

# THE REVIEW

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## THE GREAT NORTH SHORE ROUTE!

The Best. Surest. Safest. Quickest Route by which to reach purchasers in the North Shore Counties of New Brunswick, is via

## THE REVIEW.

The regular news express to the homes of all the people, and most direct line to the pocketbooks of buyers everywhere.

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### MARINE DISASTERS.

ACCIDENTS AT SEA ATTENDED BY ENORMOUS LOSS.

(Philadelphia Times.)

One not familiar with the marine insurance business has little idea what it costs annually to pay for the wrecks that strew the coasts in every part of the world. The modern ocean steamers are such costly affairs that a wreck or break-down at sea generally means the loss of a small fortune. Thus, when the Paris broke down off the Irish coast in 1890 she had to be towed into port at a cost of \$30,000 in salvage money. Her sister ship, the New York, got into trouble years ago when she made her maiden voyage. She ran on the shoals off Sandy Hook and her owners had to pay \$100,000 to float her again. More recent than that was the grounding of the St. Paul, another ship of the American line, on Long Branch, the memory of which is fresh in the minds of most people. She ran her nose on the sand bar in a fog and both the Chapman and Merritt Wrecking Companies worked for several days to float her, and the salvage money amounted to over \$100,000.

Every great trans-Atlantic line has its record of disasters, in which hundreds of thousands of dollars are involved. The French line, for instance, has had its share of troubles, beginning with the loss of the Ville du Havre, in 1873, when she was run down by the iron ship Loch Carne, and culminating in the wreck of the ill-fated La Bourgogne, with its frightful loss of life.

The loss of the Ville du Havre, with nearly 300 people, cost the underwriters nearly \$2,000,000, and this was followed by the St. Nazaire, which struck a submerged wreck and carried to the bottom of the sea nearly \$1,000,000 worth of property. The bravery of Capt. Jaguenau, who stuck by his post to the last and refused to abandon his ship to save his life, is well known in marine history. Before she was wrecked in mid-ocean the steamer La Bourgogne had more than one accident. She ran down the British ship Torridon twenty miles off Land's End in 1880 and stove in her bow to the tune of nearly \$20,000.

Again in 1896 La Bourgogne ran into the Ailsa and sent her to the bottom within ten minutes. All the passengers and crew of the Ailsa were saved, but the loss of the steamship and cargo footed up nearly \$1,000,000. La Bourgogne had more than her share of accidents, and her next one was in the autumn of 1897, when she ran ashore at the mouth of New York harbor, and it cost \$10,000 to pull her off. La Normandie, of the French line, caught fire at sea a few years ago, and for several days her crew fought to keep the fire in one part of the vessel. When she finally came into port a good part of her cargo and the interior of the ship were burned away. For his skill in fighting the flames so successfully, Capt. Deloncle was given the cross of the Legion of Honor, and the passengers voted him a set of resolutions. La Champagne collided with the Red Cross line Brazilian mail steamship Lisbonense off Sandy Hook in a fog on Dec. 7, 1890, and stove her bow in so that she had to return for repairs. It cost \$5,000 to fit her out for sea again. She ran ashore off Fort Hamilton in 1894 in a fog and narrowly escaped being sunk by an unknown barque off Cape Race a little later. La Gascoigne broke a piston rod at sea in 1895 and limped into port seven days late, when everybody thought she was lost. La Touraine was caught in an ice floe northeast of Nova Scotia in 1894, and sustained several thousand dollars' worth of damage.

The German and English liners have had their accidents, too, that have cost

## A. & R. Loggie.

—DEALERS IN—

Dry Goods, Clothing, Hats, Caps, Boots, Shoes, Hardware, Crockeryware, Groceries and Provisions.

If you are in need of any of the undermentioned articles, we have them at prices that are sure to suit.

### Dry Goods.

Dress Goods, Organdies, Prints, Ginghams, Flannelles, checked and plain Muslin, Table Linen, Towels and Toweling, Dress Lining and Canvas, Ladies' Undervests, Cotton and Cashmere Hose, Lisle Thread and Tafetta Gloves, Men's Ready-Made Suits, Trousers, Overalls, Linders, Drawers, White and Colored Shirts, Collars, Cuffs, Neckties, Suspensers, Hats, Caps, Men's Cotton and Cashmere Hose, Spring Roller Window Shades, etc., etc.

