WANTED.

. Important to agents

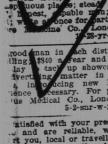
first volume of Murat Halstead's "War en Russia and Japan," will be ready y. Agents wanted everywhere at once ke orders for the work. Very best dis-8 to those acting promptly. Complete sing outfits and full particulars mailed ostage. Address R. A. H. Morrow, 59 n street, St. John, N. B.

"NTED-A Third or Second Class Cacher, Apply to S. W. Briggs, Lake a, Kent Co., N. B.

MITE tonight to the Page-Davis Co., 80 Webseh Ave., Chicago. You can earn o slot per week by learning ad-writing.

ANTED-Experienced saw mill foreman.
Must be strictly temperate. Clapboard
From Dunbar's double machine and surfor. Murray & Gregory, Limited, St.
Lin, N. B.





There will be offered for sale unction, at 2 o'clock p. m., on b of May, 1984, the Farm and the late James G. Hetheringth parish of Johnston, Queens well watered, good orchard, good dhalf mile from steamboat way station convenient. Daily on premises. Robert W. Hetherwiter.

FOR SALE—About five miles from ton Station and about one mile entral Raffway in Case Settlement, g 200 acres more or less; cuts 30 ay; a number of acres of hard 1 one and a half story dwelling 1, horse barn, and outbuilding air; pasture land with good if farm under good cultivation. Chase money can remain entence. Possession given at any riculars write to William G. Af Globe Steam Laundry, Hali-4-29 tt wk

niry property in amounts to sult ates of interest. H. H. PICKETT, o Princess street, St. John, N. B. 1 ARE

JEY TO LOAN

THE GRADUATES OF edericton siness College. trained than those of most schools? BECAUSE, untike dusiness college men, the prin-ad had nearly TEN years prac-fice experience before going sinces college work. for free catalogue. Address

/. J OSBORNE,

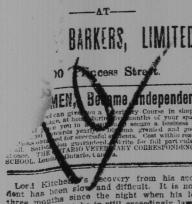
flower Seeds ive Arrived

d very fine assortment to choose ; Oats, Grass Seeds, Clover Seeds, 107, Black Tares, Flax Soud, Buckall the other varieties. PRICES LOW.

AMES COLLINS. and 210 Union Street.

ers. 49c each. is from \$1.50 up lar 64c Chewing Tobacco 35c per lb.

3 from 30c per doz up.



Dr. Silex.

A STIRRING TALE OF ADVENTURE.

died in her defence.

swell of the Atlantic.

I turned away and went down to the

cabin full of a strange and unreasonal serrow. I could not share the enthusias

of my brave and hopeful companion They only saw before them the perils of a dangerous expedition, and danger we the salt of their lives. But I, who kne more than they, and yet not enough for my peace of mind, was obliged to wonder what task lay before us, and whether the

errors of the dark and frozen sea migh not fade into significance beside som awful danger that I could not yet imagine I began to think that I was a coward

Perhaps my nerves had grown weak from years of study and a sedentary life. I ha

no fear of hardship, and the thought of intense cold and starvation did not trouble

CHAPTER IX.

The Frozen North.

The wind was fair behind us, blowing strongly from the south, and before night

ender a full spread of canvas.

This breeze continued for six days:

Only six of the vessels were in sight

only six of the vessels were in sight, and it was quite evident that we could outsail all the rest of the fleet. In fact, when we reached Godhaven two days later, we had to wait twenty-four hours before the last and slowest of our ships arrived.

At this port we took in a supply of resl meat, and again sailed for the North.

Davis Strait was now thick with drift-

ing floes, and we made slow progress to Upernavik, which we reached in four days'

his occasion for a week, one of our ves-

piece of ice. The few inhabitants of the place were most hospitable, though our large numbers prevented us from presuming on their hospitality. We should have eaten them out of hearth and home if we had accepted all they offered us. They gave us a roaring send-off, every man, woman and child turning out to see our departure, and we looked back upon the little settlement with mingled feelings of pleasure and regret. They had been very

we were likely to experience at the hands

Here we had again to wait, and on

three cheers in its honor.

