

Miramichi and the North Shore etc.

GOOD INDIANS: The Advocate notes the fact that an Indian subscribed for that paper last week.

THE KERR MILL, now owned by Mr. Lawrence Doyle, of Douglastown, is to begin sawing today for Messrs. Swin and Kelly of Doaktown, whose deals have been purchased by Mr. F. E. Neale.

MACKELER are schooling in immense quantities off Halifax harbor. Large numbers are being taken. They are of superior kind. It has been many years since they have been so plentiful.

ABUNDANT: The simplest I. C. R. authorities advise a sale of unclaimed goods in the Royal Gazette. They have a happy faculty of placing certain of their advertisements where they will escape the notice of the general public.

BLACK BROOK: St. Andrew's Juvenile choir, Black Brook, will have a musical and dramatic entertainment, in the Temperance Hall of that place, on Thursday evening, the 14th inst., at 8 o'clock. Tickets, 25 cents; children 10 cents, to be had at the stores of Messrs. A. & R. Loggie and F. W. Russell, Black Brook.

THE MONETARY TIMES of May 25 says eggs are selling in St. John at six cents per dozen. The Gazette however says that the lowest prices eggs have sold in that city for some years has been 8 and 9 cents wholesale. In Chatham the guileless vendor of eggs asks fifteen cents a dozen for them and thinks it dirt cheap.

A MISFORTUNE:—On Monday three sheets of galvanized iron roofing were being hoisted on the new Dominion public building, Chatham, when Richard Adams, a labourer, was at work below levelling the ground. The iron had doubtless been carelessly placed in the slings, for it slipped out and fell upon poor Adams' arm, mortally wounding him, as he will be laid up for some time. The wound was dressed by Dr. J. S. Benson.

TRACIDIE AND NEGUAU:—Engineer Dow, of the Public Works Department, went to Tracadie yesterday to check a block of rock which was near the new one built by the Dominion Government. We hope he will do a similar service at Negau, where the old local government pier along side of that erected by the Dominion Government, and on which the beacon stands, needs repairs.

MORTGAGED CHURCH TO BE SOLD:—The Baptist Church at Doaktown, which was financed and dedicated only last summer, is to be sold at public auction on 15th inst. at Phoenix Square, Fredericton, under a mortgage held by Mr. Wm. Swin. It has been remarked by visitors to Doaktown that there are too many churches there, and the sale referred to is a painful verification of the fact.

A FISH AND BEAR PRESERVE:—A Baribou correspondent writes that an enterprising resident of that settlement has erected a dam at a natural fish preserve at a meadow property owned by him a few miles above the bridge, where he will, doubtless, have good fishing throughout the season. The locality is also fairly well stocked with bears, which he will feed with the suckers and be sorted from amongst the trout left, and at convenient points, where traps will be set next fall and the bears also harvested.

FRANKLIN LACHS' concert at Masnie Hall, Chatham, on Friday evening attracted a fairly good sized audience, considering the unfavorable weather. Miss Lachs is a singer of superior culture, and the numbers in which she appeared repaid those who attended for going to the entertainment. The other parts of the concert were amateurish, the classic character of the selections, in most cases, emphasizing this feature of the performance. The Cyprus Club orchestra performed to great excellence and showed improvement upon even its former satisfactory efforts.

BURNED TO DEATH:—A sad event occurred at Fombroke, some four or five miles from Woodstock, last Thursday night. The house of David Mackenzie, a farmer, caught fire. The fire showed improvement upon even its former satisfactory efforts.

A BEAR KILLS A CHILD:—At Colpo's Bay, Ont., James Shackleton, a hotelkeeper has a tame bear, which he has a special attraction for hunters and tourists of that section. The bear was so tame that Shackleton's little 4-year-old son was in the habit of playing with it. On Friday last the animal became ferocious, and literally tore the child to pieces. The parents were almost crazed with grief. Shackleton was warned only a few days ago by a citizen that serious consequences might follow so careless a habit.

