesbury, NS, and Charlottetown, PEI.

MACHIAS, Me, Oct 20—Ard, schs Lillian, from Boston; George R Smith, from Portland; Seguin, from St John for New York.

Sld, schs Georgie Pearl, from St John for New York; W H Waters, from do for do; Tay, from do for do; Neva, from do for do; Oriole, from do for do; Josie, from Boston.

VINEYARD HAVEN, Mass, Oct 20—Ard, schs R L Tay, from Bangor for New York; Lotus, from Bridgeport for Dorchester, NB.

HYANNIS, Mass, Oct 20—Ard, sch R Carson, from New Haven for Hopewell Cape, NB.

PORTSMOUTH, NH, Oct 20—Sld, schs W E and W L Tuck, from Kittery for St John.

Light, south wind; clear, smooth sea.

SALEM, Mass, Oct 20—Ard, schs Ella F Crowell, from Long Cove for New York; Nellie Eaton, from Calais for Port Chester, NS; Lulu W Eppes, from Bangor; Ada K Damon, from do (for orders).

Sld, sch Walter Miller, from Boston for St John.

BOSTON, Oct 20—Ard, strs Marquette, from Antwerp; Winifredian, from Liverpool; Kershaw, from Baltimore and Newport News; Quantico, from Philadelphia; schs Union, from River Hebert, NS; Exilda, from Five Islands, NS; Neva, from Bear River, NS; T W Cooper, from St John; Abbie Keast, from Eatonville, NS.

Sld, strs Cymric, for Liverpool via Queenstown; Governor Cobb, for Portland, Eastport and St John.

Shipping Notes.

NEW ORLEANS, Oct, 15.—Stmr Colonian (Br.), Chadwick, from Liverpool, encountered a violent hurricane in Providence Channel. In Florida Straits the Colonian passed two derelict barges adirft, loaded with gravel and sand and dangerous obstructions to navigation. She also passed a lot of wreckage.

The British steamer Rowena, now at Boston, has been chartered to load 170,000 bushels of wheat at Portland, Me., for United Kingdom.

A crew which had signed at Boston for the schooner John A. Beckerman, bound for a southern port, refused duty when they got on board and found that the vessel was not equipped with steam hoisting apparatus. They were allowed to go and other sailors shipped in their place.

George Neal, commission merchant at St. Johns, Nfld., has purchased the Liverpool, N. S., schooner Damaraland, 199 tons.

Nothing has yet been done in connection with the hull and cargo of the sch. Annie Bliss, lying in the back channel, Yarmouth. Capt. J .W. Boyd has been appointed to represent the owners of the cargo.

Portland Argus: The overdue Bath sch. Edwin R. Hunt, which has been 26 days in getting here from Savannah, finally succeeded in making port yesterday, and was docked at the Grand Trunk dock No. 3, where her cargo of southern pine lumber will be discharged and shipped by rail to various ports of the railway system. As was expected, the vessel had encountered very rough weather, but fortunately escaped with slight damage. The Hunt came out of Savannah on Sept. 16 and when two days out took a heavy gale lasting about 36 hours, which the vessel passed through in entire safety.

Sch. Emily R. St. John for Port Maitland, with general cargo, struck Tuesday night on Cape St. Mary, N. S. She came off but almost immediately sank. Wednesday she was floated and taken to Port Maitland. The cargo was damaged considerably, and the schooner sustained injuries to her hull.

PORT ARTHUR, Texas, Oct. 12.—A wireless message received at the station here tonight says: "S. O. S. Southern Pacific str. Antilles ashore lat. 24.43 N, lon. 79.07 W. Wants assistance to float ship and help take off passengers."

An unusual bit of railroad transportation was carried out successfully when the river steamboat Sampson was placed in the water after having been carried on three flat cars from Grandes Piles to Canale la Magdelaine. The vessel was too broad to pass between the side-guards on the St. Maurice River bridge and therefore was taken by rail. A number of telegraph poles along the line had to be removed to leave the required width for passage. The distance, some thirty miles, was covered in five hours. The boat measures ninety feet keel and twenty beam.