By Harris Burland, author of "Dacoura." Dr. Silex is the latest thing in fiction.

believe every man on board would have

CHAPTER VIII.-Continued.

At 6.30 on the morning of the third of

At 6.30 on the morning of the third of April, the Aurora and her companions moved slowly down the Thames in single file, bound on their long voyage northwards. The expedition departed, as you know, suddenly and quietly, with no farewell speeches or banquets or enthusiasm of any description. It crept out almost like a thief from a house at daybreak. Three reporters who had hung about the docke day and night in the hope of picking up stray scraps of information, were reported for their tenacity of purpose, and were the sole representatives of the Press. A few loafers and dock hands raised a feeble cheer, and one or two relatives of some of the men waved their handkerohiefs or pressed them to their eyes. All goodbyes had been said a week before, but some of the sailors had hoped for twenty-four hours' notice, and a spell of leave ashore. In this they were disappointed. The orders to sail were only given at ten o'clock the previous night.

I stood on the bridge with Captain

asaore. In this they were disappointed. The orders to sail were only given at ten o'clock the previous night.

I stood on the bridge with Captain Thorlassen, and watched the muddy water as it churned up in a long yellow streak behind us. It was a bright morning, and the thousand spires and domes of the great city stood out clearly in the sunlight. In the distance I could see the glittering glass of the Crystal Palace, and the wooded heights of Bromley. Close at hand I saw miles upon miles of small houses and great chimneys, with their fringe of wharves. When I looked west, the city seemed vast and illimitable. Yet in the east I could see the flat marshes of Plumstead, and the waterway seemed to widen out into a promise of sparkling waves and salt breezes. I turned my back sharply upon the west, and idly wondered how many years would pass before I should see it again.

The Aurora was a fine boat of about 500 tons. She was fitted with first class engines, and carried two masts and a full complement of sails, for her coal was to be used sparingly, and only when it was absorbed.

tons. She was fitted with first class en-gines, and carried two masts and a full complement of sails, for her coal was to be used sparingly, and only when it was absolutely necessary. She would coal again at St. John's, Newfoundiand, and after that would have to trust to such fuel as she could collect, and such winds as Providence again ther. She was the finest vessel in the sent her. She was the finest vessel in the white smoke drifted across the sea. Thou sent her. She was the finest vessel in the fleet, and besides the valuable lives of the Princess and Captain Thorlassen, she caried on board the ashes of John Silver and

£820,000 in gold. Every detail of the route to Cape Alfred Ernest had been carefully mapped out and arranged among the several captains. It was not to be hoped that the fleet could keep together, and it was agreed that if they separated, they should assemble at various fixed points on the route, and wait for each other before proceeding to the next point. It was, however, laid down as a general axiom that no vessel should be more than a mile from at least one of its companions. This procedure would necessarily hamper individual progress, inasmuch as the strength of a chain is that of its weakest link, but it was absolutely necessary, at any rate in the earlier part of the journey, if anything like a combined attack was to be made on the northern ice. Every detail of the route to Cape Alfred

neither to me nor to Captain Thorlassen, and expressed all her wishes through her maid. But on the third day she emerged to some extent from the solitude of her sorrow; and intimated her desire to take sorrow; and intimated her desire to take her meals with us, and for the first time she gave me some indication of her great mental powers and abilities. Her conversation was marked by a certain quiet dignity, but was otherwise calculated to set us entirely at our ease. It was a strange mixture of knowledge and ignorance. In a conversation, the was a singenuous as a conversation when the same are the was a singenuous as a conversation of the thought of intense cold and starvation did not trouble me; yet on that bright spring afternoon when I saw the land die away on the sweet away from all tangible things into an unknown darkness. some matters she was as ingenuous as a child, in others she showed a depth of reasoning and extent of reading which would not have disgraced a grey-haired

professor.

