SHIP NEWS.

PORT OF ST. JOHN.

Arrived.

Oct 14—Str London City, 1560, Paterson, from London via Halifax, Furness, Withy and Co.

Coastwise—Schs Trader, 72, Merriam, from Parrsboro; Miranda B, 79, Day, from Alma; Maggie, 34, Hines, from Windsor; Druid, 97, Tufts, from Quaco; Serene, 54, Morris, from Port Greville; Iona, 28, Morris, from Windsor; Maggie Lynds, 66, Christopher, from Moncton; Hattie McKay, 73, Conlon, from Parrsboro; Victor, 43, Tufts, from Quaco; strs Beaver, 57, Lockhart, from Canning; Centreville, 32, Prichard, from Sandy Cove; schs Vesta, 22, Coffell, from Kingsport; Olga, 79, Rolf, from Port Greville; Rescue, 17, Burrell, from fishing.

Oct 15—Sch Rebecca W Huddell, 244, Tower, from New York, D J Purdy, wire.

Sch Alfaretta S Snare, 200, Lawson, from Apple River for New York, piling—in for harbor.

Sch Laura C Hall, from Nova Scotia port, bound west—in for harbor.

Coastwise—Schs Nina Blanche, 30, Crocker, from Freeport; Georgie Linwood, 25, Johnson, from fishing; Emerald, 28, Keans, from fishing; Jessie, 17, Spicer, from Harborville; Citizen, 46, Woodworth, from Bear River; Forest Flower, 26, Ray, from Margaretville; Prescott, 72, Bishop, from River Hebert; Helen M, 62, Hatfield, do.

Oct 16—Str St Croix, Pike, from Boston, C E Laechler, mdse and pass.

Oct. 17.—Str Flushing, Ingersoll, from Grand Manan, via Eastport, Merritt Bros. and Co., mails, pass and mdse.

Sch Lizzie B, 81, Belyea, from Thomaston, Elkin and Hatfield, bal.

Sch S A Fownes, 124, McKiel, from New York, A W Adams, coal.

Sch Adeline, 192, McLennan, from New York, Geo. F Baird, coal.

Sch Geo L Slipp, 98, Ward, from Boston, J W Smith, bal.

Coastwise—Schs Rebecca W, 30, Gough, from Quaco; Telephone, 18, Brown, from fishing; Satellite, 26, Perry, from Westport; Freddie Higgins, Ingalls, from Grand Manan; Sparmaker, 23, Livingstone, from Advocate Harbor; Mizpah, 52, Titus, from fishing; Tethys, 9, Johnson, from do; Roland, 93, Roberts, from Parrsboro.

Cleared.

Oct 13—Sch Sallie E Ludlam, for City Island f o.

Sch Rewa, McLean, for Bridgeport.

Oct 14—Str State of Maine, Colby, for Boston.

Sch Leo, Springer, for Salem f o.

Sch Howard, Holmes, for Boston.

Sch A Gibson, Longmire, for Boston.

Coastwise—Schs Maudie, Beardsley, for Port Lorne; Whistler, Faulkner, for Maitland; Hustler, Gesner, for Bridgetown; Lida Greta, Ellis, for Quaco; Yarmouth Packet, Shaw, for Yarmouth; J H Goudey, Sullivan, for Meteghan; strs Westport, Payson, for Weymouth; Beaver, Lockhart, for Canning; Centreville, Graham, for Sandy Cove; sch Dove, Ossinger, for Tiverton.

Oct 15—S S London City, Peterson, for London via Halifax.

Sch Eric, Harrington, for City Island f o.

Sch Progress, Erb, for Vineyard Haven f o.

Sch Stella Maud, Miller, for Boston.

Sch Fanny, Sypher, from Fredericton for Warren.

Sch Phils B, Thorburn, for Barbados.

Coastwise—Schs Maggie, Hines, for Maitland; Packet, Tupper, for Parrsboro; Nina Blanche, Crocker, for Freeport; Hattie McKay, Conlon, for Parrsboro; Silver Cloud, Bain, for Digby.

Oct. 17.—Str St. Croix, Pike for Boston.

Sch C J Colwell, Colwell, for Rockport.

Coastwise—Schs Richard Simonds, Patterson, for Margaretsville; Satellite, Perry, for Westport; Rise and Go, Sulis; Telephone, Brown, and Tethys, Johnson, for fishing.

CANADIAN PORTS.

Arrived.

At Charlottetown, PEI, Oct 8, sch Anita, Melene, from New York.

At Annapolis, Oct 11, schs G J B Martin and Cerdic, from Boston. (They will load lumber.)

At Kingsport, Oct 12, schs Sierra, Matthews, from Boston; Athlete, Knowlton, from Wolfville.

At Hillsboro, Oct 13, schs Charles L Jeffrey, Theall, from Boston; Surprise, Hayes, from Parrsboro; 12th, sch Jeanie Tippett, Chase, from Boston.