Capt. Purdy, of the Battle Line S. S. Sellasea, now laid up in England, arrived at Yarmouth on Saturday.

The str. Almeriana, Capt. Hanks, arrived yesterday afternoon from Demerara, West Indies, etc., with mails, passengers and general cargo.

There are about eight three masted schooners in port, lumber laden and ready to sail for Western ports. The steamer Almeriana, Capt. Hanks, sailed Saturday night at ten o'clock for the West Indies, etc., via Halifax.

Portland Argus: The schedule of sailings from this port of the Allan and Thomson lines for the coming season have not yet been given out, but are expected in a few days. It is understood that even in the report that the Canadian Pacific Railway has acquired control of the Allan line should prove true the Glasgow service from this port will be maintained this winter. As regards the Thomson line it has just been announced that a change has been made in the ownership, their entire fleet of 11 steamers, managed by the Robert Reford Co., having been purchased by the Cairn line and added to the Cairn line fleet, which now consists of 28 steamers. The sale of the line, however, will make no change in the running of the boats the coming winter from this port, as the regular weekly sailings on the Portland-London service will be maintained and the company will place some of their newest and largest boats on the route, as they are looking forward to an unusually busy season.

The schooner J. W. Wellington was sold at Port Clyde on Wednesday for $1,100 to John H. Brennan, of Port Clyde. This vessel is one of the Gilbert Transportation Company's fleet and was recently libelled for salvage in being floated from a dangerous position near Port Clyde.

The schooner E N Roberts, Capt J Gruntmark, has arrived at Havana, Cuba, from Hantsport, NS.

MIAMI, Fla., Oct. 15.—Stmr Cameron (Br), from Philadelphia for Tamnico, Mex, struck a reef opposite this city today owing to the absence of a beason light, which was blown down during Monday's storm. The vessel listed 25 degrees to port and the cargo of coal and general merchandise is being lightered to schooners. The captain has refused assistance.

Stmr Salvador was recently launched from the Neptune Works, Newcastle-on-Tyne, of Swan, Hunter & Wigham Richardson, Limited. She was constructed for the new service of the Salvador Railway Co, Limited, along the coast of Salvador, Central America. The vessel is 225 feet over all, with a beam of 33 12 feet and has been built under special survey to class 100 A1 Lloyds. The vessel is fitted with triple expansion engines and will have a speed of 11 knots. She has accommodation for 20 first class passengers.

Capt. Rawding of the four-masted schooner Ellen Little, at Boston, Friday, from Tampa, Fla., was one in the tropical storm that swept the gulf the latter part of September. The vessel left Tampa Sept. 23. Captain Rawding reported sighting a sunken wreck on Oct 3, in lat 34.10 N., lon 76 W. A vessel's mast projecting 15 feet out of the water and standing upright was the only thing that marked the spot.

The steamer Ragnarok, 686 tons, Captain Paulsen, arrived in port yesterday morning from Baltimore with 1,368 tons of steel rails. The cargo will be discharged here and consigned to the Aroostook Valley Railroad. The ship is consigned to Wm. Thomson and Co.

Capt. John Kelly and an apprentice named Azemar of the steamer St. Helena, have been presented at London on behalf of the Canadian government with a silver bowl and watch, respectively, as souvenirs for the rescue of the crew on the bark Osbergo of Nova Scotia.

The two-masted schooner John Douglass, which stranded several days ago on Brown's Ledge, near White Head, Rockland, was floated Saturday by the storm and later in the day the vessel was again driven on the rocks some distance away. The vessel's position is more dangerous now than at the first stranding and it is feared that she will be a total loss. The crew was not on board the vessel the last time. The Douglass has on board 200,000 feet of lumber and was bound from Bangor to Newark, N. J.

Steamer Amanda, of the P. and B. Line, which arrived at Halifax Monday from Jamaica, was caught in the recent West Indian hurricane, and had her decks continually washed for twelve hours.

SPARROWS POINT, Md., Oct 19—Passed down, sch Caroline Gray, for St John, N. B.

The Yarmouth (N. S.) steamship Usher, Capt. Perry, passed Scilly last Sunday on her way to Bremen from Brunswick, Ga, via Norfolk.