She had dropped the vague and dreamy manner which had characterized her words and actions in Silent Square, and there was no longer that restless and uncertain look in her eyes which had filled my heart with so much pity and sorrow. Her conversation showed that she was not only perfectly sane, but that she was a woman of extraordinary intellect. A great burden was taken off my mind. I had loved her in spite of everything, but the thought hat I was in love with a mad woman had been almost too terrible for a human mind

She discussed many matters with us, but she never tired of one particular subject—the route of the ship and the probable success of the expedition. Her own cabin was completely papered with Polar maps, and the voyage of every Arctic explorer was marked upon them. When she found the captain alone, and with an hour of leisure on his hands, she would extract every little detail of his previous Polar expeditions from him, discuss currents, ice packs, and degrees of frost with him, and sit by his side gazing earnestly at a map, as he pointed out his previous voyages, and gave her full reasons for taking the route he had marked out for this one. And for some reason or other Grant Land itself seemed to fascinate her more than any other part of the Polar Area. She asked as many questions about those desolate ice as many questions about those desolate ice bound shores as if they had been one of the fairest spots of creation. Captain Thorlassen had been there once, but as his memory of it was confined to a recollection of a dreary waste of snow and ice, in no way differing from a thousand other shores in that lonely region, he was unable to answer with much accuracy or enthusiasm. He made no comments on her curi-osity, and either did not understand her pertinacity on this point, or else he as-cribed it to a certain meaningless obstinacy

As the voyage proceeded, she won her way into the hearts of every man on board the Aurora. She had a kind word and smile for the humblest sailor, and for a whole night she sat by the bedside of young Aldrich, who had broken his leg by falling down a hatchway. Her youth and magnificent beauty might have brought the scended from the high throne of her re-serve and had showed the tenderness o

It was not until ten days after our de parture from Npernavik that we accom-plished the crossing of Melville Bay, and plished the crossing of Melville Bay, and rounded Cape York. Here a comparatively open stretch of sea lay before us, but far away on the Northern horizon the trained eye of Captain Thorlassen noticed a white reflection on the clouds, and he told me that probably the ice pack was not far off. He was right in his conjecture. In two days' time we steamed slowly into another mass of small floes and severy and saw in the distance a long. bergs, and saw in the distance a long, white line like the coast of a frozen shore. When we came closer, we saw that it was a solid barrier of ice, and knew that the

battle had begun.
We steamed a few miles south and wait-We steamed a few miles south and warted until the rest of the fleet came in sight. Then for a whole week we cruised east and west in the hope of finding some open channel in the ice. We were now in Murchison Sound, latitude 75.50 N., and it would indeed be hard if we could not get farther north with three months of summer before us. However, for the present there appeared to be no opening of any sort, and personally I was thankful that there was no inducement to us to make a rash attempt through a narrow passage. We should probably have been nipped in

We cruised backwards and forwards from Whale Sound to Cape Clarence, eagerly watching day after day for some break in the ice, but the wind was now blowing steadily from the North, and, so far from advancing, we were actually obliged to retreat before the moving pack. We finally resolved to take shelter to the south of Cape Clarence, and to anchor 200 yards off the black and inaccessible cliffs of North Lincoln Lands.

It was well that we had moved our ships

into this shelter, for before we had bee there twenty-four hours the north win freshened into almost a gale, and the whole pack was swept forward with incredible rapidity. If we had been out in the open Straits we should have had to fly south before the enormous body of ice, and perhaps have lost a month of the precious summer-time before we could re

gain our present position.