HALIFAX, Oct 14—Ard, sch Maria O'Teel, Johnson, from Apalachicola.

At Yarmouth, Oct 12, sch Grace Rice, Marshall, from West Indies.

At Windsor, Oct 12, sch W K Smith, Smith, from Boston.

Cleared.

At Campbellton, Oct 11, bark Rubia, Hansen, for Buenos Ayres.

At Hillsboro, Oct 13, schs Ruth Robinson, Theall, for New York; James E Woodhouse, Newman, for Staten Island, NJ; Surprise, Hayes, for Parrsboro, NS.

At Halifax, Oct 13, bark Eastern Light, Ericksen, for Barry Dock.

At Windsor, Oct 10, sch B C Borden, Crane, for New York; 12th, sch Earl of Aberdeen, Howard; 13th, Gypsum Empress, Crossley, for New York.

Sailed.

From Yarmouth, Oct 13, brgt Harry, Larkin, for Porto Rico.

From Tusket, Oct 13, bark Swansea, Sanford, for Buenos Ayres.

HALIFAX, NS, Oct. 17—Sld, str Olinda, Hansen, for Havana; bark Stadacona, Coggswell, for Yarmouth, to load for South America.

BRITISH PORTS.

Arrived.

At Cardiff, Oct 10, str Klondyke, Ganmas, from Port Medway, NS.

At Turks Island, Sept 19, brigs May Manning, from Porto Rico; 20th, Leo, Mattson, (and both sailed for Lunenburg, NS); 22nd, sch Grace Rice, Walsh, from Demerara (and sailed 25th for Yarmouth, NS); 26th, brig Sceptre, Dexter, from Porto Rico (and sailed 27th for Lunenburg, NS); 28th, sch Fauna, Ham, from Jamaica (to sail about Oct 3 for Boston).

At Kingston, Ja, Oct 9, bark Baldwin, Wetmore, from Norfolk.

At Plymouth, Oct 12, str Frieda, Barclay, from New York; bark Elakoon, Moberg, from Parrsboro, NS.

QUEENSTOWN, Oct 14—Ard, str Madrilene, from St John, NB.

SOUTHPORT, Oct 11—Ard, bark Somerset, from New Richmond, PQ.

DUNDALK, Oct 14—Ard, bark Frederica, from St John, NB.

SOUTHAMPTON, Oct 13—Ard, bark Devold, from Pugwash.

PLYMOUTH, Oct 13—Ard, bark Marie, from Dalhousie.

AVONMOUTH, Oct. 17—Ard, str Bjorgvin, from Montreal via Sydney, CB.

BRISTOL, Oct. 15.—Ard, str Lycia, from Montreal.

GLASGOW, Oct. 17.—Ard, str Sardinian, from Montreal.

PRESTON, Oct. 15.—Ard, bark Somerset, from New Richmond via Southport.

MOVILLE, Oct. 17.—Ard, str Lake Huron, from Montreal for Liverpool.

Sailed.

LONDON, Oct 13—Sld, str St John City, for St John, NB, via Halifax.

From Barry, Sept 30, ship Monrovia, Hibbard, for Rio Janeiro.

GREENOCK, Oct. 15.—Sld, str Barcelona, from Halifax.

SHIELDS, Oct. 15.—Sld, str Baron Bolhaven, for Montreal.

GLASGOW, Oct. 15.—Sld, str Kastalia, for Montreal.

LIVERPOOL, Oct. 16.—Sld, str Philadelphia, for Boston.

FOREIGN PORTS.

Arrived.

At Philadelphia, Oct. 11, ship Cromartyshire, Henderson, from Halifax.

At St Croix, Oct 12, sch Blanca, Lambert, from Wilmington, NC.

At Seville, Spain, Oct 13, barktn Albatross, Charbonera, from Pabos, PQ.

At Rio Janeiro, Sept 19, bark Albertina, Harris, from Yarmouth, NS.

At Sourabaya, Sept 27, sch Toledo, Duncan, from Red Bank.

BOSTON, Oct 14—Ard, str Halifax, from Halifax, NS; sch John T Cullinan, from St John.

Sld, str Yarmouth, for Yarmouth, NS.

EASTPORT, Me, Oct 14—Ard, sch Selina, from Apple River, NS.

ALGIERS, Oct 9—Ard, bark Luigi Rumgiero, from Chatham, NB.

ABERSOCH, Oct 10—Ard, bark Hamlet, from Halifax, NS.

CITY ISLAND, Oct 14—Ard, schs W H Waters, from St John, NB; Thistle, from do via Stamford.

PORTLAND, Me, Oct 14—Ard, brig Mary C Haskell, Winfield, from Rockland, to load for Porto Rico; schs Osma, Hicks, from Westport, NS; Frank L P Williams, from St John, NB, for New York; Nimbus, Bryant, from Boston for Yarmouth, NS; Abbie Verna, from Boston.

