

The Lost Acadia.

Covers Sufferings of the Unfortunate Crew.

Camped on the Desolate Shores of Lake Superior.

Cooperative Effort to Reach the Sea in a Sail Boat—Arrival of Some of the Party at the Sea.

The following dispatch from Sault Ste. Marie, Nov. 13—Capt. Chamberlain and four of the crew of the long overdue steamer Acadia arrived here tonight. They were in a sailboat, and reported having experienced many hardships. The Acadia was run ashore at Michipicoten River at 10 o'clock Thursday, Nov. 6. Since that time he and his crew have been trying to get to civilization, and were exposed to the privations of the bleak and uninhabited north shore of Lake Superior in winter. Tonight Capt. Chamberlain gave the following story of the wreck and subsequent struggle:

"We left Fort William at 11 a.m., a week ago Wednesday, and had a good run down Lake Superior until we were within thirty miles of Michipicoten Island. There, on account of heavy weather, I determined to seek shelter in the bay at Michipicoten River. A heavy snow storm was on, and we went aground on a rock bottom at 10 o'clock Thursday night, staving a hole in the bottom. The wind shifted and the steamer commenced pounding and driving farther up the rocks. At 2 o'clock the next morning the pumps were stopped and the vessel allowed to settle.

"The crew of seven men took a supply of bedding and provisions ashore and constructed a rude shelter. We remained there for two days waiting for the weather to moderate, and leaving two of the crew on the shore to watch the steamer, started in the two yawl boats. We rowed fifteen miles to Gargantua, arriving there Saturday night, Sunday morning I, with four of the crew, borrowed the light-house tender, and leaving the remainder of the crew, started for the sea. Near Marquette we were detained for four days and nights by rough weather. The provisions ran out, and we were compelled to carry four from a settlement some distance on our backs, and live on cakes made of that.

"The weather moderated sufficiently this morning to enable us to reach the sea. All the way down we encountered scarcely any persons except at Gargantua and at the settlement. The shore was rocky and cold, and exceedingly inhospitable. There was no food of any kind to be obtained in the woods, and we suffered extremely from the cold.

Capt. Chamberlain expects to leave tomorrow for the scene of the wreck on a tug. He will pick up the men at Gargantua, who, he says, have enough provisions to last them two days more, and unless he can get there within that time they will suffer from hunger. It is not known what condition the Acadia is now in, as it all depends on the winds which have prevailed since she stranded.

These are the names of part of the crew: John Clifford, master; James H. Brown, chief engineer; John Hagen, second engineer; Thos. Collins, first mate; Stephen Saxby, second mate; John Grant, wheelman; Tuntin, wheelman; Geo. Heard, fireman; Williams, fireman; Geo. Frend, purser; Jamie Perkins, cook; Thomas Saxby, deck hand.

There are five others in the crew whose names are not known.

BLAZING COAL.

Thousands of Tons Ignited at Houghton, Mich.

Houghton, Mich., Nov. 14.—The anthracite coal in the Calumet and Hecla smelting works' coal sheds at South Lake, London, Ont., has been ignited, and thousands of tons are stored there. Origin, spontaneous combustion. Gas and smoke very bad making it difficult to reach the burning portion.

Undoubtedly several hundred tons will be destroyed, but the smelting works company can draw on the Calumet and Hecla mine supply for any deficit before navigation opens.

\$200 DAMAGES.

In a Breach of Promise Case—Religious Differences.

Toronto, Nov. 14.—Mr. Justice MacMahon, who is doing assize court circuit duty, has just concluded at Oranville the interesting breach of promise of marriage case between John O'Hanley, a young farmer of Lennox township, and his second cousin, Mary A. McDonald.

The plaintiff claimed that the promise was an unconditional one, and that John, who is a devout Roman Catholic, said that the marriage was conditional on his fiancée becoming a Roman Catholic, which forbade a Roman Catholic marrying a Protestant girl. The jury gave her a verdict of \$200 damages.

THE EXPRESS COMPANY'S CASE.

Toronto, Ont., Nov. 14.—Justice Rose gave judgment yesterday in the action brought by the National Package Dispatch Company against the Dominion Express Company to compel them (the latter) to carry at the usual rates for bulk weight, hampers containing a number of parcels consigned to the National Package Dispatch Company and received by the agents of that company at the other end and re-delivered. As the Dispatch Company have agents only at points where the most profitable business is done they are enabled to charge a lower rate than the express company, and were thus depriving the latter of the most profitable part of their business. Justice Rose decided, however, that the profession of express companies as common carriers was not such as to oblige them to carry for rival companies, and the motion of the dispatch company for a mandatory injunction was dismissed with costs.

How to Cure Corns.

Easy? Yes, if you go about it the right way. Get the best always. Putnam's Painless Corn Extractor never fails to cure. Acts in 24 hours and neither burns nor hurts. Putnam's Corn Extractor extracts the corns in the best.

It was first used as a street remedy in Baltimore, and has since been introduced in that city in the year 1878.

It's Hair Renewer renders the hair lustrous and silken, gives it an even color, and enables women to put it up in a great variety of styles.

The Grand Trunk.

The New Winter Time Table Issued—Many Changes.

Two New Trains Placed on the St. Marys Branch.

London Huron and Bruce Trains Run Through to Kincardine—Main Line Changes.

The new winter time table of the Grand Trunk Railway was issued last night. It goes into effect at 10 o'clock tomorrow (Sunday) night.

A large number of changes have been made on this division, a complete list of which is appended. The only branch on which the times remain unaltered is the London, Huron and Bruce; but in future these trains will run through to Kincardine, instead of making Wingham their terminus.

Two new trains will be added to the St. Marys branch, affording a perfect service and making convenient connections with the main line trains.

The report that the changes would entail the dismissal of a considerable number of crew members is untrue. So far as this city is concerned, there are no reductions whatever.

The London, Huron and Bruce old and new times will be specially interesting to travelers:

MAIN LINE, SUSPENSION BRIDGE TO SARNIA—WESTBOUND.

Chicago Express (arr) 2:24 a.m. 2:30 a.m.
Chicago Express (dep) 2:30 a.m. 2:36 a.m.
Lohigh Express (arr) 10:50 a.m. 11:07 a.m.
Lohigh Express (dep) 11:07 a.m. 11:13 a.m.
Pacific Express (arr) 6:50 p.m. 6:56 p.m.
Pacific Express (dep) 6:56 p.m. 7:02 p.m.

Windsor Express (arr) 11:24 a.m. 11:30 a.m.
Windsor Express (dep) 11:30 a.m. 11:36 a.m.
Windsor Express (arr) 11:36 a.m. 11:42 a.m.
Windsor Express (dep) 11:42 a.m. 11:48 a.m.

Windsor Express (arr) 11:48 a.m. 11:54 a.m.
Windsor Express (dep) 11:54 a.m. 12:00 p.m.
Windsor Express (arr) 12:00 p.m. 12:06 p.m.
Windsor Express (dep) 12:06 p.m. 12:12 p.m.

Windsor Express (arr) 12:12 p.m. 12:18 p.m.
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As Miss Frances E. Willard, national president, stepped to the front she was received with a salute of waving handkerchiefs. Miss Willard said that her annual address was partly prepared when she came to the front as the Armenian refugees in Marcellus, and since then it had been impossible for her to complete it. She therefore gave a familiar talk to the delegates. Mention was made of the previous convention held here in 1884, and Miss Willard added:

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