As it was, the movement of the pact appeared to fill the heart of everyone with hope. Captain Thorlassen said that it might sweep by entirely and disperse in the broad waters of Baffin's Bay, leaving an open sea behind it, and that even if it did not actually pass us, it would be sure to leave a channel on one side or the

The breaking up of this solid block of ice, as it swept past the point that shel-tered us, was one of the most magnificent spectacles I had ever seen. I stood on the bridge and watched the gigantic forces of nature in silent admiration, not unmixed with fear at our proximity to the evidence The Aurora was only a quarter of a mil

sands of handkerchiefs were waved, hats thrown in the air, and cries of "Good round the point, which ran out almost due east, and was right across the progress of thrown in the air, and chee of doctors the water. I stood upon the bridge with Captain Thorlassen and watched the figures of the crowd melt away into a the ice pack. The other ships were i single file behind us at distances of 10 yards apart. We were, therefore, in the post of danger, if the ice should happen to spread westwards, but we were also in the best position to see the full effect of this tremendous force striking against an blurred mass of black. Then, an hour later, the city itself faded into a faint blot of smoke, and finally the long coast line sank down into the sea, and there was nothing about us but the heaving mmovable barrier of rock.

The cliffs here were of black basalt, and ran sheer into the deep water of the ser from a height of nearly 500 feet. The ex

from a height of nearly 500 feet. The extreme point was smooth and so hollowed out by the friction of the ice of centuries that the summit of the cliff overhung the base by quite fifty feet. On this cape the whole gigantic force of the ice-pack bore down with a pressure that it was almost impossible to estimate. It must, however have been many thousands of tens to the square foot. The neise was so terrible and so continuous that I was forced the stop up my ears with my hands. It was like the incessant crash and roar of a prolonged and deafening explosion. The very foundations of the earth seemed to very foundations of the earth seemed to be shaken. At the foot of the cliff huge broken fragments of rock, twenty of thirty feet in height, were shifted like pebbles on the beach, and rolled into the deep water on the south side of the cliff The ice itself, though more than twenty feet in thickness, split up like a pane of broken glass, and the pieces were slowly pushed one on the top of each other till a mountain fifty yards in height, and twice as thick again at the base, was heaped up against the wall of basalt. Then the whole structure would slide and collapse, and great waves, like the swell of the Atlantic, would come rolling towards us Then, foot by foot, the mountain would eight knots an hour towards the North once more be raised against the clim, and again it would go tottering and crashing into the sea. It was a wonderful sight it seemed as though nothing on earth berg sailed majestically past us, we drank its health with full glasses, and gave could have resisted the enormous pressure of the ice. An iron-clad would have been cracked like a nut. The strongest wall of cement ever raised by human hands would have been ground into dust. But the basalt cliff stood firm, though when I saw ice, and it was no easy work steering our course through the bergs and floes that dotted the sea as far as the eye could pieces as big as a man's body chipped out of its edges like scraps of marble knocket off by a sculptor's chisel, I began to think that the whole mass of rock might possibly give way and bury us in its ruins. reach. Captain Thorlassen had the fires re-lit, and steam was kept up in the boilre-lit, and steam was kept up in the boll-ers. The wind was decreasing in strength and veering to the west. It was quite possible that it would fail us in an emer-gency. The sea, however, was still open, and though it was beginning to grow very cold, the Captain assured me that we should meet no obstacle to our progress for everyl days to come.

stretched to the south as far as the ey could reach. Behind it roaring and grind ing floes were tossed about in the water like huge corks. I and Captain Thorlasse never left the bridge for twenty hours, and all through the night we heard the crashing of the ice as it beat against the

open sea to the North, and all hands were piped on deck. The signal was given to the fleet, the men cheered, and in less than an hour we were once more steamin

gress. The wind shifted into the south west, and we saved our coal, running near ly ten knots an hour under full canvas. We passed up the whole length of Smith Sound without encountering any nore seriour obstacle than a few small bergs. On July 10th we passed 80 degrees N., and Grinnell Land lay on our left. Open water was still before us, and it looked as though we might possibly winter well north of Grant Land, though Captain Thorlassen shook his head when the mor optimistic of his officers suggested the pos