Sld, str Storm King, towing sch Walter Miller, for St John, NB.

At Seville, Spain, Oct 13, Albatross, Chalmers, from Pabos, P Q—38 days.

At Rio Grande do Sul, Sept 8, brig Caspian, Gordon, from New York.

At Darien, Ga, Oct 13, ship Avon, Brady, from Liverpool.

At Cette, Oct. 12, bark Olive Mount, Simonetti, from St John, N B.

At New York, Oct 15, s s Salamanca, Reynolds, from Curacoa.

PORTLAND, Me., Oct. 17—Ard, schs Violet, Peters, from Westport, NS; Nellie F Sawyer, Williard, from Sullivan for New York (had three planks stove by collision at Boothbay, with British schr Wendell Burpee).

FALL RIVER, Mass., Oct. 17.—Ard, sch Lucy Hammond, from Calais.

STONINGTON, Conn., Oct. 17.—Ard, schs Hattie Muriel, from St John, NB; T W Allen, from Calais.

BOOTHBAY, Me., Oct. 17.—Ard, sch Nellie J White, from Cheverie, NS; Bessie A, from New York; Winnie R, from Annapolis.

BOSTON, Oct. 17.—Ard, schs Alfred Brabrook, from Hillsboro, NB; Frank L P, Lena Maud, Howard, and G H Perry, from St John, NB; Klondyke, from Advocate, NS; Athlete, from Kingsport, NS; Utopia, from Jordan Bay, NS; Race Horse, from Weymouth, N S.

Sailed, str Boston, for Yarmouth, N S.

ROCKPORT, Me., Oct. 16.—Ard, schs Brenton, Leblanc, from Meteghan.

VINEYARD HAVEN, Oct. 17.—Ard, schs I M Parker, from Elizabethport for St John; Annie Warner, from New Haven for St John; Mary F Corson, from Edgewater for do; Omega, from New York.

Passed, schs Gypsum Empress, from Windsor for Boston; Delta, from Cheverie for do; Hannah F Carlston, from Hillsboro for do.

SALEM, Mass., Oct. 17.—Ard, schs Vado, from St John to Salem for orders; Clarence, from Fredericton, NB, for Newport; Gazelle, from Boston for Port Gilbert.

LEGUE, Oct. 14.—Ard, bark Myrtle, from Halifax.

Cleared.

At Fernadina, Oct 12, sch Bartholdi, Grafton, for Point-a-Pitre.

At New York, Oct 12, schs Omega, Lecain, for Cheverie; Silver Wave, Walsh, for St John.

At New York, Oct 13, ship Treasurer, Knowlton, for Dublin.

At New York, Oct 14, bark Levuka, Harris, for Rio Janeiro; schs Stanley Mac, Laurie, for Elizabethsport; 15th, sch Thistle, Williams, for St John.

Sailed.

From Rio Grande do Sul, Aug 26, sch Gold Seeker, Page, for Barbados.

From Perth Amboy, Oct 11, sch Cathie C Perry, Gayton, for Boston.

From Buenos Ayres, Sept 8, bark Abeona, Manthorn, for Rosario and Delaware Breakwater.

From Bahia, Sept 5, sch Deer Hill, Burns, for Barbados.

From Mobile, Oct 12, sch Helen E Kenney, Morrell, for Cardenas.

From Perth Amboy, Oct 12, sch Cora May, Harrington, for St John.

From New York, Oct 11, sch Wentworth, for Hillsboro; 12th, ship Treasurer, Knowlton, from Bayonne, NJ, for Dublin (and anchored off Whitestone, LI); sch E V Glover, for Boston.

DELAWARE BREAKWATER, Oct 14—Sld, sch Sarah C Smith, from Philadelphia for Wiscasset (and returned).

ROCKPORT, Me, Oct 14—Sld, sch Maggie Miller, Granville, for St John, NB.

From New York, Oct 13, schs Omega, Lecain, for Cheverie, NS; Harold Borden, Barkhouse, for Halifax, NS; Cora May, Harrington, for St Johns, Nfld; Silver Wave, Welch, for St John.

From Rio Grande do Sul, Sept 1, bark Robert Ewing, Irving, for Constable Island and New York.

From Rio Janeiro, Sept 26, ship Coringa, Davidson, for Barbados.

From Perth Amboy, Oct 13, sch Sadie Willcutt, for St John.

From Satilla, Oct 15, bark Antigua, Holmes, for Buenos Ayres.

From Santos, Oct 10, str Cuvier, Quinton, for New York.

From Mobile, Oct 10, bark Chas. E Lefurgey, Read, for Montevideo.

From Buenos Ayres, Sept 15, ship Lennie Burrill, Larkin, for Sandy Hook; bark R Morrow, O'Brien, for Barbados.

From Fernandina, Oct 14, sch Bartholdi, for Point-a-Pitre, Guadaloupe.

