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TIME TABLE. Miramichi time used-30 minutes faster Estern Standard. On and after Monday, 18th Sept. 1899,

Str. "Miramichi" CAPT. GOODFELLOW. Will leave Chatham every morning (Sundays excepted) at 7.10 a.m. for Newcastle, and leave Newcastle at 7.45 a m. and Chatham at 9 a.m. for points down river, viz:—Loggieville, Burnt Church, and Neguac, calling at Escuminac on Mondays, and Wednesdays and Bay du Vin on Tuesdays, Thurs-

MEALS AND REFRESHMENTS ON BOARD

Str. will not call at Bay du Vin on the way down

AT REASONABLE RATES. Str. "Nelson" CAPTAIN BULLICK. On and after Monday, Oct 9, 1899, Will leave Chatham Leave Nelson Leave Newcast 9.00 a.m. 9,50 a.m/ 11.00 " 2.00 p.m.

3,30 ALL FREIGHTS MUST BE PREPAID. J. ARCH'D HAVILAND, Manager.

Chatham, N. B., Oct. 3, 1899.

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THE REV. SUPERIORESS.

is freshening. ST. KITTS, W. I. Cable Address: Deravin Shamrock at 1.40. LEON DERAYIN, Consular Agentior France,

Miramichi Advance.

OHATHAM, N. B.. OCTOBER 5, 1899,

A GREAT RECEPTION has been given to Admiral Dewey, the hero of Manila, at New York. Over a million visitors are said to have been in that city to participate in the demonstration, and it is estimated that these spent at least \$20,000,000 while there.

DIED AT 87: George E. Fenety, one of Fredericton's oldest and most valued citizens, died last Saturday afternoon He was the founder of the St. John News, which was the leading paper of the Province thirty-five years ago. He was a forceful political writer. His "Political Notes' and "Life of Joseph Howe" are well known works. He was for many years Queen's Printer for New Brunswick and made a fortune estimated at from \$100,000 to \$120, 000. He was Mayor of Fredericton several times, and served the city well. being always recognised as one of its most public-spirited citizens.

The Great America Cup Race.

The greatest yacht race of the world is now on at New York. It is a little over forty-eight years since the American schooner yacht, America, sailed over to England, and by a victory over the English schooner yacht, Aurora, at the Isle of Wight, first won the trophy since known as the America cup. which has been held against al comers ever since by the New York Yacht Club. The course this year is one of thirty miles, off Sandy Hook. The match is to be decided by the best three out of five races. The first is to windward or leeward and return; sec ond over an equilateral triangle; third, to first; fourth, similar fifth, similar to first. They are to be sailed on Tuesdays, Thursdays and Saturdays.

The contesting yachts are the Shamrock, owned by Sir Thomas Lipton o the Royal Ulster Yacht Club, and the Columbia, owned by C. Oliver Iselin and others of the New York Yacht Club. The official measurements of the two boats are:

	Columbia.	Shamrock.
Water line length	89.66 ft	87.69 ft
Main boom end to jibboom end	1 181.62 "	189.13 "
Mast to jibboom end	73,35 11	79.46 "
Spinnaker boom	73.35 "	79.46 11
Main Gaff	64.93 11	67.64 11
Topmast	64.50 "	58.06 "
Upper side of main boom		

to topsail haly ard block 134.75 " 128.28 The first race was started on Monday. There was a very large number of excursion and other steamers and vachts and other craft of all kinds out

despatch says:-The U. S. despatch boat Dolphin had on board the Earl of Minto, Governor General of Canada, and Lady Minto, Mr. and Mrs. Douglas Robinson, Col. Treadwell and wife, August Belmont and others. When they passed the navy vard a salute of 13 guns was fired in honor o the Governor General, and the flag of

Canada was raised to the masthead. The following are the details of the race by bulletin:

The preliminary gun was fired at 19.59 1-2 a.m. The Shamrock was first over. Columbia a few seconds later. The yachts were about south on the port tack. At 11.12 starting gun was fired. The Shamrock apparently crossed line 11.15 30 and the Columbia 11.15 55. Shamrock went over the line with baby topsail, forestaysail set, breaking them out as she crossed while the Columbia broke her big baloon topsail and spin-

At 11.20 a.m. - Shamrock appears to be ncreasing her lead

At 11.21-The Shamrock led the Columbia by about two hundred yards. At 11.33 the boats had not sailed much over three miles of the course, and at this rate it looks as if the race will be a slow

trifle more, but was still 25 or 30 yards | ment of customs to-day. They show behind her rival.

increased her lead somewhat. The Shamrock's sails appear to draw the better. The balloon jib on the Columbia does not

The excursion boats are closing up and are as follows:

appear to be crowding the racers. They have taken all the wind out of Columbia sails. The Shamrock has a full breez and is not affected by the excursion fleet 11.45-The Columbia is now almost becalmed by excursion boats.

