English, and who ount of the disas. ory, told in his own to the questions

at the time. Everylong smoothly, alfoggy, when I saw ight in front of us. scraping the star-Bourgoyne, and w yards astern I lling overboard,, I pard shout in Engvas a British vesd to see what had teamer's starboard to the water's edge. trped and the rivets The hole was big and the water Then I went aft not see anyone in rror-stricken crowd o commands were system prevailed. ricane deck and the awning from lle I was doing so

sailors or firemen life rafts and two boat nearly clear, driven away from chased away from again and I saw ers, 10 or 12, get a ne said to cut the the davits, and I and knees and did d children were all God for help, but p them, men could iful. But we could e were in too bad I hung on to the swung myself into There were in the boat. By er was so listed ot keep their feet, hricking into the

vds start to lower nk, but they could eks. We had only y when the steamain truck almost Our escape was the truck struck escaped. settled into the

for help, but none

of forty-five denst see her secn the bow cam e steamer seemed an instant, and rn first,"

rich's tale a scene matic than ever e. Bursting into his hands, he tive tones: "Oh! was awful. The the time. May e from such an-Men, women and ng, some crying, e begging to be ing the babies in ling upon God to but no one could ll had to succumb irlpeol, and some rgling above the ture seemed to they all began to

dry eye among sengers met death opher Brunen saw the Bourgoyne er the head with him. The hody ter. The passenat in which the noted to get on

city people who wharf, listening

so affected that

undred and fourand one hundred saved. With the ssengers, Prof. all the passenthe Cunard also on board expected to sail evening. All the themselves in deck, and are it looking. The looked at them id if he had his ave been hanged ago.

ers who could passenger said of the La Bourpassengers en-

as the only man anything to help ss passengers boats that were st seen standing i, a passenger, water and swam water and swam
he found a boat
is last hope. Afr man got hold
d together they
Under the seats
bodies of four who had evis unable to get when he came away by the of his frie getting into the He lost every-

n Italian st ong the saved. The raft, how-ained fast to the were near to let five had knives. and they were the water. He nty minutes and nking before his a boat, which He eventually fore a desperat He was battere way with b elf to the boa

in the water

get into a hoat. He was seized when he managed to get half in and thrown back into the water. Again he tried to enter the boat, but the inhuman savages who manned it were determined to keep nim out. He managed at last to get in and to stay in. Clinging to the life line of a boat not far away, he saw his mother, and he was forced to watch a man shove her deep into the ocean with an oar, from which she never reappeared. He says the man was saved, and he is almost sure he can recognize him, though he does not know the man's name.

Fred Niffier, a Swiss, was the most jovial and contented of all the unfortunate passengers. He lost all his money and clothes, with the exception of a pair of trousers and a shirt, but he laughed and now and again cursed the flendish French sailors with passionate earnestness. He went to bed the night before the collision and slept well. He never heard a sound, but woke in the morning the same as he would any other morning. He went on deck and saw the splinters. He asked the officer on the watch what was up. The officer replied that it was all right, that the ship would not go down. Niffler, however, got into a lifeboat with some others and remained there until he reached the water, when he thought it was time to leave. None of the sailors ever attempted to let the boat loose. He swam for a long time before he was picked up. He saw an Rughishman attempt to get into the boat, but the men in the boat, who were sailors of the Bourgoyne, hit him over the head with the butt end of the oar. He fell back and sank out of sight.

young Irishman from Wilmington, the water and trying to get on the Del. He is justly indignant that the rafts, were struck down and killed by brutal crew. He was on his way brought sallors with oars. Paris to turn out leather for a firm What has long been feared in conthere. He was more fortunate than nection with the development of exmost of his fellow passengers, and got on a raft when the Bourgovne was sinking. He was the only passenger lision in thick weather and a shipwreck who could have walked through the with appalling loss of life. streets of Halifax without attracting attention. One of the worst sights he is isourgoyne was one of the great says he ever saw was the minder of an American with whom he had bean American with whom he had become acquainted on board the steamer.