On May 21st we again set our faces to-wards the North. The ice was now becom-ing more than troublesome, and for many days we moved so slowly that we could the first rules of Arctic exploration is to keep up the spirits of the men. For my self, I had two congenial companions whose society I would not have exchanged count-all our ships in sight. The water was thickly covered with small floes, but we saw none of the gigantic icebergs that for that of any other two people in the world, except, perhaps, yourself, Cordeaux. Captain Thorlassen was a man whom it we had encountered farther south. Most of the pieces were too small to menace us her womanly nature, that she touched the hearts of these rough seamen. By the time there large low islands, in some cases nearthe ship had reached St. John's, I verily by ten acres in extent, drifted slowly past though his nature was as different from

to him from the very first by his simple and manly qualities. I imagine that the old Vikings of the north were east in a similar mould. His rugged face, huge frame, and absolute insensibility to all fear, made him seem like some demi-god or hero of the remote past; in physique a king of men, in nature half a savage and

a king of men, in nature half a savage and half a child. He ruled the expedition with a rod of iron, but every man under him would have followed him to the death.

My other companion was the Princess, who of all the thousand people embarked with us on this perilous enterprise, was allied to me not only by sympathy of class and intellect but have a stronger bond, of and intellect, but by a stronger bond, of which she herself knew nothing. For she alone of all the women I had ever me was the one I desired to share my life with me. I was not a boy, Cordeaux, and you well know that women nave had no place in my existence. I am no amorou driveller to burden you with her praises place in my heart. I simply tell you that

I loved her.

But I did not see much of her during our voyage. Directly she entered the northern sea, she froze her nature into the coldness of queenly dignity and inaccessible pride. She apparently wished to mould herself to her surroundings, and I tell you Cordeaux, that the North Pole itself did with everlasting ice, as her heart appeared to the man who longed to reach it. (To be Continued).

BIRTHS.

LAWSON—At Fairville, April 29, to the wife of Policeman Robert Lawson, a son. ARMSTRONG—At 217 Germain street, on May 2, to Mr. and Mrs. T. E. G. Armstrong,

MARRIAGES.

WARD-INGRAM—At Boston, Mass., April 28th, by Rev. Loran A. Clevinger, Harry T. Ward to Miss Annie L. Ingram, both of St. John, N. B.

DEATHS.

CHRISTIE—April 28th, Alexander Christie, in the 78th year of his age.

DEARBORN—On April 28th, at the New England Sanitarium, Melrose (Mass.), Charles H. Dearborn, of this city. Entered into rest. FALES—In this city, on April 28th, Amos Fales, carver, in the 82nd year of his age.

MACMICHAEL—On April 27th, Chas. Edward Hill, eldest son of C. E. Macmichael. SHERATON—In this city, on the 28th inst., Anna J., daughter of the late Robt. Sheraton. McDONALD—At his residence, 198 Wentworth street, on April 29, Charles L. McDonald, in the 61st year of his age.

BEAIRISTO—At Saramac Lake (N. Y.), on the 29th inst., Belle P., wife of James Beairisto, M. D., of Lakeville, Carleton Co., N. B., and daughter of the late Robert Nugent, of this city.

NORTHRUP—At Bull Moose Hill, Kings Co., N. B., on April 24, after a short illness, Harriet Eliza, relict of the late James W. Northrup, aged 65 years and 8 months.

SHIP NEWS.

Sch Viola, 124, Cole, Swan's Island, J W Smith, returned in distress.

Coastwise—Schs G Walter Scott, 75, McDonough, St Martins; Urbain B, 98, George, Parrsboro; Ethel, 22, Trahan, Belleveau Cove; Hattie, 37, Fritz, Port George; Joliette, 65, Gordon, Point Wolfe; Mabel B, 57, Finnigan, Freeport; Hazelwoode, 29, Stevens; Emerson Faye, 47, Thurber, all fishing, and cld; Bay Queen, 32, Outhouse, Tiverton; Hains Bros, 46, Hains, Freeport; Little Annie, 18, Poland, Belleveau Cove; Selina, 59, Mills, Point Wolfe; Shamrock, 52, Lawrence, Maitland; etr Centreville, 32, Graham, Sandy Cove, and sid.

Saturday, April 30.

Cove, and sld.

