# CITY NEWS.

## Recent Events in and Around St. John,

### Together With Country Items from Correspondents and Exchanges

**When ordering the address of your WEEKLY SUN to be changed, send the NAME of the POST OFFICE to which the paper is going as well as that of the office to which you wish it sent.**

**Remember! The NAME of the Post Office must be sent in all cases to ensure prompt compliance with your request.**

## TO SUBSCRIBERS.

The following Travelling Agents of The Sun are now calling on Subscribers, etc.:

EDGAR CANNING, in Albert Co.

THE SUN PRINTING COMPANY, issuing weekly 8,500 copies of THE WEEKLY SUN, challenges the circulation of all papers published in the Maritime Provinces. Advertisers, please make a note of this.

Kentville has a new paper called The Trader, published by E. B. Newcombe.

The P. E. Island stallion Parkside was sold last week at the Laird Farm, Bedeque, to John Steele for $500.

Amos B. Etter of Amherst arrived here Wednesday with three finely bred trotting horses, which he is taking to New York for sale. Mr. Etter is at the Victoria now.

E. J. Elliott and O. S. Miller still hold about 2,000 barrels of apples in the western part of the county for shipment to the English market.—Bridgetown Monitor.

The output of the new pulp mills at Milton, Queens county, N. S., for January, was 1,590 tons, and the manager says this will be increased to 2,000 tons per month as soon as the weather gets a little more favorable.

Captain Longmire went to Annapolis last Monday, says the Monitor, to get his two schooners, the Temple Bar and Hustler, ready for summer packet service between St. John and Bridgetown and other local ports.

The death of Elias Messenger, formerly of Carleton's Corner, occurred at Hillsboro, N. B., last Monday. The deceased was well known here, and leaves a number of relatives in Bridgetown and vicinity.—Monitor.

Rev. R. S. Whidden, pastor of the Gordon Memorial church at Bridgetown, N. S., who recently received a unanimous call from the Presbyterian church at North Bedeque, P. E. I., will likely accept and remove to that field shortly.

There is now as different places on the river about fifty schooner loads of cordwood, which will be shipped in March, April, May and June. There is also about 2,000,000 feet of lumber waiting for early spring shipment.—Annapolis Spectator.

An Andover letter says: "John Stewart is interesting American capitalists in a scheme to build and operate a pulp mill at Tobique Narrows. It is his intention also to saw lumber, burn lime and grind plaster at this point on the river."

The Sun's Sussex correspondent telegraphed Wednesday as follows: Andrew Miller of the well known firm of Miller Bros. was married this evening to Miss Carrie Drummond, daughter of Trackmaster Drummond. Rev. Mr. Neales tied the nuptial knot.

Matthew Hutchinson, postmaster at Upper Wicklow, and stipendiary magistrate of the parish of Wicklow, died at his residence on Friday last. He leaves a widow, two daughters, Mrs. Charlmers Milbury and Miss Helen Hutchinson, and two sons, Rupert and Wendell.

Charles Munro, late of the Baird Co., and John Lee, late of the firm of Burtt & Lee, were given a farewell supper by Ivanhoe Lodge, K. of P., at Lee's restaurant, Woodstock, on Tuesday evening of last week, on the eve of their departure for the west.

Captains Dominick Macdonald, D. A. Macissac and P. Ledwell of Souris, have started for British Columbia, where they expect to secure positions. They are experienced and successful master mariners, and will, no doubt, do well on the Pacific coast.—Charlottetown Watchman.

Rhoda, the beloved wife of Gilbert Flowers, passed to the eternal life March 4th. She was one of the oldest and most respected of the citizens of Grand Lake, N. B. She leaves a husband and several sons and daughters. She was 75 years of age, and endured patiently much suffering to find rest.

Tuesday night's electrical storm was one of the most remarkable, from the standpoint of spectacular display, that has been seen for years. Flashing lights, sometimes tinged with rainbow coloring, converged from all points of the horizon toward the zenith, affording an ever changing display of wonderful beauty and brilliance.