A CLOSE CALL:—On Tuesday when the gate of that day was blowing its hardest, a raft which was being brought from the S. W. Boom to the Snowhill mill by the steamer St. George became almost unmanageable. As it was swinging a contrary way and raft-captain Henry Clouston was letting go a warp, another warp broke away, a heavy iron hook on the end of which, as it whizzed "home," striking Clouston on the right knee dislocating the joint. It was at first thought the leg was broken, but the injured man was taken to the Aberdeen hotel and examined by Dr. J. S. Benson, who found that it was only dislocation. The raft was unhooked, as it will keep Mr. Clouston unfitted for work for some time, but he may congratulate himself that it was not worse, for had the hook struck a little higher or lower the leg would, probably, have been broken, while a blow from it upon the head would have, doubtless, closed the bold raft captain's useful career altogether.

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in St. John, and for his entertainment in Fredericton on Wednesday evening every seat in the house was sold a week ago.

RECEPTION ON TUESDAY EVENING. A "Jubilee Reception" was held in the rooms of the Y. M. C. A. on Tuesday evening. A large number of persons called during the evening, some staying for only a few minutes, others remaining for a longer time.

The association rooms are very pleasant, and are well lighted and attractive, and many who visited them Tuesday night for the first time, expressed pleasure that the citizens of Chatham are affording our young men such a pleasant and helpful resort, under good management and control.

An interesting programme added to the evening of the reception. Miss Carter and Mrs. Porteous each played a piano solo, and a vocal solo, by Mrs. Pallen, was given in her ever acceptable manner. A quartette composed of Mrs. Nicol, Mrs. McLoone, Mr. Nicol and Mr. Fisher sang a very pretty selection. Mr. Peterson as President of the Association, expressed pleasure at having many present, and extended a general invitation to all to be present at the next meeting, and to manifest their interest in the Association by frequently calling at the rooms. The General Secretary in a few remarks, explained that June 6, 1894, marked the fiftieth birthday of the Y. M. C. A. here, the "jubilee" reception. The origin of the Association movement, in a young man's prayer meeting, and its marvelous growth to some 4,500 associations, in every part of the globe, were briefly outlined.

Refreshments were served by the ladies' committee, and contributed not a little to the sociability of the evening. The reception manifested, and doubtless will increase, the interest that our people are taking in the Y. M. C. A.

Death of Mrs. John W. Lowe. BATHURST, May 29.—Mrs. Lowe, wife of John W. Lowe, died at Stonehaven, Gloucester Co., at 3 o'clock this morning. The deceased lady was a daughter of the late Joseph Reed, of Barronfield, N. S. Mrs. Lowe was well known and most highly respected by her friends, and was deeply regretted by a large circle of friends. She died at her home in Stonehaven, after a long illness, which developed into gastric fever and congestion of the liver. Great sympathy is felt for her husband and two children, Miss Evelyn Lowe (now residing in Boston) and Master Frank H. Lowe, Stonehaven, in their sad bereavement. The deceased was in her fifty-second year. The remains will be taken to Macan or interment.

Methodist. The annual meeting of the Miramichi District will be held on the 12th and 13th inst. in St. Luke's Church. It is expected that ten ministers will be present and each of the eight circuits will be represented by one layman. On Tuesday evening, the Rev. J. W. McConnell, B. A. of Harcourt will preach after which the Sacrament of the Lord's Supper will be administered under the direction of the Chairman. A collection will be taken up for the sustentation fund of the church. On Wednesday evening the Rev. Henry Penna will speak at the children's service, which will be held from 7 to 8. And afterward a social service will be conducted in which Rev. N. McLaughlin and Wm. C. Matthews and others will take part.

St. Luke's Church.—Next Sunday morning Rev. Geo. Harrison will preach and the pastor will administer the rite of baptism. In the evening the pastor will preach and there will be a reception of members.

Last Sunday evening the pastor of St. Luke's, Chatham, gave the right hand of fellowship to eleven new members.

The Rev. E. E. Peters is supplying for the Rev. Levi S. Johnson of Newcastle for the month of June.

Halifax School for the Blind. EDITOR "MIRAMICHI ADVANCE" CHATHAM, N. B. DEAR SIR: The census of Canada for 1891 states that there are in the County of Northumberland fourteen blind children. Their ages range from babyhood up into the eighties.

All information with respect to the name, age and whereabouts of any of these fourteen persons will be gratefully received. Physicians, clergymen, school teachers or any persons possessing such information will confer favor by communicating with the editor of the "MIRAMICHI ADVANCE" or with C. F. Fraser, School for the blind, Halifax, N. S.