Saturday, April 30.

Stmr St Croix, Boston and Maine ports, W
G Lee.
Schr Fraulien, 124, Thorne, Newark, Peter
McIntyre, coal.
Coastwille; Nina Blanche, Crocker, Freeport;
stmr Kilkeel, 55, Kerr, Yarmoult; schr Packet, 49. Longmire, Bridgetown; Mable, 33,
Maxwell, Rockport.

Monday, May 2.

Monday, May 2.

Str Aurora, Ingersoll, Grand Manan, Campobello and Eastport, pass, mdse and mails.

Coastwise—Schs Emily, 59, Morris, Advocate Harbor; Dora, 63, Canning, Parrsboro; Leo, 92, Durant, Parrsboro; Myra B, 90, Gale, St Martins.

Cleared

Friday, April 29. Sch Frank and Ira, Branscomb, Boston, A Sch Frank and Ira, Branscomb, Boston, A Cushing & Co.
Sch Edna, Rogers, City Island f o, Stetson, Cutler & Co.
Sch Rewa, McLean, City Island, f o, A Cushing & Co.
Coastwise-Schs Lizzie B, Shields, Alma; Chieftain, Tufts, Alma; Quetay, Boudreau, Meteghan; Hattie, Fritz, Port George; joliette, Gordon, St Martins; str Westport III, Powell, Westport; schs Emerald, Keans, fishing; Lena C Hall, Rockwell, River Hebert.
Saturday, April 30.
Stmr Montrose, Evans, London and Antwerp.

Stmr Montrose, Evans, London and Antwerp.
Schr Manul R Cuza, Shanklin, Providence, A Cushing & Co.
Coastwise—Barge No 4, Tufts, Parrsboro; schrs Nellie E Gray, Smith, St Martins; Nina Blanche, Crocker, Freeport; Ariadne, Outhouse, Tiverton; Murray B, Baker, Margaretville; E B Colwell, Lahey, North Head; Lena, Scott, Noel; Essie C, Cameron, Alma; stmr Nordboen, Olsen, Hopewell Cape; schrs Thelma, Apt, Annapolis; S A Fownes, Ward, St George; Hains Bros, Hains, Freeport; stmr Kilkeel, Kerr, Parrsboro; schr Abbie and Eva Hooper, Kelson, Shunlee.

Monday, May 2.
Sch Lotus, Granville, Greenwich, A Cushing & Co.
Coastwise—Schs Yarmouth Packet, Shaw, Yarmouth; Souvenir, Robichaud, Meteghan; Bay Queen, Outhouse, Tiverton; Emily, Morris, Advocate Harbor.

Saturday, April 30.
Stmr Tunisian, Vipond, Liverpool via Halifax, Wm Thomson & Co.
Stmr Evangeline, Heely, London via Halifax, Wm Thomson & Co. Sunday, May 1. Stmr. Montrose, Evans, for London and Antwerp.

CANADIAN PORTS.

John. Sid.—Strs Ocamo, Fraser, Bermuda, West Indies and Demerara; Carthaginia, Gunson, Philadelphia; Tunisian, Vipond, Liverpool.

Liverpool, April 29-Ard, str Bovic, New Cherbourg, April 29-Sld, str Deutschland,

The Kind You Have Always Bought, and which has in use for over 30 years, has borne the signature of has been made under his per-All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and en larger the health of Infants and Children—Experience against Experiment.

is CASTORIA What Castoria is a harmless substitut for Castor M. Paregorio, Drops and Soothing Syrups. It is Pleasured contains neither Dpium, Morphine nor other Naconto substance. Its agais its guarantee. I destroys worms and allays Feveri mess. It cures Darrhoea and Wind Colic. It relieves seething Troubles, cares constitution and Flatulency. It assimilates the Food regulates the Stomach and Bowds, giving healthy and natural sleep. The Children's Pan cea—The Mothor's Friend.

GENUINE CASTORIA ALWAYS

Bears the signature of

The Kind You Have Always Bought

In Use For Over 30 Years.