William Sutherland, formerly car inspector of the I. C. R. at Stellarton, N. S., and dismissed from that position on the charge of political partizanship, has secured a like position on the C. P. R. at McAdam. He left Stellarton a few days ago to enter upon the duties of his new position, and his wife and family will follow in the course of a few weeks.—Stellarton Journal.

The death occurred on the 16th of John F. McFadden, at the age of forty-three years. The deceased was formerly a detective on the police force in this city and up to a few years ago was in the civil service in Boston. He leaves four sisters, namely, Mrs. Edmund Bates, Mrs. Wm. Ross, Mrs. John Alexander, all of this city, and Mrs. Harry Thorpe of Boston.

Mr. and Mrs. F. R. Eaton leave for New York about the first of April, where they intend to reside. Mr. Eaton is going with the firm of McKay & Dix, of cryolite fame. Mr. Eaton has been largely interested in lumbering and shipbuilding for a number of years at Parrsboro and Eatonville, and has been a large employer of labor. His departure will be regretted.—Parrsboro Leader.

Hundreds of schooner loads of hard and soft wood are awaiting shipment to Boston and Rockland, Maine, from the different ports on Digby Basin and St. Mary's bay. This will make shipping lively at these places during the next three or four months. The soft wood for the Rockland market is at present bringing $1.25 per cord. The big fleet of coasters out of St. Mary's bay is about leaving on the first spring trip.

A Klondyke window in the retail department of W. H. Thorne & Co.'s establishment, Market square, attracts much attention. The famous sleeping bags, along with the necessary adjuncts for a "night cap," are shown, along with guns, revolvers, knives, cartridges, pocket compasses, drinking cups, pocket flasks, snowshoes, lanterns, clay pipes, tobacco, a deck of cards, and various other things that "go" in the golden west.

A trim looking three master beat in yesterday morning and looked more like a large yacht than anything else, as she lay over to the breeze. It was the British schooner Juanita, with a cargo of molasses from Porto Rico to St. John, N. B. The Juanita has a straight stem and round stern and is an unusually fine lined vessel. She came in for supplies and sailed shortly afterward, passing out by Portland Head like a race horse.—Portland Press, Tuesday.

Tide Waiter writes in the Pictou Standard: "I suppose Mr. Harris will have to revise his freight tariff for the I. C. R. There is war just now. At the same time he had better revise the time table between Pictou and Stellarton. The night train has to stop on the way to kill time. It runs 14 miles in 55 minutes. One might as well walk. Takes about an hour and a half to get from New Glasgow to Pictou. Fine accommodation! We are doing well. Harris gets $5,000 a year."

A quiet wedding took place Wednesday at the residence of Mrs. J. P. C. Burpee, Mount Pleasant, when Miss Lottie R. Upton, a relative of Mrs. Burpee, was joined in hymen's bonds to Joseph McCready of Florenceville, Carleton Co., Rev. Dr. Bruce of St. David's Presbyterian church performing the ceremony, which was attended by only the nearest relatives and most intimate friends of the bride. The newly married couple left on the afternoon train en route to their new home in Carleton county.

Percy, the seven-year-old son of Charles A. Shamper, was found unconscious in his father's yard, off Britain street, yesterday afternoon. The little fellow was playing, and it is supposed, fell from the roof of the shed or from a ladder. His brother heard his groanings and discovered him on the ground. There was a large gash in his forehead, from which he had bled considerably. Dr. H. G. Addy was summoned and put several stitches in the wound. It is not thought the accident will prove very serious.

A ten-year-old lad, Bernard Breen, of Chatham, described as light complexioned and rather tall, was brought to this city last week and sent to St. Patrick's Industrial School at Silver Falls. He remained there just one day, and on the afternoon of Friday last, the 11th instant, left the building. Since then nothing has been seen or heard of him. The school authorities are naturally very anxious about him, and have been making inquiries everywhere. They have asked Detective Ring to assist them and will be glad of any information that will lead to his recovery. The belief is the lad got on a passing team and has gone into the country somewhere.