From New York, Oct 15, schs Prohibition, Richards, for Bridgewater, NS; Thomas B Reed, Lunn, for Fredericton, NB; Tehhapin, Garnet, for St. George, NB; J N Parker, Gale, for St John, N B; Mary F Corson, Beasley, for St John.

From Whitestone, LI, Oct 15, ship Treasurer, Knowlton, from New York for Dublin.

NEW LONDON, Oct. 17.—Sld, sch Silver Wave, from New York for St John.

Arrived, sch Wawbeek, from St John.

MEMORANDA.

Passed Prawle Point, Oct 11, bark Arizona, Foote, from Buenos Ayres for Hamburg.

Passed Rathlin Island, Oct 12, bark Georges Ville, England, from Lockport, NS, for Moville.

Passed Browhead, Oct 12, strs Cymric, Lindsay, from New York for Liverpool; Madrileno, Bilbao, from St John for do.

Passed Isle of Wight, Oct 11, bark Souvereign, Hoavig, from Dalhousie for London.

Passed Sydney Light, Oct 14, barktn Antilla, Read, from Sydney for St John.

Passed Dungeness, Oct 13, bark Semantha, Crowe, from Antwerp for New York.

Passed Holyhead, Oct 13, bark Farvel, Krasse, from Richibucto for Preston.

SPOKEN.

Ship Cedarbank, Robbins, from Shields for San Francisco, Oct 7, lat 30 N, lon 18 W.

Bark Robert S Besnard, Andrews, from Rotterdam for Barbados, Oct. 7, lat 30, lon 18.

Bark Alf, Thorsen, from Hubbard's Cove, for ——, Oct 10, lat 50 N, lon 13 W.

NOTICE TO MARINERS.

PORTLAND, Me, Oct 12, 1898—Fox Island Thoroughfare, Me—Notice is hereby given that Channel Rock bell buoy, red, reported adrift Oct 10th, was replaced Oct 12th.

WASHINGTON, Oct 12—Notice is given by the Lighthouse Board that a fixed white lantern light is shown suspended, about 8 feet above mean high water, from the starboard forerigging of the wreck of a loaded coal barge sunken in about 30 feet (mean low water) in the middle of the Main Ship Channel, New York Lower Bay. The hull is submerged, heads about NNW, and three masts and topmasts are visible. Bearings: Coney Island Lighthouse, NE¾N; Old Orchard Shoal Lighthouse, WSW¼W; Elm Tree Lighthouse, NW¾W. Pilots should exercise great caution in passing the wreck, as the channel is narrow and the wreck forms a dangerous obstruction. Bearings are magnetic.

Notice is also given that the following named lights in St Simon Sound and Brunswick Harbor are temporarily extinguished, the structures from which they were shown having been destroyed in the gale of Oct 2, 1898: St Simon range beacon, Plantation Creek range front beacon, Jekyl Island range front beacon and Colonel's Island range front beacon. Reports indicate serious damage to the aids to navigation on the coasts of South Carolina, Georgia and Florida. The aids will be re-established as soon as practicable, of which due notice will be given.

PHILADELPHIA, Oct 12. — Delaware Breakwater contractors have established a red light at the lower end of the new breakwater, the same being necessary for vessels seeking a harbor back of or to the westward of the new work.

TOMPKINSVILLE, N. Y., Oct. 14.—Notice is given by the Lighthouse Board that the Gardiner's Island gas buoy, eastern entrance to Gardiner's Bay, New York, having been removed for the winter, has been replaced by a bell buoy, painted black.

WASHINGTON, Oct. 14.—Notice is given by the Lighthouse Board that a combination gas and bell buoy, painted brown, has been established, for experimental purposes, in 24 feet mean low water, about 150 feet southwesterly from Robbins Reef Bell Buoy, New York upper bay. The buoy shows a fixed white light, and the bell is struck by machinery a double blow every 45 seconds.

Notice is also given about the following named lights in Doboy Sound and Fernandina entrance are temporarily extinguished, the structures from which they were shown having been damaged or destroyed in the gale of Oct. 2, 1898: Sapelo range lights, Wolf Island range lights, Amelia Island range front light, Tiger Island north range front light, Tiger Island south range front light, Sapelo light (main) will be re-established immediately and the other lights are discontinued until further notice.

REPORTS.

BOSTON, Oct. 17.—The two-masted British schooner Howard, Capt. James Lohnes, bound from St. John, N. B., to this port, with a cargo of about 150,000 feet of lumber, ran ashore this morning on a ledge about three-quarters of a mile off Winthrop beach. She was floated by tugs this afternoon. The schooner has about three feet of water in her hold, and it is thought her bottom is seriously injured.

BOSTON, Oct. 17.—The three-masted schr. Alfred Brabrook, Capt. Garland, bound from Hillsboro, N. B., for Philadelphia, with a cargo of about 800 tons of plaster, was towed in here this morning with the loss of sails while off Portland late Saturday night.