11.58-The Shamrock is still increasing her lead and now leads by half a mile. 12.05-Wind now about eight miles as

hour and decreasing. At 12.14 the Columbia took in her spinnaker and gybed her mainsail over to port while the sheet of the baloon jub was also hauled over the stay and the big sail set to port. The change in the Columbia's sail was the best thing she had done up to this time for she began to rapidly overhaul Shamrock.

12.15 p. m. -The stake boat is anchored east of Elberon. The Columbia is now gaining rapidly on Shamrock. Both boats have gybed. The Columbia is increasing her speed and has now passed the

12.25-The Columbia is about fifty vards ahead of the Shamrock but does not seem to be able to drop her rival to any great extent. The wind has backed to the northward so that neither of the boats can set her spinnaker to the starboard Offshore the wind seems to have decreased to seven knots and the yachts are going towards the mark in a broad reach

with a balloon jib set. 12.44-The Columbia at this time is over half a mile in the lead and seems to be dropping her rival rapidly.

1 p.m.-The Shamrock appears to be gaining slightly; the wind is freshening. 1.10-The Columbia now leads the Shamrock by two minutes and nine seconds, and is evidently running away from her rival again. As the wind picks up she moves faster.

1.15-The Columbia now leads by three minutes and 10 seconds. The wind

tack, wind freshening from the north-

1.56 p.m. - Both beats have gone about on the starboard tack. 1.58 p.m.—The yachts have gone about again on the port tack. Columbia is to

windward. 1.59 p.m.-The Shamrock again tacked to starboard and the Columbia followed suit, again the Shamrock stood on the starboard tack for 20 seconds, when she swung to port, followed soon after by the

Within four minutes both boats had made four tacks and the race is a hot one 2.15 - The wind has decreased until is now about five miles an hour. The Shamrock appears to have overtaken and passed the Columbia.

2.28-Yachts are now standing on starboard tack and are surrounded by an im mense fleet of excursion boats, which are disregarding the rules of the race and by of the yachts, which are so surrounded by the fleet as to apparently blanket them. 2 35-The Columbia is lying down in grand style. There ap; ears to be a good breeze off shore. The Shamrock is lying down more than any time during the race. She seems to have a stronger breeze than

the Columbia. 2.37-The Shamrock is now standing on the port tack. Columbia also on port tack. Columbia is leading by a small margin. The Shamrock is giving her a fight and their positions may change at any moment. Both boats are making short tacks and jockeying for the best wind position.

2 40-Both on port tack doing fine work to retain good positions. Shamrock is evidently trying to our jockey the Ameri can boat. The Shamrock is to leeward. The yachts are just turning to the starboard tack again.

short tacks were made, the wind continu- provinces, trade and commerce. ing fluky all the time, until a few minutes before 3 o'clock when the wind left the Columbia for fully five minutes. She had the inshore berth. The Shamrock offshore held a breeze from the northeast.

When the Shamrock at 3.11 went about on the Columbia's lee bow she was wel ahead, that is to say, if she had about she could have crossed the Columbia's bow. Between 3.15 and 3.20 the Columbia

with a few fresh puffs from the northeast, began walking up on the Shamrock, which was then nearly a quarter of a mile to windward of her, but before she could overhaul the Shamrock the wind died out again.

The Shamrock continued to hold breeze and by 3.35 she was nearly half a mile to windward of the Bristol boat. There was a strong tide setting to the southwest, which seemed to affect the

Columbia more than it did the Sham to witness the event. A New York rock. As it was necessary, according to the rules, to finish the race before 4.45. soon became evident, as the boats at o'clock were five miles to leeward of the

> dec'ared off. This was done at the time named, while the boats were still four miles

finish, that the race would have to be

away from the finish It was very evident from to-day's performance of the Shamrock that she is

very fast vacht St. John's New Daily.

The Royal Gazette contains notice of application for the incorporation of "The News Printing and Publishing Company (Limited.)" The applicants are: James F. Robertson, Thomas McAvity, G. Wetmore Merritt, Alexander P. Barnhill, Howard D. Troop, George McAvity. George Robertson, Thomas Gorman John Seely, John Russell, Jr., and others. The purposes for which incorporation is sought are the publication of a morning daily and weekly newspaper in the city of St. John. The capital of the company is \$75,000.

Canada's Increasing Trade.

