## NEW ADVERTISEMENTS.


Notice.....C. H. Giles
Trustees Sale.....J. A. & W. VanWart
York Municipal Elections.....W. Wilson
Caution.....Elizabeth Savage
Stoves and Steel Nails.....Z. R. Everett
Harvest Home and Fancy Sale...At the Rink
Carpets and Fancy China.....J. G. McNally
Fall Dry Goods.....J. J. Weddall
Money to Loan.....J. A. & W. VanWart
Money to Loan.....E. H. Wilmot


## Town and Country.

The last day of September.

Prof. Rivet has gone to Albany, New York.

J. A. & W. VanWart have money to loan. See advt.

The Kingsclear Exhibition will be held Oct. 14th.

Mr. W. W. Street returned yesterday from a trip to New York.

Formal opening of the St. John Cantilever Bridge, this afternoon.

W. C. Crocket & Fred Seery have gone to McGill College, Montreal.

Mr. John W. Gilmour, manager of the *Telegraph*, was at the Queen Hotel yesterday.

☞ Miss McMichael is daily reciving fresh oysters, and she serves them up in every way known to the culinary art.

Fred. Colter, son of James Colter of Keswick, has gone to the Pennsylvania University to take a course in medicine.

The York Municipal elections take place Oct. 20th, and not Oct. 8th, as previously stated in the papers. See advt.

Presbyterian Harvest Home and Fancy Sale in the Curling Rink this afternoon and evening and to-morrow evening.

Capt. Henry F. Perley, Chief Engineer of the Public Works Department, Ottawa, is visiting New Brunswick officially.

A new post office has been established at Nasonworth, Parish of New Maryland, York county, Absalom A Nason, postmaster.

The picnic and fancy sale held by the ladies of the Congregational Church at Keswick Ridge on the 10th inst., netted $162.87.

Mr. George Thompson, of the Education office, fell from the roof of his barn, Monday afternoon, and sustained quite serious injuries

Major Wilkinson of the 71st Batt., having been reported as over the prescribed age, has been placed on the retired list, retaining his rank.

Mr. C. H. Giles of Kingsclear, is to spend the winter with his friends in England. He sails in the "Parisian" from Rimouski on Saturday.

Friends of Rev. Joseph Sellar, met at the parsonage at Gibson, Friday evening, and presented him with $65 in cash and provisons worth $25.

In the Crown Land Timber sales last Wednesday, three square miles on Bartholemew's River brought $900. Mr. Scott Fairley was the purchaser.

Rev. John Read preached a powerful temperance sermon in the Marysville Methodist Church, Sunday evening. He is opposed to licensing the liquor traffic.

On Mrs. Havelock Coy awaking yesterday morning, she found her babe lying dead beside her in bed. Heart disease is said to have been the cause of the sad fatality.

Mrs. E. J. Howell, received a severe blow in the head yesterday morning, by a piece of falling cornice. She was quite unconscious for a time, and is yet confined to her bed.

Collector Street returned, last night, from his fishing trip. His companions Judge Fraser and Mr. Wetmore, M. P. P., remained over at Andover for the Victoria Circuit Court.

The staging around the spire of the new Kirk Church caught fire, Monday night, from some charcoal left by the plumbers, but the flames were extinguished before any damage was done.

OCTOBER FASHIONS.—McCall's New York glove-fitting patterns are for sale by John J. Weddall. October fashion sheets are now ready for free delivery. Call or send to John J. Weddall's for one.

Mr. W. Jennings, merchant tailor, has received an elegant stock of cloths for the fall and winter trade, and is prepared to make them up in the most approved style. His announcement will appear next week.

A colt belonging to Mr. John Collins of this city, in pasture on the old Kingsclear road, ran on a fence, Monday night, and larcerated its breast. D. J. Stockford dressed the wound which required seven stitches to close it up.

Winslow D. Morgan, the New Maryland man who is alleged to have murdered Frederick Haining in Montana, the particulars of which were given in the FARMER several weeks ago, has been captured at Victoria, B. C., and now lies in prison there awaiting extradition.

The Fredericton Electric Light Company has been organized with a capital of $30,000. The memorandum of the association has been filed at the Provincial Secretary's office, and will be published in the Royal Gazette to-day. The stock has been largely subscribed for and at a meeting of the stockholders yesterday afternoon, the following gentlemen were elected provisional directors:—Thomas Temple, M. P., E. Byron Winslow, Wesley VanWart, Hon. F. P. Thompson, F. B. Edgecombe.

There was shipped to-day from the Gibson Cotton Mill, principally to Montreal and Toronto, 126,560 yards of grey cotton, the largest quantity that has yet left there at one time. One hundred more spindles are about being put in, which will bring the number up to 375, and a cotton-flannel machine, the second of the kind in Canada, will arrive from Germany in a few days. It has been decided to light the mill by electricity, and it is probable that this method of illumination will be extended to the Railway Station, Mr. Gibson's store and other buildings in Marysville.