A despatch from Machiasport, Oct. 19, says: The wind has been blowing fresh from the west for the past few days and several schooners lay in the harbor wind-bound, waiting a favorable chance to proceed to the westward. Among them are the schooners George E. Prescott, Georgie Pearl, W. H. Watters, Oriole, all from St. John, N. B., bound to New York, and the sch. Nova, from Halifax for New York.

The West India Line S. S. Orura, Capt. Bale, left Bermuda Tuesday for Halifax and St. John.

A new schooner owned by F. W. Pickles was launched Tuesday at Bridgetown, N. S.

The str. Dahome is still undergoing repairs at West Hartlepool.

The Cunarder Ivernia, with the largest cargo she has carried from Boston for months, sailed Tuesday from East Boston for Queenstown and Liverpool. She will carry 130,000 bushels of wheat, 300 tons of provisions, 400 tons of flour, 4,500 bales of cotton ,200 tons of hay, 3,000 barrels of apples, one refrigerator of fresh beef, besides a big cargo of a miscellaneous nature.

A trial trip of the str. Tortona, which is to ply between St. John, Naples and Genoa, has been made on the Tyne. She averages fifteen knots.

A telegram received from Matanzas states that, schr Florence R. Hewson (Br), from Mobile for Demerara, before reported waterlogged, has been towed in there in a disabled condition. No crew on board.

VESSELS BOUND TO ST. JOHN.

Hestia, sailed Glasgow, Oct. 10.

Manchester Corporation, sld Manchester, Oct. 10.

Tobasco, sld London via Halifax, Oct. 10.

Better than Spanking

Spanking does not cure children of bed-wetting. There is a constitutional cause for this trouble. Mrs. M. Summers, Box W. 715 Windsor, Ont., will send free to any mother her successful home treatment, with full instructions. Send no money but write her today if your children trouble you in this way. Don't blame the child, the chances are it can't help it. This treatment also cures adults and aged people troubled with urine difficulties by day or night.

GLOUCESTER ORE TO CROSS THE ATLANTIC

Drummonds Preparing to Ship from North Shore Ports to Europe

MR. DRUMMOND TALKS

MONTREAL, Oct. 20.—T. J. Drummond, president of the Superior Corporation, has returned from Toronto, where he was looking after the establishment of the headquarters of the company, which have been located in the Traders Bank building in that city. The affairs of the company were progressing in a satisfactory manner, he said, a large quantity of steel rails being manufactured and in general a very bright future seemed in store for the corporation. Mr. Drummond said that several projects were under consideration and amongst others was the extension of the railway northward, which would, no doubt, be accompulished in the near future.

Mr. Drummond announced that the Drummond iron range in northern New Brunswick was being developed and some 300 men would be employed. These deposits, which he said were of immense extent, are located about 19 miles from the I. C. R., and the company are now at work constructing a branch to Bathurst station and from thence to Newcastle, the present shipping place, the government road will be utilized. It is the intention of the Messrs. Drummond to build an extension to Bathurst harbor, nine miles away, as soon as the government complete some promised dredging. Bathurst will, therefore, be the permanent shipping port for the iron ore deposits of the Drummond range and the company will ship ore not only to their several smelting plants, but to the European market.

Pa'r Horses, 12 Cows and Heifers Thrown In

110 acres, 1-2 mile to school, 2 to village; abundance fruit and wood; good 7-room cottage convenient barn, 40x48 carriage house, 50-foot poultry house; never failing running spring water piped to buildings; 10 acres were in crops this year; going West next month and will include 7 good cows, 5 pretty heifers; pair work horses; hay and fodder to winter; carts, sleds, wagon, sleigh, harnesses, tools and improved machinery for the low price of $2,800, half cash, easy terms. Box 67, Kent's Hill, Maine. 22-10-1

CHICAGO, Oct. 20—Crown points grandstand for automobile races erected at the time of the Cobe and Indiana trophy events with a seating capacity of 10,000, is now in the hands of a wrecking crew. Although lacking official confirmation from the Chicago Automobile Club which faced a deficit of some $30,000 in promoting the races, the Crown Point-Lowell course is now believed to be off the map so far as big automobile races are concerned.