Chatham Parish Convention. An interesting meeting of the Chatham Parish S. School Association was held in St. John's Church, Chatham, on Thursday evening, 31st inst. The meeting opened with devotional exercises, led by Rev. Mr. McKay. The President of the association, Rev. Mr. Steel, then took the chair, and the following programme was carried out. Reading minutes of last convention by the Sec'y.

Mrs. Salter and Miss Wright were appointed a committee on resolutions. The Primary Class lesson was then taught by Miss Shirriff taking up the lesson of the previous Sunday, and a short review of the lesson preceding; the children showing by their ready answers that the teaching of these lessons had not been forgotten.

After singing hymn of praise the different committees were called upon for their reports. The Com. on Home to House visitation reported through Rev. Mr. McKay, that owing to some of the visitors not being able to finish their work they were unable to give a full report, and it would move that the three ministers of the committee be empowered to carry out the work and give a tabulated report when completed, which was seconded by Mr. MacLaughlin and carried unanimously.

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Rev. Mr. McKay reported visiting the Almshouse, but found no Protestant inmates, either children or adults. The reports from the Chatham schools were given by the respective superintendents, all showing deeper interest and favorable results in S. School work. The other schools in the parish were not represented. Grading classes in S. Schools was introduced by Mr. Ford in a few well chosen and instructive remarks which elicited an interesting discussion. Credit was given to the management of the school, including 3 pastors, 3 super., 21 scholars, 21 teachers, 16 visitors.

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The steamer after running up nearly the whole length of the boom was nearly turned in a narrow channel and run down through the Tickle into the Northwest, and up as far as Mr. Sinclair's mill wharf in the hope that that gentleman, who had been unable to get the party earlier would then do so.

During the trip, and the Col. Call's sang quarters—rain having come by a number of speeches were made by different members of the party, while the ample spread of refreshments was being disposed of. Senator Snowball led off by proposing the health of Hon. Surveyor General Tweedie and Mr. Speaker Burchill, who were the special guests of the occasion, and Mr. Tweedie made a reply in his usually felicitous way. Referring to the new bridge, he said it was a good work which it had been well while he and his colleagues, Messrs Burchill, O'Brien and Robinson, spared no effort to secure that and other necessary public works in the County, they only regret that they could not do all that they might desire in that line, because they realized that their parts of the province had similar claims. He said that in these matters their aim was to serve the people and meet their requirements in all parts of the County as far as possible, regardless of what they might be opposed by the government and he believed that administration of that kind was sure in the end to commend itself, even to opponents. He thought the County was well served by its present representatives at Fredericton and the reason was because they were united in all things pertaining to their representative duties. It was the first time in the history of the County that its four members had for any appreciable period been combined to act together. He was locally supported in the hope that he was loyal supporter and the good he would do in his three years would be a poor man indeed if he were not, under such circumstances, able to make the influence of Northumberland felt and its just claims recognized, as was sorry to say they had not always heretofore been. He thanked Mr. Hutchison, who had not been a supporter of his, for his appreciation of the work done in Douglasston and for this excursion, which had brought so many leading men of the river together, and he thought it would be better if there were more of such gatherings, as they would lead to all thinking less of our differences and more of our common interest.

Mr. Burchill also responded, making an excellent speech, endorsing what he said had been so well expressed by Mr. Tweedie and thanking Mr. Hutchison for his thoughtful and courteous. He concluded by proposing Mr. Hutchison's health and that gentleman made a suitable acknowledgment.

Mr. Peter Mitchell's health was proposed by Mr. Smith, and Mr. Snowball and Mr. Robinson's by Col. Call—each responding. Both Col. Call and Mr. Snowball referred to old political differences now happily settled, but which, while they existed, were bitterly fought out to the loss of both individuals and the community and it seemed that both the colonel and the senator might have applied to themselves the differences between John Bull and Brother Jonathan, in which John Bull is reported to have said: "I wish I had a little on 'em." And Mr. Mitchell on the attempt to lick his little self.

Neither of the gentlemen appear to have gained anything by their warfare, save the knowledge that each was a good fighter and "couldn't" be licked. They are now our better friends for it.

Those who participated in the excursion thoroughly appreciated Mr. Hutchison's hospitality and voted him a capital host, and we hope his good example may be followed by others during the coming season.