The ladies of the Presbyterian Church have a heavy contract on land in furnishing their new church, and purchasing an organ for it. They therefore expect the liberal patronage of the public at the Harvest Home and Fancy Sale, in the Curling Rink, Brunswick street, this afternoon and evening, and to-morrow evening. The building has been very tastefully fitted up for the occasion, and the Fredericton Brass Band will be present both evenings. A large collection of fancy articles and refreshments will be on sale, and an election on the Scott Act will be one of the features of the affair. See advt.

Mr. R. Napier, who has been manager of the Bank of British North America in Fredericton for the past thirteen years, leaves here next week to take up his residence in Toronto, having been retired on a superannuation allowance. Mr. Napier's departure from this city will be very much regretted by the large circle of friends he has made during his residence in Fredericton. A gentleman courteous in manner, an agreeable companion, and a firm friend. He will bear away with him the most kindly regard of all those with whom he has been thrown in contact. We shall be sorry to lose Mr. Napier as a citizen, and wish him and his family success and happiness in their new home.

A very sad and fatal accident happened at Grand Lake, Queens County, on the 22nd inst., when Andrew Lawson, a young man formerly belonging to this city and for the past few years employed with J. & A. McMillan, St. John, almost instantly lost his life. The deceased with two friends, Bertram Fowler of this city and Harold Climo of St. John, left Boyd's Town on the previous Friday evening for a week's sport, fishing and shooting at the lake. Saturday afternoon found them on the banks of Lake Macquaptic, 18 miles back of Sheffield, and two miles distant from any habitation. They were about embarking in their canoes and two of the guns, loaded, were already in the bottom of the canoe, when Lawson stepped forward and carelessly placing his gun on the others, the butt struck the hammer of one of them, and it went off, lodging its contents in the right hip of Lawson. For an instant he did not realize what had happened to him and turned with a smiling face to his companions, but in a moment he clapped his hand on the gaping wound and exclaiming "Oh my God," fell backward and never spoke again. He died after a lapse of fifteen minutes. His sorrowing companions had the body of their friend conveyed to Sheffield and taken to his home at St. John Wednesday night, by the steamer David Weston. His remains were brought to this city by train, Thursday, and interred here, Rev. A. J. Mowatt conducting the funeral services. The deceased who was a son of the late John Lawson of Fredericton, was a very popular and worthy young man. He had very many friends among the young men of this city, and his violent death is deeply regretted. He was 21 years old, and was the chief support of his widowed mother.

# A TERRIBLE DISASTER!

## Eleven St. John Lives lost at Grand Manan.

## THE STEAMER "FAWN'S" OWNER AMONG THE VICTIMS.

### Eight Widows and Twenty Nine Orphans left without support.

### A Calamity that puts two Cities in Mourning.

The Humacao, a Spanish steamer of 1,050 tons, went ashore on Wallace rock, Murr ledges, during a thick fog, on Wednesday, August 5th. She was then on a passage between Baltimore and St. John, and had on board a crew of about 40 men all told. There was a light sea running at the time, and captain and crew remained by the ship until assistance was procured from Grand Manan, an island which is distant about five miles from the Murr ledges. During the day the sea rose, and the captain, fearing his ship would break up, left her and went ashore. The following Friday evening he reached St. John.

Old navigators of the bay regard the Murr ledges as among the most dangerous, and when the agent of the underwriter, after a visit to the scene of the wreck, invited persons to tender for raising the steamer, no one could be found willing to take the risk, There was but one chance, apparently, for the success of the venture. The steamer was stranded on the inner of the four rocks, which are far out of water at low tide. But even this was a slight chance, as at high tide the steamer's deck was within a few feet of the water level, and under the influence of a high wind the sea rose to such an extent that it

SWEPT OVER THE DECKS.

Persons had almost forgotten the wreck until week before last, when it was announced that the wreck had been purchased by Donald McNeil, of New York, James Griffiths and others of St. John. On Saturday night the 19th inst., at a late hour the tug Dirigo left St. John with Mr. Griffiths and a gang of ten men and appliances for breaking up the steamer. Monday evening the Dirigo returned to St. John and reported that the position of the vessel was unchanged and that the wrecking had commenced. This was the only intelligence received from Grand Manan until last Wednesday, noon, when Mr. J. H. Harding, agent of the marine and fisheries department, St. John, received a telegram from W. B. McLaughlin, lighthouse keeper at south west head Grand Manan, to the effect that the steamer was breaking up and that her smoke-stack and foremast had already gone by the boar.

About 2 o'clock another despatch was received in St. John. This was from Capt. Johnson and contained the following words: "Steamship hove off ledge and sunk; all hands supposed to have been lost." This despatch was dated from Seal Cove and was addressed to Mr. H. J. Olive. Its contents were soon on the street and the office was besieged for fuller particular. None could be obtained, however. Telegrams were sent to every part of Grand Manan, but very little additional could be had save in confirmation of the news, and it was not until the arrival of the tug "Dirigo" at St. John on Thursday night that the full particulars of the disaster were learned.