An Ottawa despatch says :- The trade figures of the Dominion for the month of At 11.36 the Columbia had gained a August last were issued by the departmarvellous development in Canada's 14.38:-The Shamrock appears to have | trade as compared with the same period in 1898. For the month the aggregate trade increased by \$9,017,804, as compared with August last year. The imports show an increase of over \$3,000,000. 11.43-The Shamrock appears to have while the exports have increased by neara little better wind and is increasing her | ly \$6,000,000. There is an increase in duty for the month of \$678,000. Details

,	August, 1898	189	
8	Dutiable \$ 7,210,547	\$ 9,876,1	
е	Free goods	5,954,8 1,387,0	
	Total\$14,090,759	\$17,217,9	
t	Increase—\$3,127,210. Duty collected\$ 2,047,265 Increase—\$678,259.	\$ 2,725,5	
g	EXPORTS.		
0	August, 1898	189	
n	Canadian \$12,061,136 Foreign 1,138,547 Coin and bullion 167,430	2,536,00 202,20	
_	Total	\$20 157 6	

Increase-\$5,890,584. The statement of the chartered banks for August last, in comparison with the same month last year, give evidence of wonderful development. The note circulation has increased by \$4,146,903. There has been gain of \$29,612,664 in deposits by the public and in loans of \$39,799,287. One of the most noticeable features is the large amount of loans for speculation purposes, which seems to gain month by month and even in the present statement is \$871,274 ahead of July. A comparison with July, 1899, shows an increase in note circulation of \$1,176 299 and in deposits of \$2,757,382. Call loans

have gained by \$871,274. HONORING MR. BLAIR. THE MONCTON CITIZENS GIVE HIM A WARM

WELCOME.

A Splendid Banquet Tendered Him on Monday Night-Many Distinguished Guests to Meet Him-His Policy Endorsed by Westmorland Men-An Able Speech in Reply.

[Special to Telegraph.] Moncron, Oct. 2 .- The complimentary banquet given by the Moncton city council to Hon. A. G. Blair, minister of railways, in the Victoria rink to-night, was a magnificent and brilliant affair. The spacious building

from the Shamrock; both still on port dation for over two hundred guests was provided at the banquet tables and there was no room to spare. P. Gallagher, proprietor of the Minto had charge of the catering and did himself credit in the under-

Mayor H. H. Ayer presided, having on his right Hon. Mr. Blair, the guest of the evening, and Hon. W. S. Fielding, minister of finance, on his left.

Other distinguished guests, occupying seats at the table of honor were Premier Emmerson, Premier Farquharson, of P. Island; Colonel Tucker, M. P.; George Robertson, M. P. P., St. John; Dr. Lewis. M. P., for Albert; L. Prowse, M. P. P., Charlottetown; Senator McSwenney; Jas. Barnes, M. P. P., Buctouche : C. W. Rob. inson, M. P. P., Joshua Peters, manager R. F. & M. Co.; C. J. Osman, M. P. P., Hillsboro; D. Pottinger, manager Intercolonial: A. E. Wall, secretary banquet committee. Among other guests present from outside

of city were Councillor Hickman, W. H. Chapman, J. Friel, Dorchester; A. B. Copp, barrister, Sackville; G. C. Copp. S. Copp, getting ahead are impeding the progress Coun. McQueen, Westmorland; N. A. Rhodes, Amherst; Dr. Smith, Coun. Roberts, Shediac; R. A. Irving, barrister, John Irving, A. J. Gorham, H. H. Foley, Buctouche; J. N. Smith, Coun. Ryan, Coverdale, A. Co.; W. F. Taylor, Coun. J Steeves, Hillsboro; Judge Emmerson, Sackville; Coun. McKee, Buctouche; H. C. Read, Sackville.

Among the decorations was the word "Blair" in colored electric lights above the head of the minister of railways, while on the opposite side of the rink were the banners "Moncton welcomes the Minister of Railways," and "Moncton welcomes the Minister of Finance." When justice had been done the elaborate

spread provided, the doors of the rink were thrown open and the public were admitted. A large crowd soon assembled and extended a reception befitting the occasion to the various speakers of the evening. The toast list included the Queen, the governor general of Canada, the lient.

governor of New Brunswick, our guest the Hon, A. G. Blair, the parliament of During the next 30 minutes a dozen | Canada, the legislatures of the maritime

Mayor Ayer presented Hon. Mr. Blair with a lengthy address in which extended reference was made to the management of the I. C. R., the increase in business, the improvement in the rolling stock and the prospect of building engines and cars at the Moncton works. The address endorsed the policy of the extension of the Intercolonial Montreal and hoped that the aggressive and business-like methods applied to the operation of the road would be eminently