A Liverpool despatch says: The Spanish steamer Madrilene, Capt. Bilbao, from St. John, N. B., which arrived here yesterday, reports that on October 10, when 360 miles west of Cape Clear, she sighted the Cunard line steamer Umbria, Capt. Dutton, from Liverpool on October 8, via Queenstown on October 9th for New York. The Umbria's engines were stopped, but in reply to inquiries she signalled that she did not require assistance. The reason for the stoppage was not explained.

The American schooner James E. Woodhouse, from Hillsboro for New York, plaster laden, is in trouble at Hopewell Cape. The news from her is very meagre, but so far as can be learned, Capt. Newman and crew left her at anchor in Sunday's storm and went ashore. Yesterday morning when they went back to her they found a prize crew from the bark Enterprise in possession of the schooner, and the latter refused to allow Capt. Newman and men to board her. The Enterprise men were at the pumps. It is not known whether the schooner was ashore. The freight is insured, but there is nothing on the hull.

BIRTHS.

MACLEAN—On the 14th Oct., to Mr. and Mrs. H. L. Maclean, No. 1 Carleton, street, a son.

MARRIAGES.

ARMSTRONG-McKINNEY—At St. Paul's, St. John, N. B., on Wednesday, Sept. 28th, by Rev. A. G. H. Dicker, James W. Armstrong, Summer Hill, Queens county, to Anna Eliza, daughter of the late Stewart McKinney of Head Line.

GELDARD-BECKWITH—At Brooklyn, on Nov. 11th, at the residence of her uncle, Mr. Carlton, Olive P. Geldard, formerly of Nova Scotia, to Adolphus J. Beckwith of Somerville, Mass.

KIRKPATRICK-WALLACE—At the parsonage, Welsford, Oct. 13th, by Rev. A. D. McCully, Hedley L. Kirkpatrick to Lillie G., daughter of Wm. H. Wallace, both of Ibyr, Bissville, N. B.

SLIPP-BARTON—At the Range, Queens Co., October 12th, by Rev. W. E. McIntyre, Chas. F. Slipp of Millville, York Co., to Annie M., daughter of Geo. P. Barton of the Range, N. B.

WARD-MYLES—At the residence of the bride's father, Springfield, Kings Co., N. B., Wednesday, Oct. 12th, by the Rev. F. H. W. Pickles, George R. Ward of Annidale, Queens Co., and Miss Janie Myles, daughter of James Myles.

DEATHS.

MULHOLLAND—At Boston, Mass., Oct. 13th, James Mulholland, a native of St. John. (Interment in St. John).

SERIOUS GIBSON FIRE.

Canada Eastern Railway Round House and Six Locomotives Destroyed.

FREDERICTON, Oct. 17, 1 a. m.—At 12.30 o'clock this morning fire broke out in the Canada Eastern roundhouse at Gibson, and despite all the efforts of the residents and St. Marys fire department the building was destroyed.

A big effort was made to get some of the locomotives out, but to no avail. The flames were in possession, and the six engines in the building were destroyed.

The loss is a heavy one to the Canada Eastern.

At present no idea can be learned as to the origin of the fire.

Perfect Satisfaction in Every Province.

DIAMOND DYES Are True Home Favorites

"I find great pleasure in dyeing with the wonderful Diamond Dyes. They make old clothes, dresses, silks, feathers and wool goods look as good as new." MRS. M. R. BELL, Victoria Harbor, Ont.

"Have used the Diamond Dyes for many years, and they have proved true and sure to color every time. They are without doubt the best of all dyes." MRS. J. G. WALKER, Quebec, P. Q.

"I am a farmer's wife and have used Diamond Dyes for years, and am well satisfied with them. I highly recommend Diamond Dyes; they are the most valuable and surest of all dyestuffs." MRS. A. HODGES, Nicholsville, N. S.

"I have used a great many of the Diamond Dyes and find them the best for all kinds of dyeing; will have no other kind for my work." MRS. JAS. HARRIS, Robinsonville, N. B.

"I have used the Diamond Dyes with great success. I recommend them to all ladies who wish to do their own dyeing. For coloring dress goods they are just perfect." MRS. McNEILL, Stanley Bridge, P. E. I.

"The Diamond Dyes are a great success. I have used them several times and they always turn out lovely colors. I am delighted with them." MRS. JOHN LOWE, West Selkirk, Man.

"We use the Diamond Dyes and find them fast and beautiful colors; they are the best." MRS. CHAS. JOHNSTON, Montgomery, N. W. T.

"The Diamond Dyes are the best sold in the country; they always give me satisfaction, and I will always praise them." MARY A. STEADMAN, Vancouver, B. C.

BOSTON LETTER.

The Dominion Steamship Company Building Up Business.

Indian Wars and Wholesale Shooting of Striking Workmen are a Disgrace to the U. S.

Maritime Visitors—Recent Deaths—His Wife Was Doubly Frail—The Mackerel Situation—Outlook for Lumber is None Too Bright.