CAPTAIN JOHNSON OF THE DIRIGO,

told all he knew of the sad affair in the following words:

"We left St. John on Tuesday morning between 7 and 8 o'clock with a S. W. wind and quite a strong breeze and did not arrive at the scene of the wreck until 4 P. M., which was a long and tedious trip, occasioned by a strong head wind, thus rendering it impossible to make good time. We found a heavy swell on and could not go handy to the Humacoa. We hailed the steamer and they announced they were short of water and would like to have some. James Napier, Jeremiah Daley, (the only survivor) and two others, whom I could not recognize, made an endeavor to reach us in a small boat, but could not get her from the side of the steamer owing to the heavy swell. After promising to return at 10 o'clock at night, we left the wreck and preceeded to the cove, about six miles distant. We laid at that place until 9 o'clock, at which hour we started for the steamer. We reached the steamer a little before 10. The swell was no greater than at 4 o'clock. It was then high water and I ran within my boat's length of the steamship and hailed her. I asked them to send a boat and we would fill their tank with water. Some one of the parties on board of the steamship replied in some words that could not be understood. The only words we understood was that for him to bring the tug alongside, but that could not be done, as it was too rough. James Griffiths then replied never mind, but leave it until the morning. We then returned to Seal Cove with the intention of returning at 10 o'clock Wednesday morning. We arrived at Seal Cove a little after 11 o'clock. Shortly after we arrived there it commenced to blow from the south and east with heavy rain and continued so all night. At daylight on the morning of Wednesday it was still drizzling rain with a thick fog and wind south. It cleared up between 8 and 9 o'clock, but there was a squall from the westward and a heavy sea. The Humacao was visible from where the Dirigo lay, and about 10 o'clock we noticed the foremast and forepart of the steamship gone, and with the aid of the glass could see the sea breaking over her at a tremendous height. The gale kept gradually increasing until 12 o'clock when it reached its height. The sea was raging with a fury beyond description and was the most furious I ever witnessed. Judged from where I was it appeared mountains high and nothing could live it it. At nearly half-past three the sea moderated sufficiently to allow the tug to venture out to the wreck, at which hour we started for the scene. Before we arrived at the wreck I perceived something I took to be a stick in the water, but when we got near to it it proved to be Daley on a piece of the bridge. There was a heavy swell on at this time, and we had two fishing dories in tow—one we got at Seal Cove and the other we picked up on the way out. One of these was put off in charge of pilot Quinn (who went down with us on Tuesday) and two fishermen from the cove. The got to Daley and picked him up and brought him to the tug. Daley appeared to be quite fresh. We then cruised around among the ledges until dark in the hope of finding some of the others, but saw no trace of them. A few small pieces of the steamer was drifting around, but that was all. The midship portion of her is still visible on the ledge. We then proceeded to Seal Cove and arrived between 5 and 6 o'clock Wednesday evening. We left there yesterday morning at 9 o'clock and came through the passages by way of Flagg's Cove and of course did not see the wreck.

JEREMIAH DALEY, THE SOLE SURVIVOR,

said to the reporters:

I left here on Saturday night, the 19th inst., with James Griffiths, James Napier and others, on board the tug "Dirigo" for the wrecked steamer "Humacao." The tug arrived there about noon on Sunday and all hands were transferred to the steamship in a small boat. There was no one on board the steamer except our party, the Grand Manan men having left her as soon as she was sold to Mr. Griffiths & Co. We slept on board Sunday night and on Monday morning work was commenced. I did not care much about sleeping aboard the steamer, as she did not look extra safe to me, but being assured by Mr. Griffiths and Mr. Napier that she was perfectly safe, I waived any objection. Monday was spent by some of the men in hoisting mahogany out of the hold and by others in building tanks; on Tuesday the same work was pursued. On that day the tug "Dirigo" called on her return from St. John (where she had gone for provisions) about 4 o'clock in the afternoon and then proceeded on to Seal Cove. About 10 o'clock that night the tug "Dirigo" again came to us. I was in the galley at the time and came out and walked aft. I heard Mr. Griffiths and Mr. Napier talking to the captain of the tug, but could not understand anything that was said except Mr. Griffiths telling the captain to come down again in the morning. There was a little wind at that time and a slight roll, and the tide was up nearly level with the aft part of the main deck. After the tug left, all hands turned in. I awoke Wednesday morning some time after daylight; I could not say at what hour for there were only two time pieces on board—one belonging to Mr. Griffiths and the other to Mr. Napier. Others were up and moving about when I went on deck. It was then drizzling rain and the wind was from the south, but there was only a very slight roll and it did not affect the steamer at all. Gradually the tide commenced to raise and the sea began to sweep over the steamer. The wind had shifted to the westerly and the tide was about high. The wind increased, the seas began to roar and the first dawn of what we had to face was before us. Everybody now began to fully realize the awful position they were in. All hand gathered in the wheel house and chart room. Still the sea grew more violent and in a few minutes a heavy wave swept over the steamship and carried off one-half of her—from the bridge forward. We were then driven to the upper bridge, as the sea had broken in the wheel house and chart room. The wind increased in fury, every sea rolling over the vessel, and we clung to the bridge for dear life. One heavy sea knocked us all down, and a minute later I heard Napier cry out that his leg was broken. I looked around and ssw him struggling to regain his hold on the rail. Blood was running down his face, and he must have received a severe cut about the head at the time he had his leg broken. This sea also carried away the only two boats we had on board. Our scow had been carried away from the side of the ship some time before. Our positions were now beyond description. Every one was looking out for himself. The gale was at it height, the sea went