Of Durward Lely, who is to sing in Masonic Hall, Chatham, tonight the St. John's Sun of Tuesday has the following in reference to his appearance in that city on Monday evening:—"The harbor attraction in the 'Duck' last night, a large audience gathered in the Opera house to witness the distinguished tenor, Durward Lely, in his recital of Scotch song and story. Mr. Lely is more than a singer; he can tell a story well, and his stage experience stands out without a rival. Mr. Lely was assisted by his charming wife, who besides playing the accompaniments rendered some variations on Scotch melodies. The vocal portion of the programme was made up of ten balls, each of which the singer prefaced with remarks of historical, anecdotal and humorous that put his hearers in full touch with their respective themes. Mr. Lely appropriately headed his list with O Sing Me the Auld Scotch Songs; but the audience hardly knew which most to admire, the exquisite tenderness and feeling of his rendering of Annie Laurie, O, Open the Door, O'er the Airts, and the Land o' the Leal, or the delightfully rich humor which signified his interpretation of The Laird o' Cockpen, Ham Cam Oor Glass lesson was then taught by Miss Shirriff taking up the lesson of the previous Sunday, and a short review of the lesson preceding; the children showing by their ready answers that the teaching of these lessons had not been forgotten.

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prize list was increased from \$75 to \$115.

In the extra series at 600 yards the prize list was increased from \$50 to \$90.

The silver shots at each range will be allowed in the regular matches but none in the extras.

The grand aggregate will include all the matches except the Nursery.

No "blow off" shots will be allowed. Two competitors may compete with the same rifle on giving the secretary sufficient notice at the time of making their entries.

All the prizes are opened to retired officers, non-commissioned officers and men, except the Prince of Wales cup and the N. R. A. medal.

Retired non-commissioned officers and men competing will have to procure uniforms in order to be eligible for the competitions. Following in line of the N. R. A. the inner and middle of the 3rd class targets will be 20 and 32 inches respectively.

Australian Butter and Cheese. During the last five years the importation into England of butter from Victoria has been rising by leaps and bounds. When it was in 1889, the value of the butter which the colony sent to the English market was £51,300. In the four following years it was respectively £91,200, £225,000, £404,430 and £761,273. The average price during the last but one year, which has just closed, was 11d. per pound. The great market which the Australian farmer has just discovered for butter has inspired him with the ambition to try the same experiment with cheese, and accordingly that commodity is to form a great feature of the Australian imports next year. The 220 tons of cheese which were shipped last season have found a ready sale at prices which are satisfactory to the Australian dairy farmer. The British agriculturist is thus face to face with a new and enterprising enemy on the other side of the globe, who can beat him in a department of his business which is not dependent on the low price of wheat. The Canadian farmer had better look to his laurels.

An Awful Flood. Vancouver, B. C., June 1.—The Fraser river at Westminster is still rising. At North Bend the water is four feet above the mark in the great floods in 1892. The warm weather continues, and there is still a large amount of snow in the mountains. The river may be expected to rise much higher. Steamers are all busily engaged in rescuing settlements. The water is so high that the water may be gathered from the fact that a steamer drawing six feet passed over several islands in the centre of the channel of the river Wednesday night. The water reached 14 inches over the Canadian Pacific tracks near Mission, and no trains were despatched yesterday. No mail has been received here for eight days. A fund has been started here to assist settlers who have lost all by the floods. It is no uncommon sight to see horses and barns floating down the river. Reports of the drowning of a man and a child have been received, but cannot be verified.

HIGHER UP THE RIVER. From points further up the river come reports that the river is nearly two feet higher than has ever been known. The Fraser valley for 100 miles has inundated. So great has been the destruction that ocean steamers passing in through the straits of Juan de Fuca are now encountering floating roofs of houses and barns, and innumerable carcasses of hogs, cats and cattle that have drifted into the river with other debris from the valley. It is estimated that over 2,000 families are homeless and that a property loss of fully \$3,000,000 has been suffered. Many families have been driven from their homes. One steamer brought 307 settlers from Westminster late last night. Among them was the family of a rancher from near Langley. The man had built a strong raft, upon which he took his entire family and 10 blooded hogs. They were rescued in mid stream after having been adrift for 10 hours. At many points there is great devastation among the unlucky settlers, who have fled from their homes. At the Salmon river settlement, where the water is 10 feet deep on the flat, many families are huddled together on the high lands and living on one scanty meal a day. The rescuing steamers have neglected to care for others who are in great danger.