There was a rumor on the streets yesterday that Jos. Griffith of Mount Pleasant, a member of the first city council of Vancouver, had died at Miramichi, N. B., where he had gone to spend the winter. It was, however, found on enquiry that a brother of Mr. Griffith died there two or three days ago, and this probably gave rise to the rumor. A nephew of ex-Ald. Griffith arrived here on his way to the Klondike only yesterday, and found a telegram awaiting him telling him of the sudden decease of his father three days after he left home.—Vancouver World, March 6th.

(The death of Wm. Griffith took place at his residence, Chaplin Island road on Wednesday, March 2nd. He died suddenly of heart failure, leaving a widow and family of five to mourn their loss.)

The members of Douglas Lake Fishing clubs and immediate friends of Harry Francis and Chas. Henderson, who will leave Saturday with M. G. B. Henderson for the Klondyke, entertained them at supper at Washington's last evening. George A. Troop presided, and there were about thirty present. After the supper had been disposed of, the chairman, on behalf of the assemblage, presented Mr. Frances with a revolver and cartridge belt and Mr. Henderson with a valuable compass. Speeches and songs were then in order, and a pleasant hour or so was spent, when the gathering broke up with expressions of good will and success for Messrs. Francis and Henderson.

# A DESTRUCTIVE FIRE.

### There Will be a Loss of About Ten Thousand Dollars—The Insurance.

The most destructive fire of the year occurred Wednesday and burnt well on until next morning, when a portion of the premises occupied by the Lordly Furniture Manufacturing company was totally destroyed along with E. V. Wetmore's stair manufacturing works. The fire was first noticed about 10.30 o'clock, and it was after two o'clock before the flames were extinguished.

The buildings occupied by the Lordly concern consists of a group of frame structures situate at the end of and between Celebration street and the I. C. R. tracks. The site is about the same as that of the old Burnham factory destroyed by fire some five years ago. The old factory was repaired and an addition built thereto. This building is flush with Celebration stret, but in the rear the new portion runs back a few feet further than the old. At the end of Celebration street and slightly out of line with the above mentioned structure is situate the new building consisting of the factory proper, the engine house, a brick structure of one story and the offices of the concern, a one story wooden building. The space between the office and the old portion is about 25 feet.

The premises destroyed are occupied in connection with the Lordly Manufacturing Co.'s premises as a dry room and lumber room on the ground floor; paint shop, second floor; by E. V. Wetmore, as stair builder, on the third floor, and as a storeroom on the fourth floor.

The entire premises, including the new and old building, with contents, are insured by the Lordly Co. for $16,000 on buildings and stock, divided as follows: Commercial, $6,000; Norwich Union, $5,000; Alliance, $5,000. Mr. Wetmore, who had a special stock of mahogany and fancy woods in the premises, had no insurance, and is a heavy loser. He also had a combination saw and planing machine of considerable value.

The loss to the Furniture company is estimated by the secretary, Mr. Burpee, at $10,000. In the dry room there was a $3,000 stock, recently placed there, on which there was no insurance. A valuable stock of paints and varnish is also a total loss, while the finishing room was full of stock all ready to be delivered.

As to the origin of the fire all are at a loss to know, as the entire building was heated by steam.

During the progress of the fire three firemen were injured: John Kelly of No. 4 company, hit by some falling timber, badly bruised, nothing serious; George Barker of H. and L., cut inch and a half long over eye, caused by falling glass; and J. McAdoo, cut by glass on cheek.

## SPRINGHILL.

### Failed to Get the Intercolonial Railway to Pass Through the Town, But Mr. Logan, M. P., Will Not Resign His Seat as Report Said He Had Promised to do.