CLEAN OVER US AT EVERY ROLL,

and all hope of ever surviving was given up. I recognized Griffiths, Napier and others about ten feet from where I was, and the next moment a monster sea swept over us and we were all launched into the sea together with the bridge. I, with Hartley Stackhouse, Samuel Scribner, and two others whom I did not know, got on a piece of the wreckage. I saw Griffiths near by clinging to another piece of the wreckage. There was no one with him. Two others were also close to me on a piece of the bridge. Two of the men on the wreckage with me were elderly men with whiskers, and did not long last the fury of the gale. They died from exposure. Hartley Stackhouse became deranged in his mind and I got some rope off the wreckage and with the assistance of Samuel Scribner tied his hands as best I could to the portions of wreck we were clinging to. About this time the gale began to subside. I never saw Napier after we were all swept from the bridge. Griffiths hung to his piece of wreckage for fully an hour, and then succumbed. I could see him when the sea would raise our "rafts." The only persons that now remained was Scribner (Samuel), Stackhouse and myself. We drifted back towards the wreck and we got into the surf. Here our "raft" was turned end over end. I came to the surface and grasped a piece of the bridge, but Scribner and Stackhouse I saw no more. They never came up. A sea then swept me clear of the wreckage and ledge, but I clung to the piece of the bridge and drifted towards Grand Manan; we were about a mile from the scene of the wreck. I kept drifting about and at last the welcome sight of the tug "Dirigo" gave me renewed energy. I watched her closely and saw she was bearing down to me. In a few minutes she came alongside and I jumped into a fishing dory she had in tow. I was made right at home. The captain furnished me with dry clothes, which I lost no time in getting on. Then I sat down to a good warm meal which I ate with a relish. I was very kindly treated by the captain and his crew. The tug then cruised around among the wreckage and afterward returned to Seal Cove. When I last saw the wreck, the middle portion, that is where the boilers and engine are, were above water and that was all.

THE NAMES OF THE VICTIMS.

The following is a complete list of those lost on the wreck:—

James Griffiths was known as a man of great business pluck and energy. He came to St. John from Boston soon after the great fire of 1877, and started in business. When the steamer Fawn was offered for sale he purchased her and ran her on the route between Indiantown and Fredericton. Mr. Griffiths was an Englishman by birth. He leaves a widow but no family. James Napier was a ship carpenter by trade. When Mr. Griffiths and others purchased the "Humacao," Mr. Napier, for his long and practical experience about ships, was selected as foreman of the men who were to float her. He was 44 years of age and leaves a widow and five children. Robert Johnston was a shipcarpenter. He was at one time an efficient member of the St. John police force. He leaves a widow and six children, some of whom are grown up, and two sons enlisted in the North West mounted police only a few months ago, going thither in the last contingent that left St. John about the middle of July. Bartholomew Armstrong resided on Strait Shore Road, Portland, and was a carpenter. He was 45 years of age, a widower and leaves three children. Hartley Stackhouse was 32 years of age, a shipcarpenter by trade and at one time was employed for over two years in Chesley's foundry at general work. He leaves a widow and five children who reside on the Strait Shore, Portland. James Strayhorn was a shipcarpenter and was well known throughout Portland, having worked considerably around Hilyard's mill. He leaves a widow and one child. James Clarke, aged 43, resided on Sheriff street, Portland. He was a shipcarpenter by trade, and at one time a prominent member of the Portland Fire Department. He leaves a widow and five children. The widow has been in delicate health for some time, and a few days ago went to Boston for her health. Samuel Scribner is 35 years of ago, and resided on Simmonds street, Portland. He leaves a widow and two children. He was a shipcarpenter by trade. Alexander Scribner was 50 years of age and resided on Simonds street, Portland. He was a widower, and leaves no family. Scribner only returned to Portland about two months ago from Nova Scotia, where he has been for the past six years. James Munford had served as cook on coasting vessels, and went in that capacity to the scene of the wreck. He resided on Sheriff street, Portland, where he leaves a widow and one child. He was a brother-in-law of Jas. Clarke, mentioned above. John McGee was a ship laborer and for a time was employed in James Harris & Co.'s establishment. He was 48 years of age and leaves a widow and three children, who reside on Main street, Portland.