This man, whose name he cannot recall, was from Philadelphia, where he
has a wife and family. The Philadelthe custom of the French line manphian was trying to get on a raft not far distant from the one on which he was. A French sailor grabbed half an oar and beat him three times over the forehead. The murdered man was on his way to Paris to see a sister. From Paris he intended to go to Ire-

and to see his father and mother. Charles Duttweileens, a German, could not speak English very well, but your correspondent managed by an interpreter to get his story. It is this: ed States, English, Scotch, Irish, He got in a boat which was tied fast to the ship, and stayed in it until he saw it was certain death to remain to the ship, and stayed in it until he saw it was certain death to remain to the ship, and stayed in it until he saw it was certain death to remain times of this fourth of July disaster spoke many languages, and among the nationalities were Canadian, Unities of this fourth of July disaster spoke many languages, and among the nationalities were Canadian, Unities of this fourth of July disaster spoke many languages, and among the nationalities were Canadian, Unities of this fourth of July disaster spoke many languages, and among the nationalities were Canadian, Unities of this fourth of July disaster spoke many languages, and among the nationalities were Canadian, Unities of this story and among the nationalities were Canadian, Unities of States, English, Scotch, Irish, French, Spanish, Italian, German, Russian, Swiss, Norwegian, Greeks, Saw it was certain death to remain saw it was certain death to remain any longer. He jumped, but was car-ried down in the whirlpool made by the sinking steamer. He was in the water half an hour, when a boat came within reach, and he attempted to en-ter it, but the wretches in it shoved the sinking steamer. He was in the water half an hour, when a boat came within reach, and he attempted to enter it, but the wretches in it shoved him off with boat-hooks. His left eye is badly cut by the jabs he received. He saw women shoved away from boats with oars and boat-hooks when clinging for dear life to the life lines of the rafts and lifeboats. He also of the rafts and lifeboats. He also to fix hundred passengers who booked a number for various reasons failed to take passage. The ship's papers were all lost, including among the lost, renders the situation in respect of the personnel of the ship's company impenetrable.

The surviving passengers and seamen were embarked tonight for Bosgers with any implement that came handy, and if no instrument was to be had, punched the men and women helpless in the water with their fists.

One of the most important witnesses will be John Burgi, who got into a stories prevalent of women having boat before the ship sank with his aged mother. The sallors in the boat held him and threw his poor eld mother into the water, to meet a watery grave. The sailors threw him out of and shoved him under the boat. He was in the water nine hours before he was saved by a boat from the Cromartyshire.

Charles Lisbra, who lost two children, also said he saw five wom who were evidently exhausted, cling ing to the life line of a boat. Th French sailors, maliciously, as the women were in one's way, cut the lines, and the women sank never to rise again. When your corresp dent was interviewing passengers he accosted an intelligent looking Frenchman. When asked if he could speak English, he replied, "No." Niffler, the Swiss, with a grin, then

Niffler, the Swiss, with a grin, then informed your correspondent that this was one of the crew, a waiter. He was questioned further and it was seen that he spoke English perfectly but did not wish to give any information. The next person accepted was a young sailor of the Bourgoyne. He wrote his name on the back of a scrap of a steerage passenger ticket, Rolleri Gioseppe. He seemed anxious to give information. But the waiter mentioned before, told him in French not to give your correspondent any mentioned before, told him in French not to give your correspondent any information. The correspondent said in English, pointing to the 'waiter: "Never mind him, bad." At this the waiter gave himself away on his English by saying: "You are bad yourself," and pulled the salior away, jabbering in French to him.

Gustav Grimaux, a French passenser, corresponded the other passenser.

ger, corroborated the other passen-gers in their statement's about the crew. He saw women shoved away from boats with oars and shoved deep into the water.