At Hazelton, the steamer Transfer sailed up over farms and fences, over the Hatzie bridge and the dyke, and tied up to the rails of the Canadian Pacific track, seven miles from where the river formerly ran. The Transfer secured the wife of Raucher McDermott from the roof of her floating house. Her husband, who had failed in his efforts to rescue her, was found later on a small skiff. Both were nearly crazy. The big schoolhouse from Nicomes Island drifted by New Westminster last night. Both Vancouver and New Westminster are cut off from the outside world. Even the telegraph is not to be depended upon, as the wires have been constantly in trouble. Every effort is being made to relieve the food sufferers, but facilities and means are utterly inadequate to meet the demand. The Canadian Pacific railroad has 1,000 men at work repairing the track. The flood is breaking it however, faster than they can mend it. The result of the trial trip of the Priscilla, the new steel passenger steamer of the Fall River line, the largest side-wheeler afloat, took place on Long Island Sound the other day. Her speed is 20 knots an hour. The hull of the Priscilla, built by the J. B. Roach Company, of Chester, Pa., is 423 feet long on the water line, 52 feet on the beam, and 20 1/2 feet in depth, divided into 61 water-tight compartments. The main engine has 8,500 horse power, and drives a pair of feathering paddle wheels, 35 feet in diameter. The boiler is of the Scotch type, similar to those in the other Fall River boats, except that the motive power is greatly increased. The boilers—ten in number—are of the single-ended Scotch type, maximum pressure 150 pounds. The boiler has a mean diameter of 14 feet and is 14 1/2 feet long. The steamer is provided with two large fire and wrecking pumps on the main deck. The engines and boilers were made at the works of W. & A. Fletcher, Hoboken, N. J.

The Priscilla is decorated in the style of the Italian Renaissance. The great staircase, which from time immemorial has been a distinctive feature of the American side-wheeler, is of solid mahogany. The quarter-deck is in marble mosaic. The dining room is finished in mahogany. Five decks permit of large rooms for the use of the passengers, the saloon being particularly fine. There are 261 staterooms, and 100 bunks are 219 berths. The steamer is lighted by 1,900 incandescent lamps, and there is also a cold storage plant. The Priscilla will carry, in addition to her cabin passengers, 89 second-class passengers. The total cost of this magnificent vessel, is \$1,500,000.

A Log-Driver. To win a wage of \$500 James Knox, a young man in the employ of the dock department of New York, encouraged by a half-brother, James M. Knox, navigated a square-shaped log from the foot of 92d st.

through Hell Gate and return on Thursday last.

Knox is a Canadian. He was born in Quebec, but worked for years logging in the West. He is a short, slim young man with fine muscular build.

About two hours before a statement was made before several persons to the effect that he thought he could go through Hell Gate on a log without any difficulty.

They replied that it was impossible, but Knox insisted, and finally a wager of \$500 was made.

Thursday afternoon was chosen for the trip, and big crowds gathered to see the start. The log was 28 feet long and 12 by 12 inches in diameter.

Knox wore a pair of ordinary running trunks, a blue jersey, over which he had a white sweater, and a huge white canvas hat. His legs from the knees down were bare, and he wore a pair of ordinary thin-soled leather shoes. He carried a long, thin pole, decorated with red, white and blue ribbons.

There was a strong flood tide flowing and the wind was blowing from the east, so that the water was very choppy. With a quick shove of his foot he sent the log sailing out into the stream.

Then, before anybody realized what he was about to do, he made a running jump and landed squarely in the middle of the stick.

He worked his legs in an amazing fashion, causing the log to revolve. A rowboat fastened to a rope to the log and towed it and Knox over to Mill rock where it was released.

Then once more Knox began his charming tactics, and the log started to sail in the direction of Ward's island. He stood with his back toward the direction in which he was going and balanced himself by letting one end of the long pole rest in the water.

A ferry boat that nearly ran him down made it rough sailing for a minute. The spectators thought the swell would prove too much for Knox but the log rode it like a duck and Knox just stood still, apparently unconcerned until it had passed.

Then he resumed his charming, and was soon in the most dangerous portion of Hell Gate channel. All the dangerous points were passed without mishap, and at last Knox churned himself in at the steamboat landing in front of the old homoeopathic hospital on Ward's island.