LANGFORD WANTS A "GO" WITH KETCHEL

Negro Seeks Middle-Weight Title

KETCHEL STILL CHAMP.

Langford Says He Can Stop Ketchel Quicker Than Johnson Did

NEW YORK, Oct. 20.—In spite of his defeat at the hands of Jack Johnson, Stanley Ketchel is still recognized as the middleweight champion of the world, but whether he will ever again defend this title cannot be answered here.

When Ketchel began training for the recent Langford fiasco he refused to fight at the middleweight limit, giving as a reason that he could not reduce and remain strong. Sam Langford agreed to meet him at catchweights, therefore, and trained accordingly, only to have the bout called off by the Fairmont Athletic Club.

As there is no chance to secure a match with Johnson while the proposed battle with Jeffries hangs fire, Langford declares that he stands ready to sign articles for a forty-five-round bout with Ketchel at catchweights or at 15 pounds, to be decided at Colma at any time agreeable to the Michigan pugilist; also that he will agree to a $5000 side bet and any fair division of the purse.

Langford says that he can stop Ketchel in quicker fashion than did Johnson, and by so doing he will convince the sporting public that, barring Jeffries, he is the only man in the ring capable of making the heavyweight champion bite the dust.

LANGFORD IS CONFIDENT.

If Ketchel draws the color line on Langford, the latter will have to go on meeting second-raters until he finally gets a crack at Johnson. Langford is confident that he can beat the champion, because he is a more scientific man than Ketchel and has met Johnson before. Meanwhile Johnson says he will not fight again until he faces Jeffries, and that he will not hurry the boilermaker as to the date for the mill.

From a reliable source it was learned today that misleading statements were purposely made as to Ketchel's weight when he tackeled Johnson.

Because of a criticism of the match when it was first made, to the effect that it was manifestly unfair to pit the gigantic negro against so small an opponent, it is said that Ketchel gave out his weight as 176, when, as a matter of fact, he did not scale at more than 168. Also that Johnson weighed more than 205 pounds, which gave an immense advantage.

By announcing that Johnson weighed 195 and Ketchel about twenty less the persons who pulled off the mill excited more interest than would have been shown if the real weights of the men had been disclosed.

If the above report is based upon fact, Ketchel fought with the same physical handicap that resulted in the defeat of Burns in Australia. While Burns lasted two rounds more than Ketchel, very few ring experts believe that the former could defeat the latter.

A Ketchel-Burns fight might be an interesting affair at that, but it is doubtful if it could ever be arranged, unless Ketchel went to Australia in search of the French Canadian's scalp.

Can Jeffries beat Johnson? That is the question asked repeatedly just now. If Jeffries can recover the form that enabled him to whip Fitzsimmons, Sharkey, Corbett and Ruhlin, he will put a stop to the negro inside of a dozen rounds. That is the answer to the question from one point of view.

If Jeffries cannot show his great stamina, hitting power and speed, Johnson will tire him out and finally end his career, as Corbett extinguished John L. Sullivan seventeen years ago. That is another way of looking at the proposed match.

JEFF WON'T TAKE CHANCES.

One thing is certain, however. If Jeffries does not feel confident of stopping Johnson, he will not make a match, for he has always been averse to running risks with negro pugilists. As Johnson has summarily disposed of Kaufman and Ketchel, there can be no doubt in Jeffries' mind as to the colored champion's prowess, which is taken to mean that the boilermaker will take no chances unless he is sure of himself.

If Jeffries and Johnson come together, it will be in a forty-five-round bout, which is virtually a finish contest, and will be a gruelling test of each man's stamina. Johnson, it is known, has not been compelled to show his best qualities as a fighter. He has made good the assertion that he is a wonderful defensive pugilist and that he is something of a slugger.

With both men fit, Jeffries will equal the negro in height, but will weigh at least twenty pounds more. Johnson is three years younger and is now in his prime, while Jeffries must overcome four years of idleness.