Mr. Blair replied in nearly an hour an a half speech, dealing exhaustively with the matters mentioned in the civic address. speech was devoted principally to the Intercolonial, its management since he assumed control of the department of ways, the extension of the road to Montreal. He promised that it would be operated vigorously as a government railway. Mr. Blair replied very effectively to the opposition to the extension of the I. C. R. in parliament, pointing out the arguments brought to bear against the government in connection with this enterprise and showing conclusively the wisdom of the step in making Montreal the terminal point. The result of the extension policy was increased traffic, increased revenue and instead of the usual deficit last year the road had a surplus of sixty odd thousand dollars. He claimed that the beneficial results of extension and improvements were only beginning to be felt. Traffic on Intercolonial would expand and the increased business would not only

benefit its employes but the maritime provinces, Moncton particularly would feel to a greater extent this era of prosperity upon which we were about entering. The importance of maintaining an up to-date trans-continental highway to carry traffic rom the west was placed clearly before the large audience who applauded Mr. Blair enthusiastically.

The civic address indulged in the hope that the work of building locomotives and cars in the Moncton works already hinted at would be continued on a larger scale. In reply to this Mr. Blair referred to the difficulty of the government building locomotives in their shops here because of the objection of employes to the piecework system by which locomotives were built in shops elsewhere. The matter of building locomotives and cars here, he said, rested with the employes themselves. Their

Mr. Blair, however, predicted much benefit to Moncton in growth of trade and traffic on the Intercolonial as a result of the vigorous policy entered upon. He concluded an able speech by thanking, very sincerely, the representatives of the people of Moncton for the complimentary function tendered him, and assured the citizens that he would look after the Intercolonial Railway in any contest for traffic.

Hon, Mr. Fielding made a rousing speech in reply to the Parliament of Canada, and found, but despite this the bad condition ferred more particularly to the work of Mr. Blair in connection with his management of the I. C. R.

Senator McSweeney also replied to this cliff nearly three hundred feet high before

The legislatures of the maritime provinces | Here they stayed on the bare rock for four was replied to by Hon, H. R. Emmerson and Premier Farquharson of Charlottetown, Mr. Emmerson making one of his usual rattling speeches in which he paid a high compliment to the minister of railways.

f St. John, was associated with the toast to Trade and Commerce, and that gentleman made an address appropriate and to the had only begun. The path is rocky and The speech making lasted until 11.30, a gullies, which were very deep. It was not large part of the audience remaining to the until the 26th that the steamer Montfort

The name of George Robertson, M. P. P.,

Cheers were given for the Queen, the Belleisle lighthouse. minister of railways and others. Letters of regret were read from Sir Wilfrid Laurier, Hon. A. S. Hardy, premier of Quebec, premier of Nova Scotia and

[Acadian Recorder.] A Quiet, Effective Rejoinder. Rev. W. B. Thomas, of Dorchester, N. B.,

recently wrote a letter to the Wesleyan, on

the Prohibition plebiscite question, which we republished in full on the 7th. He said to the editor :-It is felt by many of the readers of the Weslevan that the Dominion Government is unjustly criticised by your correspondents and editorials, in its relation to the plebiscite

The Wesleyan makes it appear that the Government, previous to the vote being taken, gave the country to believe, either irectly or indirectly, that the Government would be gaided in the matter of legislation (by the majority of the votes cast, whatever ly drunken condition, swaggered about adding \$16.00 to the above amounts to the majority might be. As far as my in-

ocean that was not disappointed in the vote saving the lives of the passengers. Too for prohibition; particularly in the returns much cannot be said of the courage disfrom the Provinces which had on former occasions voted on the question, the vote cast in these Provinces being \$50,000 less than the numbers given in the provincial plebiscites. In view, then, of the comparatively small vote given for prohibicion, and n the face of the declining vote in the Provinces which had always led in the temperance reform, how could the Government be expected to adopt any other course but the sengers off the Island. The S.S. Montery one taken, unless it was composed of a lot

It is contended, that as a majority of the votes cast was given for prohibition, the government should have allowed the majority to rule, and have passed a law favorable to the majority. But if we remember that the object of the plebiscite was to ascertain what percentage of the electorate of the Dominion was in favor of a prohibitory law, we shall find that the question which the government had to consider was, not what is the majority given for prohibition, but what percentage of the electorate of the Dominion have declared themselves in favor of such a law. Taking that view of the question, which is the proper view, the returns of the plebiscite show that out of a possible vote of 1,233,843 but 278,487 votes were given for prohibition, or a fraction over twenty-two per cent. of the total vote of the parties went out to gather in the stragglers,