SPRINGHILL, N. S., March 15.—Quite a little excitement occurred in town yesterday when about thirty-five of our most promising citizens and workers left for the Northwest. Four others leave today for the same place. There was quite an affecting parting service at the Presbyterian church on Sunday evening in connection with this exodus. The rush to the Klondyke and the discovery of new mines in the Northwest have made some promising openings there for expert miners. The Springhill pits have been overcrowded since the fire in the east slope, and a large number of men have consequently been making very small pay. The hegira to the west ought to relieve the congestion.

The store of A. E. Fraser was broken into on Saturday evening and a quantity of revolvers and boxes of cigars stolen by the burglars.

The sittings of the town appeal court for the revision of assessments have been particularly lively and busy this year. An unusually large number of cases were appealed. The dissatisfaction over the present town rating is very general. A movement is to be made to secure the services of a sworn expert assessor to re-rate every item of town property and every lot of land, and in this way, if possible, secure an equitable basis of assessment.

The board of trade have received a very discouraging report from Mr. Logan, M. P., concerning the railway. The survey made under the direction of Hon. Mr. Blair seems to be not as favorable as that made under the direction of the Hon. A. R. Dickey. Mr. Logan's letter gives no hopes for the diversion of the line, but expects to obtain much better railway facilities for the town in some other way. The populace is greatly disappointed at the present state of affairs on the railway question. Mr. Logan stoutly denies that he promised to resign his seat unless the government diverted the line.

W. R. Stuart, one of the leading citizens of the town, left for the United States last evening to resume an important position there. Mr. Stewart has done business for many years in Springhill. He was a popular member of the Knights of Pythias, and the brethren of the local lodges gave him a parting supper.

## W. W. OGILVIE'S ARYSHIRES.

### Landed in Splendid Condition from the Glasgow Steamer Yesterday.

(From Thursday's Daily Sun.)

The herd of twenty-five Ayrshire cattle for W. W. Ogilvie of Montreal were landed from the steamer Keemun from Glasgow yesterday. They arrived in splendid condition and without a scratch. They are a fine lot, and attracted much attention. Dr. Frink said they were the finest lot he had ever seen. They are now in the quarantine station, and the government has sent instructions that they are not to be visited while in quarantine. The cattle were in charge of Robert Hunter, who went over to bring them, and his son. The latter will remain here until the quarantine period has expired. They also brought out with them four fine Scotch collies. Mr. Hunter, sr., said they had a fine passage out, and he was delighted with the fine condition in which the cattle were landed. Mr. Ogilvie has already sixty head of Ayrshires on his farm near Montreal, and thirty-two horses. The farm is 250 acres in one block on Lachine Rapids, and everything is in keeping with the four king's determination to have everything the best.

The Kilmarnock Standard of March 5th says: "Robert Hunter, Rapids farm, Lachine Rapids, Quebec, has recently made some important purchases of Ayrshire cattle on behalf of W. W. Ogilvie. Mr. Hunter visited many of the most noted herds in this country. The animals bought are bred from the best strains, are of thoroughly sound condition and have stood the tuberculin test, and form one of the largest and most valuable lots ever consigned from this country."

## OFF FOR KLONDYKE.

Capt. John Farris, who was recently appointed to the command of the steamer which the Domville company are building at Vancouver to ply on the Yukon river left Wednesday afternoon for Toronto to look after the construction of the machinery required by the ship. If anything was needed to demonstrate the popularity of Capt. Farris it was seen in the large crowd which went down to the depot to bid him good-bye. A string band played appropriate music, and Capt. Farris was cheered over and over again. As the train moved out of the depot the band gave Auld Lang Syne and the party of friends sent up cheer after cheer, the whole being almost drowned by the explosion of torpedoes. A little before the train departed Capt. Farris was presented with a handsome cigar case and a well filled wallet.

# MONCTON.

### Traffic Manager Harris Promises to Restore the Old Rates.

### The Trials of the Early Christians — To Remain for a Third Term.

MONCTON, March 17.—J. T. Forbes left for Fredericton today as a delegate from the Moncton Trades and Labor union to promote legislation enabling the city council to impose special taxes on those engaging in trades and labor occupation within the city.