### Hardware.

We carry an assortment of the ordin-

### Boots and Shoes.

We have a very nice assortment of Boots and Shoes which we are selling at prices really the lowest.

- Ladies' Dongola and India Slippers in black and tan.
- " " " " Laced Boots.
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- Men's " " " " Dongola and India Laced and Congress Boots " " " " Shoes.
- Boy's, Youth's, Misses', Children's and Infant's Boots all very cheap.

Also a complete line of GROCERIES and PROVISIONS.

You will make no mistake if you buy from us as you are sure to get everything at the lowest price. If you are looking for bargains, give us a call.

A. & R. LOGGIE.

either the companies or the underwriters large sums of money. When the Oregon went down off Fire Island she carried to the bottom nearly \$3,000,000 worth of property represented by her cargo and hull. She was a total loss, and her hull was abandoned in comparatively shallow water, but the tides and waves were so heavy and erratic that the wrecking companies could do nothing to recover her. One of the Red D-line steamers struck on the Brigantine shoals, off New Jersey in 1889, and the wrecking company that pulled her off received \$40,000 for its services. When the City of Richmond was towed into Halifax harbor in 1882 the courts decided that her owners would have to pay \$35,000 in salvage money, and in the same winter the City of Boston broke her shaft at sea and her owners had to pay in salvage \$46,500 to the ship that towed her into port. It costs considerable money just to pay for accidents to large steamers, and the owners have to lay aside a handsome sum every year for these emergencies. The simple fire which started in the hold of the North German Lloyd steamship Barbarossa and her unfortunate series of accidents which followed recently will probably cost her owners upward of \$40,000, the greatest part of which will go to the French line for damage done to one of its steamers. Many of the accidents to ocean steamers have come about in the simplest and least expected way, and the chapter of strange accidents at sea would fill volumes of interesting reading. The Wells City was sunk in New York harbor years ago by colliding with another vessel, and then, when the wreckers had her half raised, a coal barge came along and sunk across her decks. This was removed and the steamer was raised with the greatest difficulty, and the operation, when completed, cost nearly \$100,000. She is now doing good service in trading between Bristol and New York.

The severe storms which sweep across the Atlantic every winter means a loss of millions to the insurance companies. Last September's gale cost some \$5,000,000 damage to ships on our Atlantic coast, and the November gale cost rather more than this.

The recovery of almost hopeless wrecks is consequently more common to-day than in the past. Not only are the wrecking companies better equipped for their work, but the owners make more of an effort to float the wreck since the work of securing insurance and salvage money depends upon their activity in the matter. The steamer Iowa, with general cargo and three hundred or four hundred passengers went ashore on the French coast west of Cherbourg, and after resting quietly for a few days in her sandy berth she began to fill and go to pieces. During a heavy sea and gale she turned completely over on her side. The salvage company tried to raise her to an upright position by erecting a number of steel masts on the sand and running steel cables through pulleys to the deck of the ship. This scheme failed to work, however, and the steamer was abandoned. Three months later the ship remained intact, and it was deemed advisable to make another effort. This time

ary lines of Shelf Hardware, also Shovels, Manure Forks, Hoes, Wire Netting for Window Screens, etc.

### Crockeryware.

We have a good line of Crockeryware including Cups and Saucers, Plates, Vegetable Dishes, Gravy Boats, Side Dishes, Teapots, Butter Crocks, Mollasses Jugs, etc., etc.

### Harness.

We have some exceptionally good values in Driving Harness, Double Work Harness, Pads and Breaching, Express Pads and Breaching, Collars, Hames, Bridles, Reins, etc., etc.

her hold was pumped out and made airtight, and with the next tide she was righted and hauled off the shoal. The first job cost \$20,000, and the successful one \$15,000, but as the steamer was worth \$200,000 the labor and expense were well paid for.

Another marvellous rescue of a wreck was that of the big English steamer Erasmus Wilson. The small steamer Newburn ran into the steamer Winston in a thick fog in the Thames river. The latter turned turtle and went to the bottom, but the Newburn was beached. All unawares of this accident, the big Erasmus Wilson came steaming up the river and deliberately crashed into the sides of the Newburn, cutting her right in two. She recoiled from the collision and began to go rapidly to the bottom along with the other two unfortunates. The two halves of the Newburn were pulled out of the way, and they were sold for the munificent sum of \$75 and \$400, respectively. The Winston was handed over to the ship brokers for a nominal sum, and they brought her into dock and sold her for \$4,500. The Erasmus Wilson was raised and repaired at an expenditure of nearly \$20,000. But she is now sailing the ocean a good staunch ship.