There was no gainsaying these conclusions; but zealous Prohibitionists took issue with Mr. Thomas, told him in effect that they | three. were ashamed of him, and him a minister of the Gospel, too, [forgetting other and so numerous instances of the same kind, and of the fact that "the church" generally took so little stock in the Probibition movement -unexpectedly lit le, so that in Halifax city only an average vote of less than 40 for each church in the place was cast for Prohibition, after a three months campaign, and that "the heavenly Toronto," the City of Churches was the banner city of Canada in the extent of its vote, a direct majority against Prohibition.1

Mr. Thomas takes the onslaught on him very coolly. In yesterday's Wesleyan he

has the following letter: DEAR EDITOR, -I have no apology to offe for the article which appeared in a late issue of the Wesleyan over my signature. I hope did not commit an unpardonable sin when expressed the opinion that "the Dominion Government had been unjustly criticised by certain articles which had appeared i the Wesleyan. That I have opinions on certain public questions adverse to th held by, perhaps, the majority of my brethpressed, even through the Wesleyan, without injury to the cause of the Blessed Masbelieve. If my article came with the "latter rain," it followed hard after a strongly worded article on the subject before us, by the worthy editor. If the party press has used for party purposes, anything I have written, it has only done what the party press has been doing all along with the reports and resolutions of the Conferences and with every word that was dropped from lip or pen on the subject. I have had very strong convictions that the cause of Temperance has been injured by the deliverance of our church courts, and by much that has been

poken and written along the same lines. My sole motive in what I did, was, i possible, to stay the current which I know to be operating most seriously against the emperance cause. If my letter assumed the form of a defence of the government, that was not the end, but must be regarded as but a means. I am yours,

W. B. THOMAS.

Another Fatal Shipwreck.

The St. Lawrence route has had another great shipwreck to add to its already long list. The Dominion Line Steamer Scotsman with a \$500,000 cargo was near Belleisle on Thursday night 21st ult., a day behind time. It was very foggy and her speed was reduced. At 2 o'clock, in the darkness and fog, there was a shock underneath the keel of the vessel, followed by another and another. The passengers were asleep in their bunks and all were awakened by the

On deck the thick bank of fog shut out the sight of the shore. Passengers ran hither and thither, but Capt. Skrimshire and his officers went among them calming their fears. A superficial examination of the ship told the captain that she would a total wreck and that she must be aban-

A port lite boat was lowered and in this many of the women and children were women and children-were drowned. It was thought the boat was not properly plugged. Capt. Skrimshire stood on the deck crying to the men standing around to give a hand to help the drowning ladies, but many of them stood by apparently unwilling to go to the rescue. Prof. Stockley, association, with other organizations which who was a passenger, said that the members frowned upon piecework, was a barrier to of the crew rifled the passengers' baggage, the construction of rolling stock, and he after the vessel had grounded, and that it was most disgraceful to see the manner which they acted. When daylight arrived after the disaster-the morning of Sept. 22-it was found that the Scotsman lav close in shore, alongside a cliff fully thousand feet high. Here the new danger of starvation faced the passengers-the lack of food. The lower decks of the ship were entirely under water. A quantity of biscuits was carried on shore, and on this, with a very little corned beef and wild berries, over two hundred people existed for four days. Some natural springs were received a reception only equalled by that the food and water brought on much sickgiven to the minister of railways. He re- ness. Many of the passengers suffered from the exposure. After much difficulty some parliament and paid a deserved eulogy to overcoats and shawls were secured for the women, nearly every one of whom had left the ship in their night clothes. The pas-

Col. Tucker, Dr. Lewis, H. J. Logan and sengers were obliged to climb up a rocky they could find a place large enough to rest. days and nights. The first night they had absolutely no shelter, but on Saturday the captain sent up some tarpaulin and blankets. A number of passengers attempted to reach the lighthouse, about sixteen miles away To do this it was necessary to climb about 1,200 feet higher before a practicable path could be reached, there and the difficulties uneven, and is crossed by huge clefts and came along and was signalled by the

> A Montreal telegram says : -While the work of saving the passengers was going on disgraceful scenes were being enacted on board. Hardly had the vessel struck before the men from the stockhole rushed to the cabins, and slitting open valises and bags with their knives, took all

the valuables they could lay their hands on. In more than one instance rings were taken from the fingers of fainting and dving lowing amounts to above rates to Montwomen. Capt. Skrimshire and his officers | real,were busy in caring for the safety of the Ottawa, Ont passengers and had no time to interfere with Kingston, Ont the vandals. Hamilton, Ont Brantford, Ont Another despatch says :-

During the night the brutes in a disgustingamong the helpless passengers swearing and Montreal,

played by the women passengers. They

It is hard to say what was the cause of the accident, but it was evident to all that the ship was entirely out of her course.