The officers of the Grecian say the passengers and sailors presented a very sorry spectacle when they were taken on board from the Cromartyshire. They were dripping wet and inorities

had not eaten anything for twenty-The third officer of the Cromparty-shire said that the one half-drowned wretch whom he pulled in over the side, nine hours after the collision, seized his life boat and asked the steward for his knife. He cut a piece off the life line and started to eat it.

saying it was all he wanted. Otto Zeaiser of New York, who was going to Paris, said: "We struck at five a. m. and were affoat one hour before the ship sank. We were going at full speed in a thick fog. The cree acted cowardly and some of the offi-cers seemed to have lost their heads I could only see an officer where I was on the port side. There was no discipline aboard and the boats could not be released. The sailors didn't try to pull them down. The passengers tried to pull the boats down. I tried to get a boat down and one of the ship's waiter's pushed me away and told me to "go to hell."

The captain did not appear to be aware of the danger at the beginning He blew the whistle just before the accident and he tried another signal, but the water filled the engine room Half an hour later he fired distre signals, but it was too late. The he rut up the danger signals. I was told he was in the cabin when the accident happened, but he was on the bridge when the ship went down.

I loosened one of the life boats, of which three were left on the steamer, but they were soon crowded with women, who behaved very quietly and bravely. Then I climbed on the supportant was and climbed on the supportant was and climbed.

perstructure and climbed all over the ship in company with two engineers. We found the rafts on the other side, Charles Lisbra, a Frenchman, ex-pressed himself as thoroughly ashamed on them. Our raft was damaged by of his countrymen's conduct. This a big hole in it. So we had to abanman had his two motherless boys, 5 don it, but we were picked up by and 7 years old, with him. He put boats from the sailing ship Cromthem in a boat and was prevented artyshire. We were the first crew from etnering it himself. He could and we saw other boats following us not get in any boat and went down far away. The captain of the Cromwith the ship. He went down; he thought he was gone, but came to the surface and at once looked for the boat with his boys. They were now there to be seen and he mourns them as lost. He ficated a long time before a boat came along. He tried to get in, but was assailed with oars. Mr. Lishra showed your correspondent his Lisbra showed your correspondent his had a cord around it, to which five arms and body. His arms are black women were holding. The sailors cut and blue, and his bodysuis servibly the rope and the women were drown-bruised from the Mews the received. Some of the passenger survivors After this boat went off he was in the say the crew acted like fiends and water eight hours.

Patrick McKeown is an intelligent and children—who were struggling in

the water and trying to get on the

distant countries, where it may reach the eye of relatives of the deceased, who may learn their friends' sad fate. The five hundred and forty-nine vic ting of this fourth of July disaster list of those who were lost will never be known, as nothing is more certain than that out of six hundred passen

ton on the steamer Halifax, and will arrive there Friday morning at daybreak. Large crowds saw them off, and threatening looks were cast upon the seamen on account of the wild been tossed overboard from the boats and men beaten off the life rafts. A rumors was in circulation that some of the crew would be arrested on rarival in Boston. The consul reports that one boat left La Bourgoyne with only twelve Austrians in it, who refused to allow any more in the boat although it could accommodate fifty easily. Those Austrians were a ship-

wrecked crew bound for home. HALIFAX, July 7-Everybody looks forward to the government enquiry into the loss of La Bourgogne to be into the loss of La Bourgogne to be held here on Tuesday, with profound interest and suppressed excitement. The wreck commisioner for Canada, Capt. W. A. Smith, N. R., is in the city. He will conduct the enquiry. He is a retired Allan line captain, and salled between New York and Liverpool for years. He expresses regret the La Bourgogne survivors were

pool for years. He expresses regret the La Bourgogne survivors were hurried out of the city. The proper place to hold the enquiry was in Halifax, and the proper time before the survivors separated.