All the men who perished lived within two blocks, and in the very heart of the city of Portland. They were all native born and had large families dependent upon them. Within these two blocks there were left thirty-seven souls—twenty-nine orphans and eight widows. All the men, Mr. Napier excepted, were dependent upon their daily wages for the support of their families. Some of them are, of course, in worse circumstances than others.

Mrs. Griffiths, whose husband was one of the purchasers of the hull, was very much opposed to her husband's going down to the steamer. When he left home on Saturday she said "Jim, I shall never see you again." He, man like, laughed at her fears, but how terribly has the prediction been fulfilled? Mrs. Griffiths is completely prostrated, and the physician in sttendance will allow no one to see her. The bereaved families of the other men are also in a terrible state, and cannot fully realize their position.

### New Brunswick Railway.

(Woodstock Press)

This railway, now under the management of F. W. Cram, is undergoing a thorough renovating from end to end. At present there are seven ballast and construction trains at work, each with large crews of men, besides large forces at work constructing new bridges some of wood and some of iron, as well as strengthening and repairing others. It is quite evident that the present manager proposes to not have a repetition of last Spring's disasters in the shape of washouts and destruction of bridges by freshets, etc.

Quite an addition is being made to the rolling stock of the road, both in passenger and freight equipment. Six new passenger cars have been put into service, two hundred box cars and one hundred platform cars, with six good new and large locomotives. It is the intention, we understand, to have all passenger trains equipped with the Westinghouse Automatic Air Brake, and in the near future we may expect Pullman Sleeping Cars on the night trains from here, which no doubt would be a great source of comfort to the travelling public. The station buildings are all receiving more or less attention in the shape of repairs. At McAdam Junction, where the works of the Company are situated extensive improvements, are being made in the shape of new buildings, workshops, paint shop, store houses and offices are being built. The improvements are already noticeable. Trains are now punctually on time; shippers have every facility for transporting their wares; the old style, "come to-day and go when you can," is fast going out of existence, and we believe in a short time the New Brunswick Railway will be second to none in every respect.

At Richibucto, Monday, a sad shooting accident occured. A girl named Sarah McNeil was playfully endeavoring to take a pistol from the hands of a sailor named Brittain, when the pistol was accidently discharged, and the ball, which was a 32 calibre entered the head of Alice Farrel, another young woman standing near by.

### The Brigade Camp.

The volunteers in camp have had splendid weather since Wednesday last, and great progress has been made in drill. The forenoons are occupied in squad and company drill, and in the afternoons the corps are brigaded under command of Lieut. Col. Maunsell. In the meantime detachments of the men are putting in their rifle practice at the range in command of Capt. Hartt, who is a most proficient instructor. This part of the programme will be completed to-day. On Sunday at 9 A. M., Rev. G. G. Roberts conducted service for the troops on the grounds, the band of the I. S. Corps leading in the music. The reverend gentleman preached an attractive sermon from the text, "Quit ye like men, be strong." A choir selected from the officers and men accompanied the band, and the entire service was much enjoyed. A regrettable incident occurred, however, a few moments afterwards, when the corps were being formed up for marching to the various city churches, Lieut. Col. Marsh of the 71st Batt., observing Acting Q. M. Sergt. Belyea, in the uniform of the Fredericton Brass Band, the members of which had gone to camp to play down town members of the corps who wished to attend St. Dunstan's Church, ordered him to be arrested, at the same time reprimanding him publicly for not obtaining his, Col. Marsh's permission before discarding his military uniform. Some of the officers interceeded with Col. Marsh on Belyea's behalf, but failed to obtain his release. His brother bandsmen were naturally indignant and declining to play went off the field. The I. S. C. Band having paraded once, were dismissed, and the band of the 71st Batt., was the only one left to play the corps to church. The severe course pursued by Col. Marsh was freely criticized and generally condemned. The FARMER'S opinion of his conduct will be found pretty plainly expressed elsewhere. Friday afternoon there will be a grand review and inspection of all the corps, and they will engage in a sham battle.

The 67th Batt., Band arrived from Woodstock Monday afternoon. It is an excellent organization. The health and behaviour of the troops have been excellent. They will break up camp on Saturday. Yesterday, Pte. Gorman of Capt. Barker's Company, 71st Batt., while marking at the rifle butts, received a scalp wound from a bullet. His escape from death was quite providential. A match between six men of the Infantry School Corps and six men of Capt. McMullin's Co. 71st Batt., takes place on the rifle range to-morrow.


### Nervous Debilitated Men.

You are allowed *a free trial of thirty days* of the use of Dr. Dye's Celebrated Voltaic Belt with Electric Suspensory Appliances, for the speedy relief and permanent cure of Nervous Debility, loss of Vitality and Manhood, and all kindred troubles. Also, for many other diseases. Complete restoration to health, vigor and manhood guaranteed. No risk is incurred. Illustrated pamphlet, with full information, terms, etc., mailed free by addressing Voltaic Belt Co., Marshall, Mich.


## Marriages.

On the 22nd inst., at St. Mary's, York County, by the Rev. Wm. Jaffery, John H. Flemming, of the fire department, St. John, to Sarah A. Robins of Stanley, York County.