The S.S. Newport took 249 of the pastook other passengers and forty five of the crew. She was bound for Liverpool. Captain Skrimshire directed the captain of the Montery to wire from the first point he touched on the other side to have sufficient police on hand at Liverpool to have every man of the "scab" crew arrested and searched.

QUEBEC, Sept. 30.-The Allan lines Grecian, which rescued a portion of the Scotaman's crew and passengers, arrived here this morning and landed her passengers Capt. C. H. Calvert, of the Grecian, says: Early in the morning, after he arrived alongside the wreck, searching but they did not meet with great success, as there are, perhaps, forty or fifty still on the island all scattered in parties of two or

When passengers and crew were brought alongside they were so weak that they were unable to climb the ladder and all had to be hoisted on deck. Many of them, as soon as they reached the Grecian's deck, fell down, overcome with exhaustion, and the relief of finding a place of safety.

Captain Calvert says that never in his life has he heard such terrible tales of suffering and seen such pitiable sights. He is of opinion that there will be many deaths on the island unless immediate relief reaches

Under orders from Capt. Skrimshire all members of the crew brought up this mornog were held under arrest to be searched. MONTREAL, Oct. 1 .- The list of the Scotsman's dead still remains unchanged at eleven. Rev. Dr. Chalmers, the Congregational missionary of Hong Kong, who was reported missing, last evening, has turned up. He is on board the Dominion line steamship, Ottonan, which arrived at Quebec this i bringing besides Dr. Chalmers, four other passengers and twenty-eight of the Scots man's crew. The captain, the chief and second and fourth officers still remain by ter, or offending the brethren, I most firmly the ship, and it is supposed that all the passengers and crew have been taken off Chance Island,

The feature of tho day, however, has been the arrest of twenty-three members of the Scotsman's crew. They arrived in Montreal

this morning on the steamship Montfort. On the wharf waiting to receive them were twenty police officers, in charge of Sergeant Detective Campeau. The policemen were kept concealed until the gangway ines were made fast, when they suddenly swooped on board and in a trice had rounded up the members of the Scotsman's crew. It was done so quickly that the men had no opportunity of ridding themselves of any traces of guilt they may have shad upon their persons.

Half a dozen patrol wagons were waiting alongside, and into these the sailors were hustled, amid the jeers and hisses of a large crowd which had gathered. "Throw there into the river," was the cry that went up, and into the river they would probably have gone had it not been for the presence of the The men were taken to the central police station and searched, one by one, and when

the search was ended there remained not the slightest doubt of the stories of pillage and violence told by the unlucky passengers on the Scotsman. Goods enough were found to stock a second hand goods store. Diamond rings, watches, brooches, bracelets, chains, earrings, jewellry of every kind, ladies dresses, silks and satins, men's wearing apparel, even a lady's sealskin sacque, were among the articles found on the person and

in the bundles of the men. Private papers were included in the prev. The will of a gentlemen named Lester was taken from one man. Oc another was found handsome and costly locket, on which was engraved the name of a lady who is numbered among those who perished.

In all the value of the articles recovered is placed at \$3,000. Some of the men denied having anything in their possession. One man who did so had a couple of hun-

dred dollars worth of jewellry sewed on the

nside of his underwear. Others were quite frank and handed out everything they had without a second's hesitation, Judging by the stories told by some of lese men, the rocks, the morning after the wreck, were strewn with jewellry and wear-

But there was still another haul to b nade. The Grecian came in about noon and from her the police took nine cattlemen who were on the Scotsman. But this haul was a minor one, for on one man only was

mything of an incriminating nature. The Ottoman, with twenty-nine of the crew on board, furnished another haul, but Hon. A. G. Blair, Minister of Railways. the biggest lot of all is expected to fall into Mr. Sinclair said "There is no pavillion too the possession of the British police when the large to accommodate the friends of Andrew Monterey arrives.

Low Rate Autumn Excursions

Montreal and West. The Canadian Pacific Railway is again the front with a special attraction for the travelling public and is advertising a number of exceptionally attractive LOW RATE EXCURSIONS to MONTREAL, OTTAWA, TORONTO. NIAGARA FALLS, DETROIT AND CHICAGO, ILL. and as the rates have been put down within the reach of all, there is sure to be a large number of Maritime Province people who will avail themselves of this splendid opportunity of visiting the cities named above and also a number of other Upper Canadian points that can be reached by the Canadian Pacific's latest excursion. On Sept. 28th to Oct 3rd, round trip

tickets will be sold to Montreal via St. John and the C.P.R. at the following low rates,-New Glasgow, N S 12,00 U.A.R. or I.C R. Picton, N S 14.00 North Sydney, C B Mulgrave, N S

16.00 Autigonish NS

11 85 Charlotteto wn, P.E.I.13.30

12 00 Digby, N S All above tickets good to return to leave Montreal up to and including Oct. 18th.