Capt. Smith will enquire what the speed was at which La Bourgogne was travelling, what was the condition of the boats, what discipline was maintained, etc., and will report to the Capadian government, who will

maintained, etc., and will report to the Canadian government, who will transmit the report to the board of trade of Great Britain.

The unpublished statements of the fourth engineer and assistant purser, who are the only surviving officers, will be submitted. They are written in French and are in the possession of the French committed. in French and are in the possession of the French consul, who will not give them out. They are not under oath and may not be admitted by the

The officers of the Cromartyshire have been subponaed. An effort may be made to apprehend the survivors at Boston-

Strange tales which amount to

CITY NEWS

· 1 / 1 / 1 / 1 / 1 / 1 / 1 / 1 Recent Events in and Around St. John,

Together With Country Items from Correspondents and Exchanges

When ordering the address of your WEEKLY SUN to be changed, send he NAME of the POST OFFICE to which the paper is going as well as hat of the office to which you wish

it sent.

Remember! The NAME of the Post
Office must be sent in all cases to
ensure prompt compliance with your

THE SUN PRINTING COMPANY,

issuing weekly 8,500 copies of THE WEEKLY SUN, challenges the circulation of all papers published in the Maritime Provinces. Advertisers, please make a note of this.

The Southern Baptist Association meets at Kars, Kings county, on Sat-

The Orangemen of St. Martins will have a grand picnic with sports on July 12th.

A very enjoyable garden party was held at the residence of Capt. James Wishart, St. Martins, Tuesday evening. A party went down from Hampton on a special train:

George Mitchell, M. P. P., of Hahfax, leaves for England on the St. John City for London to attend a meeting of the British Association at Bristol. Mrs. Mitchell will accompany him.

Information has been laid before Justice James H. Bowes of Simonds, against Mrs. Robert J. Melvin, Elizabeth Pierce and Wm. McLellan, for selling liquor without license on Saturday, 2nd inst., and against Robert Watson for keeping liquor for sale on Saturday, the 2nd inst.

Miss D'Orsay, recently of the St. John school staff, received word of the death July 4 of her brother, Frederick E., at West Lynn. Mr. D'Orsay, who was well known in St. John, left here a few years ago. He had been in delicate health for some months. Mr. D'Orsay was for some years in the employ of S. McDiarmid before going to the states.

His Lordship Bishop Sweeny of St. John administered confirmation to a class of 57 in St. Gertrude's church last Wednesday morning. The bishop confirmed afterwards, in other parts of the county. He was accomp by Rev. Father Gallagher, son of C. E. Gallagher of Bath-Woodstock

over-study, Mr. Lawson's headquar-ters are at Maple Creek, Ass'a West, with a mission field 200 miles long and o miles broad.—Charlottetown Guar-

The body of Capt. Judson Edgett, the was drowned about the 15th June from a boat, was recovered 5th inst. by a fisherman. The body was found on the flats between Big Cape and Grindstone island by a French fisherman, who will receive \$100. The body was taken to Hillsboro yes-terday and identified. The captain had \$4,000 insurance on his life. The remains were buried at Gray's island

Mrs. Wright, relict of the late John R. Wright of Searltown, P. E. I., died on Sunday night after an illness of only a few days. Deceased, who was in her seventy-ninth year, was an estimable lady and her death will be mourned by all who knew her. daughter, Mrs. David Rogers, Freetown, and five sons, Albert in Searltown, Alonzo in New York, Rev. Thos. in Waldoboro, Me., and James C. in Summerside, and Arthur at home, survive her.—Guardian.