Some ships are persistently unfortunate, as the late La Bourgogne. Her record is well known. Another such steamer was the old English ship Daphne. She capsized on the day of her launching and drowned one hundred and twenty-four workmen. She was raised at a considerable expense, and her name changed to that of Rose. A few weeks after her rechristening she sank at Londonderry and was raised again. A year later she tore out her plates in collision with a dock, and her owners changed her name to Ianthé and sold her. Ill luck pursued her, and after another series of accidents she was sold again and re-christened the Eleni under which name she sails to-day.

### Free to Every Sufferer.

Those who are afflicted with Rheumatism, Sciatica, Lumbago, Neuralgia, or Gout can have a full sized box of Milburn's Rheumatic Pills, free of charge, by sending their name and full statement of their case to T. MILBURN & Co., TORONTO, ONT.

### PAID TO KISS HIS OWN WIFE.

At a bazaar in connection with a Methodist chapel at Cincinnati, O., several ladies in order to raise money, volunteered to submit to be hugged and kissed by any blindfolded man who chose to pay for the privilege. One of the men John Reynolds, paid his fifteen cents, and, approaching the married woman, caught hold of the one right before him and led her out, and kissed and hugged her most boisterously, and evidently enjoyed himself immensely. At the end of five minutes the master of ceremonies notified that time was up. The bandage was removed from his eyes and he found that the lady locked in his arms was his wife. He demanded his money back and this being refused, he said he had been defrauded, and sought revenge by upsetting some stalls.

### SIR WILFRID LAURIER

DISCUSSES SOME PUBLIC QUESTIONS, AND PARTICULARLY DEFINES HIS ATTITUDE TO THE UNITED STATES.

STRAHERY, Ont. Sept. 20.—Right Hon. Sir Wilfrid Laurier addressed a gathering of eight thousand people yesterday afternoon at the opening of the Middlesex Fair. He referred to the prosperity of the country and then turned to the efforts which had been made in this country in the cause of the Empire. "The career of the British Empire," he said, "is such as to make it incumbent upon every man, wherever he might be within that Empire, to strengthen our bounds and the close alliance which we have with the mother land. Especially I am proud to say so in the presence of an audience of farmers." The Premier's contention was that the farmers benefited most by the connection with Great Britain, for the best market at the present time is the British market at it is always increasing. "I am proud to say that at this moment our trade with Great Britain is greater than it ever was at any time in our history and yet we have not reached the summit of it. There is still more to do in that direction, and for my part, gentlemen, I think we ought to have the topmost place in the British market, because in all the products of the farm we can claim superiority over all our competitors." In conclusion he referred to the efforts which he had made to improve our relations with the United States. An international commission, he said, had been appointed to dispose of the difficulties which existed between the two countries and if possible to improve our trade relations. So far, said Sir Wilfrid, he was bound to say the commission had not been a great success. It was the question of the Alaskan boundary which blocked the way. "If the commission," said Sir Wilfrid, "had dealt with the matters which were before it, in the manner in which other commissions have dealt with similar questions, the Alaskan boundary question would have been settled, but it would have been settled to our detriment and not to our benefit. We have stood by our rights, and it is because we have stood by our rights that we have not obtained the success which we might have expected. We want to be on the very best of terms with our neighbors to the south. We want to trade with them, but if they will not trade with us our hearts will not be broken by the fact. We can live without them, we can prosper without them, though I make no secret that there are many things upon which I for one would be glad to have better relations with them. But if the price to be paid is the sacrifice of Canadian honor we will have none at that price and we will continue to do, as we are doing now—"paddle our own canoe." I speak with a full sense of the responsibility that attaches to my words. We want to have the very best relations with our neighbors, but while we want to have the very best relations with our neighbors, above all things our aim, our purpose is, Canada first, Canada last and Canada always."