On the 23rd inst., at Trinity Church, Andover, Victoria Co., by the Rev. L. A. Hoyt, Agnes B. Newcomb, youngest daughter of the late Col. W. R. Newcomb of Andover, to Julius T. Garden of Garden Bros., Woodstock,

At Woodstock, on the 19th inst, by Rev. W. F. Parker, Winslow C. Lewis of Wicklow, Carleton Co., to Hattie Harold of the same place.

At the Victoria Hotel, Woodstock, on the 23rd inst., by Rev. Thos. Todd, Wm. E. Till of Oromocto, Sunbury Co., to Annie Bisgeit of Perth, Victoria Co.

At River Hebert, Cumberland Co., N. S., on the 23rd inst., by Rev. I. R. Skinner, S. Dunn Scott, of the St. John *Sun*, to Emma Wood, daughter of J. W. Wood,

## Deaths.

At Fredericton, Sept. 23rd, Jane E. Hovey, wife of Stephen J. Hovey.

Suddenly at Grand Lake, Queens Co., on the 22nd inst., Andrew B., son of the late John Lawson of Fredericton, aged 21 years.

At Woodstock, on the 22nd inst., Wilfred I. Connor, son of Zebulon Connor, formerly of Greenwick, Kings Co., aged 29 years.

At Grafton, Carleton Co., on the 2nd inst., Frederick H. Campbell, aged 13 years and 3 months.

At McAdam Junction, on the 14th inst., Edgar Whidden Gaines, aged 1 year 3 months 12 days.

## New Advertisements.


### Money to Loan.

MONEY TO LOAN ON APPROVED SECURITY, in amounts to suit applicants, at moderate rate of interest.

J. A. & W. VANWART.

F'ton, Sept. 30—2ins.

### MONEY TO LOAN.

### Interest Six per cent.

EIGHT THOUSAND DOLLARS on approved Real Estate security, for a term of years. Application to be made to

E. H. WILMOT.

September 30, 1885—1 in

### MONEY TO LOAN.

$5,000.00 ON REAL ESTATE SECURITY, in sums to suit, at reasonable interest.

JOHN BLACK,
*Barrister, Queen Street.*

Fredericton, Sept. 16—3in

### York Municipal Elections.

NOTICE is hereby given, that the Election of Councillors in the several Parishes of the County of York, will be held on TUESDAY, the 20th day of October next.

WILLIAM WILSON,
*Secy-Treasurer.*

Fredericton, Sept, 25th, 1885—2ins.

### NOTICE.

AS I am about to leave New Brunswick for a time, any persons having any legal demands against me, will please present the same at the office of Messrs. WETMORE & WINSLOW, Barristers-at-Law, Fredericton, with whom I will arrange to pay the same.

C. H. GILES.

Fredericton, September 29th, 1885.

### CAUTION

—TO—

### BUTCHERS AND ALL OTHERS!

ALL PERSONS are forbidden against Purchasing any of the Stock or Property leased by me, the undersigned, to John Collett, and now or lately on the HERON FARM in Douglas, as he has no authority to sell or dispose of the same.

ELIZABETH SAVAGE,
*Owner.*

Fredericton, Sept. 25, 1885.

### FANCY CHINA.

A fine assortment of Individual Cups and Saucers. Also, very handsome Dinner, Tea and Toilet Sets, just received at

J. G. McNALLYS.

F'ton Sept. 22.

### A GRAND SUCCESS.

### J. G. McNALLY'S
New Carpet Store.

—ANOTHER IMPORTATION OF—

**English and Scotch**

### CARPETS,

Just received per S. S. Caledonia. New Patterns. Splendid Value. Call and see them.

Fredericton, September 22nd, 1885.

### Stoves. Stoves.

IN STOCK and for sale low, a fine line lot of Hall Stoves, Cooking Stoves, Parlor Stoves, Stove Pipe, Elbows, Zinc Boards, Coal Hods, etc.

Z. R. EVERETT.

F'ton, Sept. 30.

### STEEL NAILS.

BEST in the market at Z. R. EVERETT'S Hardware Store, Queen Street.

F'ton, Sept. 30.

## New Advertisements.

### HARVEST HOME.

A Harvest Home will be held in the

### CURLING RINK,

UNDER THE AUSPICES OF THE

### Ladies of St. Paul's Church,

### SEPT. 30 & OCT. 1st.

The Rink will be opened at 2,30 P. M. Harvest Tea each day from 5,30 to 8 P. M.

A Sale of Useful and Fancy Articles will be held in connection with the Harvest Home.

The Fredericton Brass Band will be in attendance each evening.

The Proceeds will be given to the New Organ Fund.

Admission, 10 cents. Harvest Tea, 30 cents.

F'ton, Sept. 26, 1885.