Sydney, C B

On Sept. 28th, 29th and 30th, excursion tickets will be issued to points west of Montreal at rates made by adding the fol-

\$3.50 Cornwall, Oat 4 10 Lindsay, Ont 5 65 Peterboro, Oat 7.05 Toronto, Ont 10.00 St. Cathrines, Ont 10.00 Galt, Out 10.00 Guelph, Ont Ingersol, Ont 10.00 Stratford, On The conduct of the crew was simply 10.00 London, Ont outrageous. No soover had the ship struck 10.00 Woodstoock, Ont 10.00 Port Huron, Mich than the crew invaded all the cabins and attacked the baggage of the passengers.

be sold to Chicago, Ill. at rates made

A Farm Library of unequalled value—Practical. Up-to-date, Concise and Comprehensive-Handsomely Printed and Beautifully Illustrated. By JACOB BIGGLE No. 1-BIGGLE HORSE BOOK Illabout Horses-a Common-Sense Treatise, with over 74 illustrations; a standard work. Price, 50 Cents. No. 2-BIGGLE BERRY BOOK All about growing Small Fruits—read and learn how: contains 43 colored life-like reproductions of all leading varieties and 100 other illustrations. Price, 50 Cents. No. 3—BIGGLE POULTRY BOOK All about Poultry; the best Poultry Book in existence; tells everything; with 23 colored life-like reproductions of all the principal breeds; with 103 other illustrations. Price, 50 Cents. No. 4—BIGGLE COW BOOK All about Cows and the Dairy Business; having a great sale; contains 8 colored life-like reproductions of each breed, with 132 other illustrations. Price, 50 Cents. No. 5-BIGGLE SWINE BOOK Just out. All about Hogs-Breeding, Feeding, Butchery, Diseases, etc. Contains over 80 beautiful halftones and other engravings. Price, 50 Cents. The BIGGLE BOOKS are unique, original, useful—you never saw anything like them—so practical, so sensible. They are having an enormous sale—East, West, North and South. Every one who keeps a Horse, Cow, Hog or Chicken, or grows Small Fruits, ought to send right away for the BIGGLE BOOKS. The quit-after-you-have-said-it, Farm and Household paper in the world—the biggest paper of its size in the United States

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5 YEARS (remainder of 1899, 1900, 1901, 1902 and 1903) will be sent by mail to any address for A DOLLAR BILL.

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SUMMER 1899. TNtil further notice, trains will run on the above Railway, daily (Sundays excepted) as follow

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Between Fredericton Chatham and Connecting with I. C. R. Loggieville. GOING NORTH. EXPRESS, FOR FREDERICTON FOR CHATHAM 10.25 pm. (read (up) MIXED Ar. Chatham June., Fredericton.... 12 15 ar.4 0 2.10 ..Gibson,.... 12 12p m 3 57 12.05 a.m 2.30 .Marysville, ... 12 00 .Cross Creek, .. . Boiestown 10 00 12 20 pr GOING SOUTH. ... Doaktown,.. 9 00 11 10 EXPRESS. ...Blackville,... 12.50 p. m. 1.10 " 9.20 .. Chatham Jet .. 1.30 " 6 42 ar8 00 Ar. Chatham Junction. 10.25 " Chatham ... 2.10 " Loggieville Lv 6 00a m 7 00 a m Ar. Catham 3 55 ar

The trains between Chatham and Fredericton will also stop when signalled at the following flag Stations—Derby Siding, Upper Nelson Boom, Chelmsford, Grey Rapids, Upper Blackville, Blissfield Carrol's, McNamee's, Ludlow, Astle Crossing, Clearwater, Portage Road, Forbes' Siding, Upper Cross Creek, Covered Bridge, Zionville, Durham, Nashwaak, Manzer's Siding, Penniac.