**DR. A. W. CHASE'S CATARRH CURE ... 25c.**

Is sent direct to the diseased parts by the Improved Blower. Heals the ulcers, clears the air passages, stops droppings in the throat and permanently cures Catarrh and Hay Fever. Blower free. All dealers, or Dr. A. W. Chase, Medicine Co., Toronto and Buffalo.

### RUNAWAY SAILOR

ATTEMPTS TO SWIM ASHORE AND DIES FROM EXHAUSTION.

BATHURST, Sept. 20.—Sunday night, about 10 o'clock, two sailors of the barque Alaska, lying off the mouth of the harbor undertook to run away. They procured a life-buoy and having got into the water without being noticed by the watch on deck, made for the shore. When about a mile from the ship one of the fugitives became exhausted. His companion, fearing that both might be drowned, began calling for help. The ship's boat, manned by three sailors, put off to the rescue, not knowing who were in peril. Jans Christianson was discovered clinging to the life-buoy and apparently dead. Every possible effort was put forth to resuscitate him, but in vain. His companion was rescued in an exhausted condition. The unfortunate sailor was 27 years of age and a native of Denmark. The body was taken ashore Monday afternoon and after being viewed by coroner D. J. McLaughlan, it was interred to the church of England burying ground, Rev. Mr. Stree officiating.

Children Cry for **CASTORIA.**

### A NEW BRUNSWICK VICTIM.

PETITODIAC MAN WAS DROWNED AT MT. DESERT FERRY—A MYSTERY IN CONNECTION WITH IT.

(Bangor Commercial.)

The body of Geo. H. Bennett, who, together with his wife, was drowned in the Mt. Desert Ferry accident on Aug. 6, has been identified by Mrs. C. W. Keith, of Petitodiac, Westmorland county, N. B., as that of her son.

Division Superintendent A. A. White, of the Maine Central, has been in correspondence with Mrs. Keith for two weeks. On Tuesday morning he received a tintype of Bennett taken some four years ago, which has been positively identified by at least a dozen persons who knew him as being a likeness of Geo. H. Bennett.

Mrs. Keith does not know who the woman known as Mrs. Bennett is, but has information by which it is hoped to trace her history. Mrs. Keith will arrive in the city in a few days to complete the identification.

About the time that Mrs. Madson, of South Portland, was in the city trying to establish her relationship with the unfortunate people, Supt. White received a letter from a Bangor woman who was then at Millinocket, stating that she knew the Bennetts and that a woman who is now dead had told her a long story concerning their past life.

Several letters passed between Supt. White and the Bangor woman, who arrived at her home in this city two weeks ago. Upon her arrival she informed the railroad officials that by writing to a Mrs. Plumb, of Havelock, N. B., the whereabouts of Bennett's relatives, if any were living, could be ascertained.

Inquiries were made along this line and it was found that Bennett's mother, Mrs. C. W. Keith, and his uncle, Wm. Keating were both living at Petitodiac. Bennett had been brought up by his uncle and had always been known in New Brunswick by the name of Geo. H. Keating, although Bennett is his right name. He left home four years ago, and his relatives were not aware of his whereabouts.

It is almost certain that Mrs. Bennett came to this vicinity from Boston, and it is hoped that the mystery which surrounds her identity will be cleared up on the arrival in the city of Mrs. Keith, in a few days.

The officials have felt all along that they were on the right track, and were almost certain that the two previous claimants had no relationship with the Bennetts. They are awaiting the arrival of Mrs. Keith, when, if all is complete, it will be decided where the bodies will be taken for burial. The remains are at present in the receiving tomb at Mt. Hope cemetery.

"No That Any Good Would Win" Should be provided with good health, and everyone who would have good health should remember that pure, rich blood is the first requisite. Hood's Sarsaparilla, by giving good blood and good health, has helped many a man to success, besides giving strength and courage to thousands of women who, before taking it, could not even see any good in life to win.

Hood's Pills are gentle, yet effective.