### FARM FOR SALE,

ALSO:

**Standing Crops, Machinery, and Stock.**

THE subscriber offers for sale his farm known as "THE RIDGES," about 3 miles from the Post Office, Fredericton, containing 225 acres, 60 acres under cultivation and the balance woodland and pasture. The farm is well fenced and well watered. The buildings consist of a small cottage, 5 barns and a silo, estimated to hold 200 tons of cut ensilage, also, an orchard of about 80 young trees, some bearing. The stock, 3 horses and 4 head horned cattle, will also be sold with the farm or separately, as desired. The machinery, of which there is a large quantity, will be sold to suit purchasers. The standing crops consist of 22 acres of barley, potatoes, sweet corn, etc. There are also, 80 cords of mixed wood piled up, dry, and ready for use.

The farm is well suited to the winter feeding of cattle and sheep, and the buildings are in good order and well fitted up. Apply to

G. E. STOPFORD,
or JOHN BLACK,
*Barrister, Fredericton, N. B,*

Fredericton, Sept. 2nd, 1885.

### Trustees' Sale.

THERE will be sold at Public Auction, at Phœnix Square, in the City of Fredericton, County of York, on SATURDAY, the 10th day of October next, at twelve o'clock, noon, all the right, title and interest, both at Law and in Equity, which Nehemiah Grant of the Parish of Southampton, York County, farmer, had on the 31st day of December, A. D., 1884, of, in, to or out of the lands and premises described as follows:—

"All that piece of land known and distinguished as Lot No. 1, Range one, Waterville Settlement, in the Parish of Southampton, York County, in the survey of Deputy Whitehead, and bounded on the east by the Company's line, on the west by Lot No. 2, owned and occupied by Nehemiah Grant, on the south by lands owned and occupied by Nelson Thornton, and on the north by lands belonging to the Crown, and more particularly described in a Deed of said Lot from one John Henry to the said Nehemiah Grant; also of, in and to all that certain other tract of land situate in the Parish of Southampton, aforesaid, and described in the Deed thereof from John A. Henry and wife, to the said Nehemiah Grant, dated May 4th, A. D., 1871, and Registered in Book 2 of the York County Records, pages 229 and 230, as beginning at a maple tree standing at the southern angle of Lot No. 214, north west of the New Brunswick and Nova Scotia Land Company boundary line at the Little Nackawick River; thence running by the magnet of the year 1861, north 48 degrees 15 minutes, east 38 chains; thence south 41 degrees 45 minutes east 26 chains and 50 links; thence south 48 degrees 15 minutes west 38 chains to a post; and thence north 41 degrees 15 minutes west 26 chains and 50 links to the place of beginning, containing 100 acres more or less, and distinguished as Lot No. 205, together with the buildings and improvements on said several lots, and appurtenances to same belonging."

Dated at Fredericton, September 23rd, A. D. 1885.

CHARLES S. INGRAHAM,
*Trustee of Estate of Nehemiah Grant.*

J. A. & W. VANWART,
*Solicitors for Trustee,* 2ins.

### MAIL CONTRACT.

SEALED TENDERS, addressed to the Postmaster General will be received at Ottawa until noon, on 9th October, for the conveyance of Her Majesty's Mails, on a proposed Contract for four years, eighteen times per week each way, between

**Fredericton Post Office**
AND
**RAILWAY STATION,**

from the 1st January next.

The conveyance to be made in a suitable vehicle, drawn by one or more horses.

The Mails to leave the post Office three times per day, (Sunday excepted) at such hours as the Postmaster General may from time to time direct, making connections with Mail Trains for Fredericton Junction, and to leave the Station for the Post Office three times per day, immediately after arrival of Mail Trains from Fredericton Junction. A proportionate sum to be added to or deducted from the amount of Tender for any additions to or reduction of the service above described. At the Station, the Mails are to be delivered to and received from the Conductor on train.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of Fredericton, and at this office.

J. McMILLAN,
*Post Office Inspector.*

Post Office Inspector's Office, St. John, 28th August, 1885.

### NEW GOODS.

Just received another lot of

### FASHIONABLE HATS!

OF

**ENGLISH and AMERICAN MANUFACTURE.**

☞ *Styles to suit the most fastidious.* ☜

ALSO:

### FALL STOCK

OF

### BOOTS, SHOES and RUBBERS

are arriving in

Ladies, Gents, Misses and Children's, in great variety.

☞ I have a fine stock of SLIPPERS of **Ladies', Misses and Childrens.** I am still selling at prices to suit the times.

☞ Please give me a call before purchasing elsewhere.

Yours very truly,

ELIJAH CLARK,
*Next below Geo. Hatt & Sons.*

Fredericton, Sept. 22, 1885

### NEW VICTORIA!

**Highly deserving of being everywhere recommended is**

### WOODILL'S GERMAN BAKING POWDER

I find it fully equal to any I have used, and much cheaper.

D. W. McCORMICK.

S. John, N. B., Sept. 18, 1885.

### 10 Cases
### Canadian Breakfast Cereals,

JUST RECEIVED:—

Pure Rye Flour, White Maise;
Self-Raising Buckwheat, Tarnia;
White Wheat, White Oats;
Prepared Peaflower, Manioca;
Rolled Oatmeal, Barley Groats;

GEO. HATT & SONS.