D. F. Campbell, B. A., a graduate for some time pursuing a post gra-duate course in mathematics at Harvard, has just received the degree of Ph. D. from that university, and been appointed to a position on the teaching staff of the university. Dr. Campbell was at one time principal of Port Hawkesbury Academy, and after-wards of Parrsboro High School. Dr. Campbell is a brother of Principal Campbell of the Academy.—Truro

News. A special general meeting of the Midland Railway company was called for this morning and adjourned until this afternoon, to authorize the issue of mortgage bonds, says Tuesday's Montreal Star. The shareholders of this company are all Montreal people William Strachan is the president The company have started building the road, which is to run from Trur

Charles K. Cameron of St. John has been appointed by the Royal Chief of the Order of Scottish Clans to be royal deputy chief for the province of New Brunswick, to succeed Clansman John Leitch, deceased. The Flery Cross, the organ of the order, fetering to the appointment, says: "Brother Cameron is a most enthusiastic clarsman, and is well worthy of the honor that has been bestowed on him clarsman, and is well worth, or the honor that has been bestowed on him by the Royal Clan." Mr. Cameron is a member of Clan Mackensie, No. 96, of this city, and was chief of the clan for three years in succession. The order is a strong one in the United for three years in succession. The order is a strong one in the United States, and is growing in Canada. It is confined to Scotchmen or persons is confined to Scotchmen or p

Capt. Henderson of the ship Crom-artyshire was for several years in the employ of Troop & Son of this city. He commanded the bark John Johnson for a time, and later on was in the ship John McLeod.

ik. Barry Smith, formerly of Moncton and latterly of New York, is spending a few days in St. John. In conversation with a Globe representative this morning Mr. Smith-stated he had given up law, after practising it for twenty-three years, and was going to become a preacher in the Baptist de-nomination. He has a license which permits him to preach, and as soon as he receives a church he will be orsained. He would prefer he said, to stay in the province, and hopes to be-come identified with the Baptists in New Brunswick and receive a church from them. Mr. Smith's family are at present in New York, but will come east as soon as he is settled here.

T. CUSACK'S SUDDEN DEATH.

A well known citizen, Timothy Cusack, rassed to his rest with awful suddenness Thursday suddenness Thursday. Though over seventy-five years of age, he was hale and hearty and never knew sickness or pain. Yesterday morning he started out before seven o'clock from his house, apparently in his usual robust health. He was going to the park, where he was engaged in building a road having only a few days ago made a contract with the Horticultural Association. Association. Shortly after seven James Leaman, a teamster, drove along towards the place where Mr. Cusack's men were at work. He was astonished to find Mr. Cusack lying on the grass, about a hundred yards past the Davenport school, and going up to him found he was dead. He hastened back and word was telephoned to Coroner Berryman, who went and viewed the body. It is surmised that, becoming tired, he sat down to rest, and was then attacked by apoplexy and died instantly. Dr. quest, and allowed the remains to be taken to his home, which he had only left a short time before in good health and spirits.
Mr. Cusack was born in Tipperary

Ireland, and came to St. John who a boy. He drove a dray for severa resides in Maine.

(From Tuesday's Daily Sun.)

st.000; personal property, \$100. Pmilip Paismer, proctor.

Hampton Lodge, No. 52, L. O. A., having been incorporated, and having secured a lot at Midway, will proceed to erect during the summer a hall for their use and the use of the I. O. Foresters.

A man named Lawless of St. John was fined \$20 and costs yesterday in Supendiary Magistrate Sproule's court, for drunkenness and engaging in a fight on Saturday evening.

ing.

The number of St. John people spending the summer at Hampton is as-large as usual. Among them are: Judge McLeod, Edwin Peters and family, C. A. Palmer and family, F. S. Whittaker and family, Mr. and Mrs. C. T. Gillespie, Mr. and Mrs. Charles S. Harding, Mr. and Mrs. Andrew Blair, Thos. B. Blair, A. C. Blair, Mr. and Mrs. H. D. McLeod, and others.

THE COURTS.

(From Thursday's Daily Sun.)

The case of White v. Cushing, which was adjourned from the April court, was resumed yesterday morning, Judge Vanwart presiding. W. Pugsley and A. F. Barnhill for the plaintiff, and L. A. Currey and A. W. Baird for the

FREDERICTON.

A Big Orange Celebration Expected on Tuesday Next.