(From our own correspondent.)

BOSTON, Oct. 15.—The Dominion steamship line is gradually building up a substantial traffic between this port and Liverpool. The Canada and New England are now furnishing a fortnightly service, and a new boat, the America, now building, will soon be ready, and in time the company proposes inaugurating a weekly service. Hon. David Richards, head of the line, was in this city on a tour of inspection recently. It seems that the custom of delivering mails at Halifax in winter and then proceeding to Portland, the former winter terminus of the Dominion line's boats, which run to Montreal in summer, is no longer possible owing to a stipulation in the mail contract with Canada that boats carrying Canadian mail must make a Canadian port their terminus. The Dominion officials say that as yet no proper docking facilities have been found at Halifax, but they expect to make St. John a terminus for a number of their vessels with Halifax as a port of call. Some of the company's steamers will carry freight to Portland, while their Boston service will be gradually added to as stated above.

A large number of visitors, including several bridal parties, were in the city this week. Among them were the following: J. D. Thayer, George McMcCarthy and Mrs M. McCarthy, T. Dyson Walker, Hon. William Pugsley, Charles Palmer, Miss L Tapley, Thos. Bell, H. A. Doherty and Mrs. Doherty, J. R. Ferguson, St. John; Lieut. Col. James Domville, M. P., Hampton; C. M. Moore, J. T. Allen Dibblee, M. P., Mrs. Dibblee, Miss Maud Dibblee, Woodstock; W. J. Gregory and Mrs. Gregory, J. H. Barry and Mrs. Barry, T Carleton Allen and Mrs. Allen, Fredericton; H. Murchie, C. C. Grant, St. Stephen; C. Fairweather, Moncton; E. H. Crowe, H. N. Crowe, F. J. Robinson, F. N. Davidson, H. W. Cody, C. H. Cahan and Mrs. Cahan, James F. Fairbanks and Mrs. Fairbanks, Donald Farquhar and wife, Halifax; E. J. Vickery, Hon. L. E. Baker, S. G. Kaulbach and Mrs. Kaulbach, J. M. Lovitt, Miss J. H. Lovitt, Miss E. C. Lovitt, Yarmouth; S. D. McLellan and Mrs. McLellan, Truro; G. J. Partington, Oxford Gold Mines, N. S.; Miss Ross, New Glasgow.

The Indian troubles in Minnesota furnish further proof that the American system of treating the Indian population is, like the banking system of the country, far behind that of Canada. The Hartford Courant, the leading republican paper of Connecticut, makes the following significant observation in an editorial paragraph: 'An 'Indian war' in Minnesota in the year 1898 is a disgrace to the United States of America. They don't have Indian wars up in Canada."

Another disgrace to the country was the pitched battle at Virden, Ill., this week, which cost fifteen lives. The coal mine operators who attempted to import negro laborers from the south to take the places of the striking employes whose wages had been cut below a living rate, are blamed for the shooting. The authorities have ordered that no more negroes be allowed into the affected territory With the black record of the wholesale shooting of men at Homestead, Pa., Hazelton, Chicago, and now Virden, Ill., within the past half dozen years, the anti-imperialists are pointing out that Americans should learn to govern themselves in a more satisfactory manner before undertaking to preserve peace and tranquility in the Philippine islands and other foreign lands. A peculiar thing about the Virden shooting is that it occurred at precisely the same hour that President McKinley was in the west delivering a speech telling the people how prosperous they were. Another peculiar feature of the affair is the action of Gov. Tanner of Illinois, a stalwart republican. When Gov. Altgeld, a democrat, was in office the republicans accused him of being an anarchist partly because he tried to prevent President Cleveland placing United States troops on trains in Illinois during the great Pullman strike. In the Virden affair Gov. Tanner goes a step further than Altgeld and threatens to have the coal mine owners arrested for murder.

Mr. and Mrs. A. Y. Currie, formerly of Pictou, N. S., celebrated the 25th anniversary of their wedding at their home in Cambridge Thursday evening. They were married at Pictou. Among the relatives at the celebration were Mrs. J. G. Currie, mother of Mrs. Currie, Dr. John Z. Currie, Dr. W. A. Currie and H. D. Currie, brothers of Mr. Currie, and J. B. Gunter, formerly of New Brunswick.

John S. Frail, a Nova Scotian, obtained a divorce from his wife, Annie L. Frail, in the Worcester superior court Thursday. Mr. Frail said that while he was on a visit to his Nova Scotia home his wife disappeared and never returned.