Fredericton, Sept. 23rd, 1885.

WANTED LADIES AND GENTLEMEN WHO wish to make $3 to $4 a day easily at their own homes. Work sent by mail. No canvassing. Address with stamp Crown M'f'g. Co., 594 Vine St., Cin'ti, O.

GRAND COLONIAL
**Exhibition in London, England, 1886**

FIFTY-FOUR THOUSAND FEET RESERVED FOR CANADA.

**First Royal Exhibition Commission since 1862.**

THE COLONIAL AND INDIAN EXHIBITION to be held in LONDON, England, commencing MAY 1st, 1886, is intended to be on a scale of great magnitude, having for its object to mark an epoch in the relations of all the parts of the British Empire with each other.

In order to give becoming significance to the event, a Royal Commission is issued for the holding of this Exhibition, for the first time since 1862; and His Royal Highness the Prince of Wales has been appointed President by Her Majesty.

The very large space of 54,000 square feet has been allotted to the Dominion of Canada by command of the President, His Royal Highness.

This Exhibition is to be purely Colonial and Indian, and no competition from the United Kingdom or from foreign nations will be permitted, the object being to exhibit to the world at large what the Colonies can do.

The Grandest opportunity ever offered to Canada is thus afforded to show the distinguished place she occupies, by the progress she has made in AGRICULTURE, in HORTICULTURE, in the INDUSTRIAL and FINE ARTS, in the MANUFACTURING INDUSTRIES, in the NEWEST IMPROVEMENTS IN MANUFACTURING MACHINERY and IMPLEMENTS, in PUBLIC WORKS by MODELS and DESIGNS; also in an adequate display of her vast resources in the FISHERIES, and in FOREST and MINERAL wealth, and also in SHIPPING.

All Canadians of all parties and classes are invited to come forward and vie with each other in endeavouring on this great occasion to put Canada in her true place as the premier colony of the British Empire, and to establish her proper position before the world.

Every farmer, every producer, and every manufacturer, has interest in assisting, it having been already demonstrated that extension of trade always follows such efforts.

By order,

JOHN LOWE,
*Sec. of the Dept. of Agriculture.*

Ottawa, 1st Sept., 1885.—8ins.

### BRASS and BRONZE
### SCONCES!

**AMBERINA GLASS,**
Claret Jugs,
Lemonade Setts,
Vases.

**BISQUE CHINA,**
Figures,
Vases,
Baskets, &c.

**ELEGANT PATTERNS!**

JUST OPENED AT

S. F. SHUTE'S,
*SHARKEY'S BLOCK, QUEEN ST.*

September 15, 1555

### DRY GOODS
### NOTICE.

THE Subscriber having purchased the Stock of Mr. JOHN McDONALD, "GOLDEN FLEECE," at a **Low Figure** he intends giving the public the benefit of it. The Stock is Large and Varied, including Goods that were in the British House, consisting of

### CARPETS

IN

Brussels,
Tapestries,
Unions and
Hemps;

ALSO:

### SILKS,
### DRESS GOODS,

And a General Assortment of

### STAPLE GOODS,

Which will be sold at

**GREATLY REDUCED PRICES.**

### T. A. SHARKEY.

All persons indebted to the old firm are requested to call and settle immediately either to E. B. Winslow, Esq., or at the "Golden Fleece,"

Fredericton, Sept, 8th 1885.

### WANTED

Friends and the Public to know that I have opened a window in

### G. W. Schleyer's Studio,

FOR THE PURPOSE OF

**REPAIRING**
WACTHES,
CLOCKS and
JEWELERY.

Having had ten years' experience in the business, I am prepared to do

### GOOD WORK

AT

### SHORT NOTICE

Prices moderate, and goods delivered when promised.

☞ Don't forget the place, opposite Normal School, Fredericton.

### FRED. J. McCAUSLAND

*Formerly with C. A. McCausland.*

Fredericton, June 10.

### Ladies' Under Clothing!

JUST OPENED:

A beautiful Assortment of

### Ladies' Under Clothing,

—IN—

Night Dresses, and Chemises, Under Skirts, Drawers,

Trimmed and made up in a style that must be admired. Will be sold

**VERY LOW FOR CASH.**

*Wilmot's Block, Queen St, Fredericton.*

S. NEALIS

August 5, 1885.

### Flower Pots,

From 3 in. to 12 in.

At LEMONT'S.

Fredericton, Sept. 16, 1885.

### Wanted to Rent.

A SMALL UNFURNISHED HOUSE in a good locality in Fredericton, at moderate terms. Enquire at the

"FARMER" OFFICE.

Fredericton, Aug. 12, 1885

### Jellie Tumblers,

65 cents per dozen,

At LEMONT'S.

Fredericton, Sept, 16, 1884.

### THOS. W. SMITH,

In returning thanks to his numerous customers and the public in general, for their very liberal patronage since he has been in the Custom-T