FREDERICTON, July 7.-Wilme

Guiou's store at Springhill was burglarized last night and cash and goods stolen to the value of about \$100.

The Fredericton Orangemen are completing extensive arrangements for the reception and entertainment of the visiting brethren on July 12th. Tuesday next. They have secured Odd Fellows' and Temperance halls and the skating rink for use on that day. Excursions are arranged from St. John, St. Stephen, Woodstock, Hartland, and two thousand members are expected to line up for the parade, which will start from Parliament which will start from Parlia square at 12 o'clock.

years, and later became a contractor, mostly in excavating and read building. He was a very industrious man, and in him St. John loses a good citizen. He leaves a wife and daughter, and one brother, John Cusack, who

HAMPTON NOTES.

In the probate court yesterday, several cases were disposed of. In the estate of John C. Sortell, late of Springfield, upon application of Benjamin Gray and Joseph Cliff, executors, an order was made for license to sell the real estate to pay liabilities, and accordingly citation was granted for the sale, which will take place on Aug. 15th. Philip Palmer, proctor. almer, proctor.

In the estate of James McLong, late of ammond, accounts were passed on application of the executor. R. LeB. Tweedie,

Much sympathy is felt for Rev. S.

G. Lawson and Mrs. Lawson on the death of their laughter, Miss Ruth, at the age of seventeen. It is under the age of seventeen. It is under the laughter in the laughter in

In the estate of Gabriel Vanwart, late of Kars, the will was proved and letters testamentary granted to his sons James I. and Billiott Vanwart, executors. Real estate, \$1,000; personal property, \$150. Philip Palmer, nuctor.

Judge Barker presided at a short session of the equity court yesterday morning. The pleadings in Johnson Sullivan were read, and the case adjourned until Friday, July 15, This is a dispute in reference to the ownership of a mill at Hampton. W. Pugsley and A. A. Stockton for the plaintiff and C. N. Skinner for the defendant. Before Judge McLeod, H. F. Puddington presented a petition from the St. John Bridge and Railway Extension company for the appointing of a trustee in the place of Thomas Mac-lellan, who has left the province. The petition was granted and Geo. A. Scho-field appointed.

Judge Forbes yesterday morning, on the application of Mossrs. Bustin & Porter, granted an order for the dis-posal of the estate of W. T. G. Cos-

Str. Cheruskia, Capt. Rusch, at New York.
July 5 from Hamburg, etc., reports: July 4,
9.30 p. m., 30 miles E. of Nantucket lightahip, during a dense fog, came into collision
with brig R. L. T. (Br.), Hassell, from Boston for Savannah; rescued the captain and
crew, nine persons all told, and brought
them to this port.



NOVA SCOTIA NEWS

AMHERST, N. S., July 5.—A rather serious accident occurred on the I. C. R. this morning, about one mile east of Maccan. No 15 train, a freight, in charge of Con. John Pollock, was derailed owing to the stakes of a carload of drain pipes breaking and the load pitching off the van. Two freight end passenger cars were detailed and thrown down an embankment. Con-ductor Pollock was badly hurt about the head and back, Brakemen Fred Fowlie and Murray and one passenger were badly bruised and shaken. The track was badly torn up, but repairs were made in time to allow the pas senger trains to pass without delay. The injured conductor and brakemen were taken to Truro by No. 16.
Fowlie is a son of Alex. Fowlie of

Queen and the singing of the national anthem.

ANTIGONISH, July 5.—Mount St. Bernard, the grand educational institution for Catholic ladies at Antigonish, suffered greatly by fire this morning. The dozen or so of toarders remaining during vacation were awakered by suffocating smoke filling the dormitories. All maraged to reach the roof, whence they safely gained the ground by means of ladders raised by the firement. The fire, which originated in the kitchen, burnt slowly at first, and would have easily have been extinguished by the fire service had not a water pipe burst. The flames, faured by a strong westerly breeze, had in the meantime gaired greetly and the whole building appeared now to be doomed, but the good work by the firemen saved the westerly wing. The mother superior is out of town and the amount of insurance carried is unknown. It is understood to be \$5,000 on the building and \$5,000 on the furniture. The less is over \$30,900.