London, April 29-Ard, str Anglian, Bos-April 29-Sld, str Bavarian, from Moville, April 29—Sid, Str Bavarian, from Liverpool for Montreal.

Lizard, April 29—Passed, str LaBretagne, New York for Havre.

Inistrahull, April 29—Passed, str Hungarian, Portland for Glasgow.

Liverpool, April 29—Ard, strs Pretorian, Halifax; Turcoman, Portland.

Queenstown April 29—Ard, str Cymric, Boston for Liverpool (and proceeded.)

Manchester April 28—Ard, str Caledonian.

Trieste, etc., for Boston and New 1972.
Greenock, April 28—Sld, str Salerno, St
John's (Nfld.)
Glasgow, April 29—Ard, stmr Alcides, St
John via Liverpool.
Middlesborough, April 29—Sld, stmr Norwood, Montreal.
Barry, April 30—Sld, stmr Torr Head,
from Rotterdam for Montreal.
Teneriffe, April 28—Sld, stmr Bangor, Miramichi.

FOREIGN PORTS.

FOREIGN PORTS.

Boston, April 29—Ard, str Sylvania, Liverpool; schs H M Stanley, St John; Eliza Levansaler, Round Pond for New York (latter put in in distress.)

Sid—Str Boston, Yarmouth.
Boothbay Harbor, April 29—Ard, schs Catawamteak, New York; Geo Nevenger, Perth Amboy; Andrew Nebinger, do; Red Jackey, Rockland; Lady Antrim, Rockport; Harriet C Whitehead, Franklin; Viola May, Calais; James A Webster, Vinal Haven; Regina, Machias; Ella & Jennie, Grand Mannn.

City Island, April 29—Bound south, str Rosalind, St John's (Nfid) and Halifax.

Calais, April 29—Ard, tug Lord Kitchener, towing barge No 1, Parresboro.

Sid—Sch Sarah A Reed, Vineyard Haven for orders; tug Lord Kitchener, towing one barge, for Parresboro.

New York, April 29—Ard, ship Roanoke, Hong Kong, etc., via Baltimore; schs Jesse W Starr, Norfolk; Myronus, Port Reading for Belfast.

Sid—Schrs Anna, Windsor; Clara A Marston, Port Matoon; John Proctor, Hillsboro.
Vineyard Haven, May 1—Ard, schrs Cress
cent, Maltland for New Haven.
Boston, May 2—Ard, strs Barnesmors, Antwerp; Polynesia, Fowey; schs Corinto, Port
Greville; Itaska, Machias; Inez, do; Reuben,
Eastman, do.
Cadiz, April 25—Sid, schs Hibernica, St.
John's (Nidd); 26th, Red Gauntlet, do; 27th,
Little Mystery, do.
Calais, May 2—Sid, sch G W Dexter,

Calais, May 2—Sld, sch G W Dexter, Quincy.
City Island, May 2—Bound south, str Manhattan, Portland; schs Hugh John, Bridgewater; F G French, Calais via New Haven; tug Gypsum King, Hantsport, towing sch Gypsum King, barges Lizzie Burrell and J B King & Co, No 21, from Windsor. Genoa, May 1—Ard, str Princessin Victoria Luis, Funchal and Naples, on Mediterranean cruise (all well.)
New York, May 2—Ard, ship Andora, Charleston; schs Emma S Lord, Fajardo; Ann J Trainer, Norfolk; Charles A Gilbert, Port Tampa; William McGee, Virginia; Edwin R Kirk, Virginia. kirk, Virginia.
Cid-Bqe Cedar Croft, Yarmouth.
Sid-Bqe Ethel V Boynton, Charleston;
chs Grace VamDusen, Virginia; Jessie L
Leach, Virginia; Chas Noble Simmons,

each, Virginia; Chas Noble Simmons, corgetown.