The following deaths of provincialists are announced: At Somerville, Oct. 14, Mrs. William Cuddy, daughter of Patrick Mullin of St. John, aged 25; in Arlington, Oct. 14, James Mulholland, aged 84, formerly of St. John, where interment will occur; in this city, Oct. 12, Margaret G. McKay, widow of the late William McKay of St. John, aged 49 years; in Brookline, Oct. 13, David H. McKay, wealthy real estate dealer, aged 52, native of St. John; in Milton, Oct. 8, Peter R. Stewart, young son of Peter S. and Flora B. Stewart of P. E. I.; in South Boston, Oct. 8, Mrs. Alexander McEachern, daughter of the late Edward Daly of Moncton and sister of Conductor Martin Daly of the I. C. R. (Interment occurred at Moncton Oct. 13); at Philadelphia, Oct. 5, by drowning, Joseph Landry, aged 26 years, son of Capt. Augustine Landry of Shediac and a graduate of St. Joseph's College, Memramcook, N. B.; at Portland, Oct. 10, Edward Tomlinson, manager of the Milliken-Tomlinson Co., aged 53 years, native of Nova Scotia; at Beverly, Oct. 8, Helena Augusta Simpson, aged 37, formerly of Windsor, N. S.; in Roxbury, Oct. 7, Lawrence J. O'Toole, aged 52 years, formerly of Cape Breton; in this city, Oct. 6, Martha J. Ryan, wife of Capt. T. C. Ryan of Shelburne, N. S., aged 42 years; in this city, Oct. 14, Maggie Ewing, daughter of the late Samuel Ewing of St. John, aged 29 years.

The French Canadians of Lowell Thursday night tendered a banquet to Very Rev. Joseph Lefebvre, O. M. I., the newly appointed provincial of the order in the United States.

Henry Dickson, a watchman in a Lowell cotton mill, committed suicide on Monday because he had lost $500 in a bucket shop, belonging to his affianced, Miss Anna McKenna of Forest Hill, Kings county, P. E. I., which she had given him to invest. Miss McKenna was at her island home when the tragedy occurred.

St. Thomas' Episcopal church, Somerville, which was largely attended by former provincialists, and of which Rev. Andrew Gray, D. D., of Sussex was formerly pastor, is the scene of another turmoil. In fact, perfect peace has been a missing factor in the administration of the affairs of the church since the split which was created during Dr. Gray's pastorate. Dr. James C. Quinn, the present rector, has been requested to resign. It is charged that since Dr. Gray left the affairs of the church have been steadily on the decline. It appears that Dr. Gray's course is being gradually vindicated.

The following were among the exports to the maritime provinces this week: 300 barrels flour, 306 sacks flour, 85 barrels oatmeal, 100 sacks oats, 300 sacks middlings, 500 bushels corn, 225 barrels cornmeal, to Annapolis, per schooner J. B. Martin; 80 coils wire, to St. John, per schooner Valdare; 150 barrels flour, 150 barrels cornmeal, to Clementsport, N. S., per schooner Seraphine; 250 bags oats, to Yarmouth, per steamer Prince Edward; 325 barrels flour, 30 bags do., 519 barrels cornmeal, 340 sacks middlings, to Bridgewater and Liverpool, N. S., per schooner Narcissus; 1,800 sacks salt, to Grand Manan, per schooner Kalevala; 200 barrels oil, to Charlottetown, per schooner Patriot; 100 barrels flour, 50 barrels cornmeal, 60 sacks middlings, to Brighton, N. S., per schooner Daniel Simmons; 150 barrels flour, 97 barrels cornmeal, to Salmon River, N. S., per schooner Hattie P.; 275 barrels flour, 50 half barrels do., to Yarmouth, per steamer Yarmouth; 150 barrels flour, to Wolfville, per schooner Free Trade.

The lumber trade at this port is still quiet, though a little more activity was noticeable, largely on account of the fact that so many of the eastern mills are closing. Frames are firmer, but quotations have not advanced on any line of spruce. It is thought an effort will be made next week to put up prices a little. Clapboards continue dull and easy at $27 to 28 for extra spruce, and $25 to 26 for clear. Shingles are also easy, best extra cedar being quoted at $2.50 to 2.60, and clear $2.25 to 2.50. Laths are dull at $1.80 to 1.90 for 1 3-8 in., and $1.60 to 1.75 for 1 1-2 in. Random cargo spruce is quoted at $9.50 to 10.50; car frames, 10 in. and under, $12.50 to 13.50; 12 in. frames and over, $13.50 to 15.50; and boards, planed on one side, $10 to 11.

The mackerel situation is even firmer and prices have been shoved up a shade. Tinkers are held at $13 to 14; fishermen's order, No 1, at $25; large 3s, $13.50 to 14, and large No. 2, $16 to 16.50. Codfish are also firmer. Large dry bank is worth $4.25 to 4.75; large pickled, $4 to 4.50; large shore and Georges, $5.50 to 6.25. Nova Scotia split herring are firm at $6 to 6.50. Canned lobsters continue scarce, and are a luxury. They sell at $2.75 to 3 for flats, and $2.65 to 2.85 for uprights. Live lobsters are dull but firm at 13, and boiled at 15 cents.