HALIFAX, N. S., July 6.—The Maritime Medical Association met today.

time Medical Association met today. Dr. D. A. Campbell called the meeting to order. He referred in a pleasant manner to the presence at this meeting of the veterans of the medical profession, Dr. Bayard of St. John and Dr. Parker of Halifax. The president then read his address. Dr. Bay-ard moved a vote of thanks for the able and interesting paper. Dr. Dan-iels, who seconded the notion, strongly advocated interprovincial reciproc

AMHERST. N. S., July 7.—The Pictou County Farmers' Association this afternoon visited the experimental farm at Nappan. In all about seven hundred ladies and gentlemen, including some local residents, assembled on the grounds and amid most delightful weather, passed a happy and profitable afternoon. An exhaustive programme had been prepared for the visitors' enjoyment. In the absence of Prof. Robertson, who is in Quebec, ex-Superintendent Colonel Blair welcomed them to the farm and expressed Mr. Robertson's regrets at being unable to be present. In his usual happy manner, the colonel escorted the visitors through the grounds. Dancing was participated in a spacious barn and an interesting AMHERST, N. S., July 7.-The Pic grounds. Dancing was participated in a spacious barn and an interesting programme and speeches were gone through, among the speakers being Cel. Blair, B. W. Chipman, secretary of agriculture, Halifax; Saxby Blair, H. J. Hogan, M. P.: Wm. Cameron, ex-M. P. P., Pictou; J. M. Baille, member of the association, and J. C. Hopkins, superintendent of the Nappan dairy station. Wm. Patterson, ex-M. P., Tatamagouche, was also present. Votes of thanks were given to different speakers, and also to Mrs. Robertson and those who had contributed to the delightful programme of enjoyment provided. of enjoyment provided.

"What do you find the most difficult task?" asked the idle friend. "The hardest thing about my job," the all-round clerk replied, "is going on with my work when I have drawn my pay in advance.—Cincinnati Enquirer.

MARINE MATTERS.

with the state of the state of the

The steel cargo steamer Winifred will be launched from the Bath iron works yard today. She is the first American tramp steamer ever constructed. The Winifred was built for New York parties.

Steamer Livonian, Capt. Brown, from Montreal for London, previously reported ashore on Red Island, has been floated and is now at Quebec discharging the remainder of her cargo, after which she will go into dry dock for temporary repairs,

The following charters are reported: Ship Andromeda, New York to Shanghal, oil, 25c., Nov., Dec.; Belfast, Campbellton to W. C. B. or E. C. I., deals, 48s. 3d.; barks Conductor, Port Williams to Buenos Ayres, lumber, \$11; Altona, Bridgewater to do., lumber,

cape hace and reached St. John at 9 o'clock this morning, steaming in that time 68% miles. On July 3, in 49 N., 46½ W., numerous icebergs were sighted, and every time the fog lifted bergs were in view. The last berg was seen off Cape Race, the vessel in the meantime having sailed 280 miles through the ice.

A diver went down yesterday under the bow of the ship Charles to see about patching up holes so that water can be pumped out in order to discharge between decks cargo.

NOTICE

To Subscribers of the St. John Sun.

The following Collectors are in the Countles named. Subscribers in arrears will pleased be prepared to pay when called on.

H. D. Pickett, Digby and Annapolis Countles, N. S.

I. D. Pearson, King's, N. B. A. J. Markbam, Kent County, N. B.

E. P. Dykeman, Queen's, N. B. Edgar Canning, Albert, N. B. L. M Curren is travelling the Counties of Sunbury and York

R. M. BUCKMASTER, D. O.