### UNDERDRAINING THE ORCHARD.

Locate drains midway between rows of trees. The depth of the drains should be from four to five feet, not less than four, and as much deeper as the outlet and convenience will allow. The tile should be two or three sizes larger than would be necessary to use in ordinary land drainage to give aeration to the soil, and not be liable to obstructions from small roots. If the drain is midway between the rows and as much as four feet and laid with five or six inch tile, the roots of the tree will not likely reach the drains in sufficient numbers to seriously affect the drainage. The deeper the drain the deeper the roots will penetrate the sub-soil. If the drains were eight feet deep the earth midway between the drains and directly under the rows of tree would be affected as deep as seven feet in a few years' time, and the roots of trees will penetrate as deep as the subsoil is drained within a reasonable limit, say ten feet, possibly more. Trees so deeply rooted are the better secured against injury from the extremes of the weather. With the sufficient underdrainage of a fertile, retentive clay soil, the intelligent orchardist with persistent energy is master of the business.

### Canada's Golden Heritage

Does not consist in mines alone. Putnam's Painless Corn Extractor is a boon. It goes right to the root of the trouble and acts quickly and painlessly. Beware of substitutes.

### THE RELEASE OF DREYFUS.

PARIS, Sept. 21.—The Journal Official to-day published the decree granting the pardon to Dreyfus. In a report preceding the decree the Marquis de Gallifet, minister of war, points out that Dreyfus has already undergone five years of punishment, but as the law does not assimilate his deportation with five years of solitary confinement, the prisoner would have to undergo ten years' detention. The minister also calls attention to the fact that the health of the prisoner is seriously compromised and that he would not be able without great danger to undergo the prolonged detention. The report of the war minister concludes thus: "The government will not have met the wish of the country, which desires pacification, if it does not hasten to efface all traces of the painful conflict. It belongs to you M. le President, by an act of lofty humanity, to give the first pledge of the work of appeasement which opinion demands and the good of the republic commands."

CARPENTRAS, France, Sept. 21.—Former Captain Dreyfus arrived here this morning and went to the house of M. Valabregue, a relative.

PARIS, Sept. 21.—The Minister of War, General the Marquis de Gallifet, has addressed the following orders to the corps commanders: The incident is closed. The military judges, enjoying the respect of all, have rendered their verdict with complete independence. We all, without harboring after thought, bend to their decision. We shall in the same manner accept the action that a feeling of profound pity dictated to the President of the republic. There can be no further question of reprisals of any kind. Hence, I repeat it, the incident is closed. I ask you, and, if it were necessary, I should command you to forget the past in order that you can think solely of the future. With you and all my comrades I proclaim vive l'armee, which belongs to no other party but to France alone.

(Signed) GALLIFET. The order will be read to the troops throughout the French army.

### ONLY NATURAL CURE

For all Disorders of the Digestive Function is Dr. Von Stan's Pineapple Tablets.

Most medical men know that the pineapple contains a quantity of vegetable pepsin. This product is invaluable, because it exerts a wonderful power in the digestion of all kinds of food. Science has now consolidated this grand essence into tablets, and thus, within reach of everyone, is a veritable panacea for all stomach ills.

Dr. Von Stan's Pineapple Tablets are the most important advance for the prevention and cure of sickness in the last thousand years. A good digestion is the basis of health, and all may have it by the faithful use of these marvellous tablets. Box of 60 Tablets 35 cents.

### 44, BUT THE MOTHER OF 25.

A PENNSYLVANIA WOMAN BEARS A REMARKABLE FAMILY OF CHILDREN.

WILKESBARRE, Sept. 21.—Mrs. William Swartwood, on Mountain Top, near here gave birth to her twenty-fifth child yesterday. It was a boy and she was very proud. Seventeen of them were boy, and she says, she is sorry there were not more, although the girls help her in the house-work.

Of the twenty-five children, twenty-three are alive and hearty. Two of them are married and have little ones of their own, so that the youngest born yesterday is a son and brother and uncle all at once.

The peculiarity of this family aside from its largeness, is that all live at home, including the married son and daughter and their children, so that now thirty are grouped about the table when all are at home for meals, or rather about two tables, for there is not room for all, even in the ample Swartwood dining room.

The father is an engineer on the Jersey Central Railroad, and about fifty years old. He is as proud a man as there is in the State of Pennsylvania. Mrs. Swartwood is six years younger, and a well preserved woman despite her large family. She is the essence of good humor, and so strong and vigorous that she does nearly all the work for the big family. Of all the twenty-five children there were but three pairs of twins and no triplets.

You'd be surprised if you used Magnetic Dyes to see what splendid results can be obtained, with slight effort and at a cost of ten cents.