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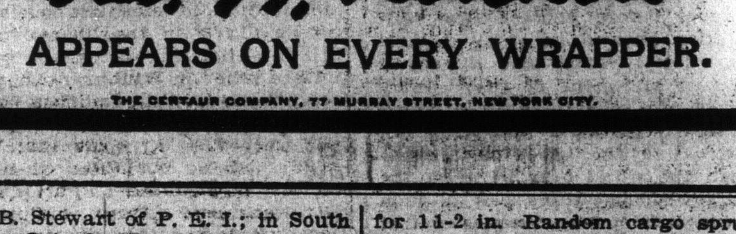


APPEARS ON EVERY WRAPPER.

THE CENTAUR COMPANY, 77 MURRAY STREET, NEW YORK CITY.

MARINE MATTERS.

Str. Cunaxa, from Miramichi for Manchester, passed Queenstown yesterday.

Steamship London City, from London, arrived in Halifax at noon yesterday. She will probably leave for St. John some time today.

Ship Brynhilda, Capt. Meikle, at New York Oct. 9, from London, reports: Had succession of S. W. and N. W. gales from lon. 25 to 50, with terrific squalls, during which split lower topsails. Sept. 18, lat. 46.04, lon. 31.25, passed part of vessel's bottom, about 150 feet long, floating awash.

The following charters are reported: Ship Celeste Burrill, New York to Buenos Ayres, lumber and general cargo, p. t.; brig Ora, do. to Rio Grande do Sul, general cargo, 90 cents per barrel; schs. J. S. Parker, Jacksonville to Point-a-Pitre, lumber, $6.25; La Plata, Montreal to Barbados, lumber, p. t.; Silver Wave, Pt. Liberty to St. John, coal, 75 cents; Lily, Elizabethport to St. Johns, Nfld., coal, $1.35; Lewanika, Sydney, C. B., to St. John, coal, $1.50, thence to the Canary Islands, lumber, $7; Roger Drury, Norfolk to Halifax, creosoted piling, $1,250 and loaded; Frank W., Edgewater to Digby, coal, 95 cents; Mystery, New York to St. Johns, Nfld., coal, $1.35; S. A. Fownes, Pt. Johnston to St. John, coal, 75 cents.

Bark'n. Fredrica, Capt. Cosman, from this port, made the run across to Dundalk in twenty days.

Brig Stella, Capt. Neilsen, from Montreal for Newfoundland, with lumber, is ashore at Three Rivers, and is lightering cargo.

Sch. Fostina, at Philadelphia from Hillsboro, N. B., encountered a succession of southerly gales the entire passage, and lost some sails.

Sch. Bessie Parker, Capt. Carter, which sailed Monday for Barbados, returned to port yesterday owning to stress of weather.

Bark Inga, Capt. Martinsen, arriving at Inverness on Saturday from Dalhousie, reports speaking bark Otago, Northern, from Silloth Sept 1 for Miramichi, on Sept 19, with loss of jibboom.

The Sun's Parrsboro correspondent writes under date of Oct. 11: There are three barks and one ship in West Bay at present. Another bark is expected to load with the cargo of the bark China, which was wrecked last year. No other deal vessels are expected this season. A. W. Copp. H. McAloney and Capt. J. L. Corbett have purchased the tern schooner St. Maurice, built at Portland two years ago by Capt. J. E. Pettis. Capt. Corbett will have command of the vessel. Fears are entertained for the safety of the Parrsboro schooner Lakota, Blake master, which sailed from Kingston, Jamaica, early in September, and has not been heard from since.

The bark Arcadia, from Sydney, C. B., has arrived at Quebec to take a general cargo for the exhibition at South Africa.

Sch. Lewanika is now at Sydney, loading coal for St. John.

Norwegian bark Tamarlane, due at Sydney, will go to the Miramichi to load deals.

Sch. Rebecca W. Huddell has arrived from New York with wire for the Pender nail works.

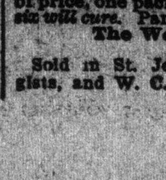
Capt. Peters of steamer D H Miller at Savannah from Baltimore, reports having run into the wreck of sch. Hattie May, near Cape Lookout. The steamer was not damaged by the accident, but part of the derelice schooner was torn away by the collision.

ST. PIERRE.

The standing population of St. Pierre is 5,000, but at the present time there are 15,000 persons on the island. This enormous increase is attributed to the flocking in of French fishermen from various points on the Treaty Shore. On winding up the fishing voyage they run their little crafts for St. Pierre, where they are laid up for the winter. The fishermen themselves leave by brigs for France. The exodus is now going on, and in a few weeks St. Pierre will be reduced to its normal state of 5,000 inhabitants.

The progress made in the island of St. Pierre during the past few years is most remarkable. A year ago electricity was hardly known there, but at the present time the town is lighted throughout with electricity and the telephone has been established, and beacons and lighthouse are now lighted with electricity.

Before. After.



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