The distance traveled was about a mile and the time required to do it took him just one hour and a quarter to do it. With the same skill that marked the trips up Knox propelled the log through swift currents and eddies and around dangerous rocks on his return.

He won his wager with ease. He is now a merchant.

The non-advertising merchant goes forth to his lot at the rising of the sun and all his non-interest. He stands around all day like unto a bottle of castor oil, and the people with the shekels come not unto his shanty. He advertises not his wares and his face is forgotten on the face of the earth. Who had dried apples? Who had sold gingham? Who had calicoes over his shoulders? Who had a hat? Who had a pair of shoes? Who had a pair of trousers? Who had a pair of socks? Who had a pair of gloves? Who had a pair of shoes? Who had a pair of trousers? Who had a pair of socks? Who had a pair of gloves?

Seventy Miles an Hour. The special train bearing the Vanderbilt inspection party on the Lake Shore recently made some fast time between Cleveland and Buffalo. The run from Cleveland to Erie, a distance of 79 miles, was made in 55 minutes, including a four minutes stop at Ashtabula for water, making the total time for the 79 miles, 59 minutes. From Ashtabula to Buffalo, a distance of 100 miles, was made in 82 minutes, including another four minutes stop. From Cleveland to Buffalo, a distance of 179 miles, was made in 2 hours, 10 minutes, or at the rate of 70 miles an hour. The run from Kingsville to Dock Junction, 33 miles, was made in 28 minutes, or at the rate of 71 miles an hour. The locomotive pulling the train was No. 184, one of the 2-8-0 type, built by the Erie Railroad. It is a 10-wheel passenger engine. This run would seem to disprove the statement made by some railway experts that only an 8-wheel engine is adapted for high speed.

Lehigh Valley engine 655, lately built by Erie, was tried between Buffalo and Batavia, N. Y. It ran a mile in 42 minutes, or at the rate of 82 1/2 miles per hour. It is expected this engine will be able to run a mile in an hour, drawing a heavy passenger train. [So. Am.]

An Athlete at 50. Admiral Sir Michael Culme Seymour is one of the most popular as well as most distinguished of Great Britain's naval officers. Accordingly every one who is highly placed at the Mediterranean fleet athletic sports held recently at Malta, when he won in his style the 200 yard handspan race for officers above thirty-five years of age. Commander Barney of the "Hawk," ran a good second from 180 to 190 yards. The other runner was the lamented Tryon in the command of the Mediterranean squadron, joining the service as far back as 1849, and in fifty-eight years of active service he has never been out of a foot race. He served with distinction in the Baltic during the Crimean war and commanded the naval operations against the Chinese in 1856 and 1858. He is a first class swimmer, and was nicknamed in consequence "The Ocean Beau." Large numbers of spectators gathered to witness the proceedings, and the Admiral, who is in the best of health, seemed to take special pleasure in helping the need of victory to her gallant hands.

The Largest Side-Wheel Steamer Afloat. The trial trip of the Priscilla, the new steel passenger steamer of the Fall River line, the largest side-wheeler afloat, took place on Long Island Sound the other day. Her speed is 20 knots an hour. The hull of the Priscilla, built by the J. B. Roach Company, of Chester, Pa., is 423 feet long on the water line, 52 feet on the beam, and 20 1/2 feet in depth, divided into 61 water-tight compartments. The main engine has 8,500 horse power, and drives a pair of feathering paddle wheels, 35 feet in diameter. The boiler is of the Scotch type, similar to those in the other Fall River boats, except that the motive power is greatly increased. The boilers—ten in number—are of the single-ended Scotch type, maximum pressure 150 pounds. The boiler has a mean diameter of 14 feet and is 14 1/2 feet long. The steamer is provided with two large fire and wrecking pumps on the main deck. The engines and boilers were made at the works of W. & A. Fletcher, Hoboken, N. J.

The Priscilla is decorated in the style of the Italian Renaissance. The great staircase, which from time immemorial has been a distinctive feature of the American side-wheeler, is of solid mahogany. The quarter-deck is in marble mosaic. The dining room is finished in mahogany. Five decks permit of large rooms for the use of the passengers, the saloon being particularly fine. There are 261 staterooms, and 100 bunks are 219 berths. The steamer is lighted by 1,900 incandescent lamps, and there is also a cold storage plant. The Priscilla will carry, in addition to her cabin passengers, 89 second-class passengers. The total cost of this magnificent vessel, is \$1,5