Express Trains on I. C. R. run through to destinations on Sunday. Express trains run Sunday mornings CONNECTIONS are made at Chatham Junction with the I. C. RAILWAY for all points East and West, and at Fredericton with the P. RAILWAY for Montreal and all points in the upper provinces and with the C. P. RAILWAY St. John and all points West, and at Gibson for Woodstock, Houlton, Grand Falls Edmundston and Presque Isle, and at Cross Creek with Stage for Stanley. THOS. HOBEN, Supt. ALEX. GIBSON, Gen'l Manager

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The Steamers "Cumberland" and "State of Maine" will sail from St. John for EASTPORT, PORTLAND and BOSTON every MONDAY, WEDNESDAY and FRIDAY mornings, at

On Wednesday trip the Steamer will not call at Portland. Through Tickets on sale at all Railway Stations, and Baggage checked through. For folders, rates and further information write to

C. E. LAECHLER, Agent, St. John, N. B. Tribute to Hon. A. G. Blair.

LEAVES MONTREAL

Mr. E. Sinclair, one of the most prominent umberman on the North Shore, as well as an active member of the Liberal-Conservative party, in conversation with a Transcript reporter last night at the I. C. R. station here, said he was very pleased to be tendered an invitation, which he immediately accepted, to the banquet to be given in honor of G. Blair. While I am a Conservative, I am not an endorser of retrogression, I am for progression. If the Liberal party advances the interest of the country they are undoubtedly worthy of the endorsation and support of all classes irrespective of party. Mr.

Managers in this and close by counties. Salary \$900 a year and expenses. Straight, bona-fide, no more, no less salary. Position permanent. Our references, any bank in any town. It is mainly office work conducted at home. Reference. Enclose self addressed stamped envelope. THE DOMIN-ION COMPANY Dept. 3, Chicago, -1,4.00.

A "Still" Story.

Revenue Officer John T. Kelly is quite a bit off in his knowledge of the man he has to deal with. Some two weeks ago Officer Kelly received word that whiskey was being

he who laughs last laughs best. Four days afterwards Officer Kelly was en route again for the place, and his arrival was at night, so the sympathizers of the distillers were off their guard. Before the chanticleer crowed out his salutation to the coming day Officer Kelly was in the woods. Like the trapper he soon caught on to the trail where a vehicle had left its tracks on an old portage road. He followed this up, and after a walk of some two miles through the woods he located where the "poteen" manufacturer was carrying on his business. The still had been removed and hidden in the woods, but, the officer soon had it also and destroyed its The still was made of a five-gallon tin can, with tin pipe soldered in the crudest form. Officer Kelly also found out that the distillers were in the habit of moving their business from place to place, for he traced out a couple of localities where the work had been carried on. Where he found the still was on a man's premises who was guorant of the matter. Officer Kelly called upon a man named Guthro, who operated the still. He found him as docile as a lamb, with tears streaming down his cheeks. He told the same old story about it being the first time, etc. The Scott Act is in force in Rogersville and vicinity, and consequently "hop beer" is the favorite beverage. So far as Officer Kelly could glean the hop beer contains quite a large quantity of the "molasses whiskey," as one or two drinks knocks the fellow out. This beer took such a hold upon fifteen young men a couple of Sundays ago that they visited a Mr. Richards's house, upset the stove and made things so lively that the man had to take down a gun to preserve the peace and drive them away from his place. Officer Kelly brought home with him a piece of the captured still.'

sleeves at how smart they were, but it turn-

ed out that it was one of those cases where

To Our Readers.

The ADVANCE will be obliged to its numerous readers if they will enable us to make reference in our local columns to matters and events in which they are interested, or may think their friends may be. This they can do by giving the information in person at the office, or writing to us about it. Many things proper to be noticed

Blair has certainly achieved wonderful results for the Dominion and particularly for the Maritime Provinces and to him is certainly due the credit. From a cosmopolitan point of view, taking into consideration the immense and extensive improvements, Mr. Blair is deserving of the greatest praise and commendation for the great improvements effected on the I. C. R. through his instrumentality," Such were the words of Mr. E. Sinclair, well and favorably known in this city, and notwithstanding the fact that he is a staunch Liberal-Conservative, he is nevertheless fair minded enough to give credit where credit is due. - Moncton Transcript. TATANTED-SEVERAL BRIGHT AND HONEST persons to represent us as

The St. John Globe publishes the follow ing story of a "seizure" in Kent County

"The illicit whiskey distiller who under takes to furnish false information to Inland On Sept. 30th only round trip tickets will

made a few mlles outside of Rogersville, at in the ADVANCE's columns do not appear a place called Acadiaville. He immediately | therein, simply because our attention is set out for the place, but he had no sooner | not called to them by those who would Columbia turned stake boat 1.38, where the spread was held was gaily decorsive by the Government, either directly or ated with bunting and beautifully illuminated with bunting and beautifully illuminat reached there than he realised that he was like to see reference to them in the paper,