Portland, May 2—Ard, str Calvin Austin, oston for St John, and sld; schs J S Winswer, Philadelphia; Silver Spray, Apple River or New York; Savanna, Fernandina; Mary Palmer, Newport News.
Cld—Sch J M Moreles, Boston.

Reedy Island, May 2—Passed down, sen W Fielding, Philadelphia for Halifax.
Salom, May 2—Ard, schs Weeley Abbott, fachias for Roundout; Sarah A Blaisdell, oston for Port Clyde; Cora B, do for Clemntsport; Romeo, Port Johnson for St John; H Ernst, Sherbrook for Boston.
Sld—Schs F C Pendleton, for Bangor; fenry P Oliver, for Portland; American cam, for New York; Helen, for do; Andrew Peters, for do; Nat Meader, for do; benaki, for do; Annie Gus, for do; Emma Slitton, for do; Modock, for do; Erie, for A.

da. Vineyard Haven, May 2—Ard, sche Van Allens Boughton, Philadelphia for Boston; Dironto, Newport for do; Jennie G Filisbury, Raritan River for do. Sid—Sch Crescent, from Maitland for New Sid—Sch Crescent, from Maitland for New Haven.
Passed—Schs Ella Clifton, Machias for New York; Helen, Rockland for do; Henry B Fiske, Boston for Brunswick; Eva May, Calais for New York; Abenaki, Bath for do; Nat Meader, do for do; William K Park, Salem for coal port; Lizzie Cochran, Red Beach for Providence.
Anchored in Vineyard Sound—Sch Governor Ames, Newport News for Bangor.
Wilmington, May 2—Ard, sch Foster Rice, Barbados.
Cid—Sch Leah A Whidden (of Nova Sootia), Demerara.

LIST OF VESSELS BOUND TO ST. JOHN. Steamers.

Consul Horn, 1596, Norfolk via Retterdam, April 11.

Dora, 1,457, Tyne, April 22.

Ella Sayer, 1,619, at Panama, March 10.

Florence, 1,609, at London, April 24.

Gulf of Ancud, 1,700, at London, April 12.

Krongborg, 2,208, U K, April 29.

Marseilsborg, 1,775, at Buenos Ayres, March 1.

Micmae, 1,600, to load in July. St John City, 1,412, at London, April 16. Soborg, 1,333, at Genoa, April 1. Hinemoa, 2,203, Melbourne via Channel, Jan 20. Niobe, 1,469, Venice, April 15.

Ansgar, 336, at Swansea, Dec 29.

Shipping Notes. The schooner Neilie Reid has been loaded with a cargo of bagged salt at Halifax for Charlottetown, and will go to Pictou, Gaspe and New York.

It is reported that Taylor Bros. have sold the barque Abyssinia, on Italian account, at £1,500. The Abyssinia was built in St. John in 1885, and is 1,083 tons register.

The following charters have been announced: Barque Alexander Black, Jackson-ville to Bermuda, lumber, p. t.; schooners Polance, New York to Cayenne, general, at or about \$1.250; Fred H. Gibson, Jackson-ville to Fort de France, lumber, \$6.50; str. Ella Sayer, St. John to W. C. E., deals, 35s.

Digby, April 29.—Schr. Cepola, Capt. D. N. Messenger is on the marine slip at Weynouth, where she will be thoroughly re-La Pallice, April 26—Sld, etmr Hermes, Montreal.

New London, Conn, May 1—Ard, brig Marconi, Elizabethport for Liverpool (N S); Schr Rhoda, New York for Bridgewater.
City Island, April 30—Bound east, brig Marconi, Elizabethport for Liverpool (N S).
Boothbay Harbor, Me, April 30—Ard, schrs Annie M Allen, St. John; Eva Stewart, Parrsboro; Ray G, Windsor.
New York, May 1—Ard, brig G B Lock-hart, Curacoa; Venturer, San Andreas; schrs Mauna Loa, Macors; schr Aldine, Port Reading for St John.
Portland, April 30—Ard, stmr Georgian, Liverpool.
Cld—Stmr Kensington, for Liverpool, and