NEW WORLD'S RECORD

PHILADELPHIA, Oct. 20.—A new world's trotting record for two miles to a wagon was made at the Belmont track here today when Pelagon, a bay gelding owned by Thomas W. Cunningham, covered the distant in 4.38. The old record of 4.43 was made by Ed. Bryan on the Poine Breeze track, also in this city on September 1, 1907. Ed. Bryan, which is owned by Major Reyburn, also held the former record for the track at Belmont, which was 4.45.

Today's record was made in a trial to break the latter record.

MT. ALLISON DOWNS ST. FRANCIS XAVIER

Game One of Closest in Years

SCORE 3 TO 0

Antigonish Had Better of First Half But Falls Off in Second

SACKVILLE, N. B., Oct. 20.—In one of the closest games ever seen on the Sackville gridiron, Mount Allison downed the St. Francis Xavier fifteen by the score of 3 to 0, this afternoon. Mount Allison's score was made early in the second half by McKean on a pass from Pickup after the ball had been handled by half a dozen Varsity backs. McDougall failed to convert. With one minute to play in the second half, St. Francis Xavier carried the ball to Mt. Allison's two-yard line. From the scrim the leather went to the visitors' half line and one broke through only to be caught by Harris. The latter secured the ball in a mix-up and kicked to Mt. Allison's twenty, where the whistle blew for time. St. F. X. had much the heavier team and had strong kicking backs. The backs were well fed by the scrim, but the passing was high and Mt. Allison men by good tackling frequently downed their opponents right in their tracks. The visitors were also rather weak in tackling in open places. In loose work, however, their forwards and quarters showed up very strong and most of the team's gains were made by this style of play. Their scrim heeled well and was strong on line out.

The visitors had all the better of the play in the first half and the ball was rarely in their territory. Several times they punted out Mt. Allison's dead line, but there were no safeties. Mt. Allison's team played fairly well, but was generally weak in kicking in the back line. The forwards were sharp in following and backsild several pieces of good combination in the second half. The best feature of the team's play was the tackling, particularly of the forwards. Stalling, of St. John, put up a hard game in the half line. Smith, another St. John half, was out of the game because of injuries received in practice. Pickup took his place.

The story of first half may be briefly put—All St. F. X. In the second half Mt. Allison rushed and held the play in the visitors' territory until finally McKean scored. Mt. Allison kept rushing despite the renewed vigor of the Antigonish boys. A few minutes later North got over, but Referee Norman Ralston of Dalhousie awarded a safety. Play was fairly even until the last couple of minutes, when St. F. X. became dangerous, as described above. Teams were:

Mt. Allison.	St. Francis Xavier.
Full back.	
Traphell	White
Halves.	
McDougall	Mahoney
Stalling	Tully
Harris	Attridge
Pickup	Campbell
Quarters.	
McWilliams	McLennan
McKean	McDonald
North	McIsaac
Forwards.	
Cochrane	McLaren
Lawrence	Chisholm
Parker	J. Fraser
Moore	Flemming
White	McGilvray
A. Fraser	Gasper
McNab	Boyd

NEW YORK, Oct. 20—Cotton futures opened steady. Oct. 13.67; Dec. 13.68; Jan. 13.75; March 13.82; May 13.84; June 13.77; July 13.76; Sept. 12.54 bid.

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LONDON NEW AND GOSSIP BY LETTER

That Tired Feelin is Discussed

IS NOT LAZINESS

New Scheme to Suppla British Reserve by Sociability

LONDON, Oct. 10.—Sir Lauder Br ton discusses the question of fati in a long paper in the Practitioner.

"One constantly hears the comp "from patients," he writes, "that th are always tired, and indeed so people avoid working on the grou that they are constantly tired. Oth people term them simply lazy, but is quite possible that in many of the cases there is some physical conditi in the person which renders exerti specially distasteful to him, althou other people cannot observe it."

In discussing the relation betwe mental and physical fatigue he says

"It is clear that in regard to fatig the brain and the muscles go togeth and it is a mistake to regard musc lar fatigue as a stimulus to th brain, or mental fatigue as a stimul to the muscles." Long continued mu scular exertion renders the bral nat emic.

This fact the famous physician illu trates in the following story:

"Many years ago, I used to wri for a medical periodical. On return ing home one day, after a very heav day's work at the hospital, and feelin completely exhausted, I found