As a result of his conferences with representatives of the various industrial and mercantile establishments in Moncton it is understood that Traffic Manager Harris has promised to virtually restore the old rates. These promises if carried out will give pretty general satisfaction. Business men, however, do not know what to make of the traffic manager, as he seemed ready to give them whatever they asked for all round without a moment's consideration. They are wondering whether the new tariff was seriously intended at any time. Mr. Harris readiness to restore the old rates would seem to indicate that it was only a scheme to make business men how believe that they have something to be thankful for. It is not known how Mr. Harris will square himself with the small wood operators and the farmers. It is understood that the maximum carload of wood is to be fixed at 40,000 pounds, but as cars of green wood will weigh up to 60,000 pounds, there may be some trouble yet in store. In the meantime business of this class is almost at a standstill.

St. Bernard's Dramatic club put on The Trials of the Early Christians before a large audience in the Opera house this evening. Miss Coffey of St. John and Misses McInerney and LeBlanc of Moncton delighted the audience with solos between the acts.

Rev. R. S. Crisp of Wesley Memorial church has been invited by the quarterly board to remain a third year. The board expressed great appreciation of Mr. Crisp's labors during the two years he has been in Moncton.

## THE ST. MICHAEL OVERDUE.

(Yarmouth Times.)

The brigt. St. Michael, salt laden, which left Turks island for Tusket Wedge on Friday, Feb. 4th, has not been heard from, and grave fears are entertained for her safety. The crew consisted of Captain Narcisse Pothier, Mate John I. LeBlanc, and seamen Irene Boudreau, Gideon LeBlanc, Onesiphore Surrette, John T. Surrette and Remi Surrette. All but one are married men, and if the owners' fears are realized there will be six widows and eighteen orphans to mourn the loss of affectionate husbands and fathers. The captain is a son of J. H. Porter, and was married last fall. There is no insurance on the vessel or cargo. Both are owned by J. H. Porter & Co., Tusket Wedge.

## I. C. R. AND GOOD TIMES.

(Pictou Standard.)

At one station on the Short line, Scotsburn, we understand, there are some one hundred cars of pit-wood waiting transportation to Westville and the other mines. The rate of freight has been so changed that the owners may probably have to leave them there to rot or lose on the transaction. Next season pit-props will not be in demand, and the workmen of the country will thus suffer a loss. The glorious "good times" promised by the liberals have not yet come. The good times have come, however, to the ministers. Nearly every one of them has had his trip or trips abroad. "Good times" gave Tarte's sons a thirty thousand dollar newspaper. "Good times" are expected when the Yukon bill is voted through—but not for the poor man. This "good time" will come in about "forty years," when Laurier's "free trade" is promised to arrive.

## THE SHIP LABORERS.

The following communication is the outcome of the recent conference between the council of the board of trade and the new Ship Laborers' society:

ST. JOHN, March 16.

Henry Sellen Esq., President St. John Ship Laborers' Society, St. John, N. B.

Dear Sir—At a meeting of the Council of the Board of Trade the following resolution was unanimously adopted:

"That the council of the Saint John Board of Trade having heard the statements made by the committee of the Ship Laborers' Society, that the society has changed the mode of computing labor from payment by the day, as has been the custom at this port, to payment by the hour for work performed, and has also materially reduced the current rate of wages, resolves that these changes being alike in the interests of the port and the employers of ship laborers, the Ship Laborers' Society in making them is deserving of recognition by persons requiring the service of its members, and that a copy of this resolution, under the seal of the Board of Trade and signed by its president and secretary, be sent to the president of the Ship Laborers' Society."

D. J. McLAUGHLIN, President.

F. O. ALLISON, Secretary.

## SOUTHAMPTON.

SOUTHAMPTON, N. S., March 16.—Sugar making has started much earlier than usual.

Lewis and Wilkinson have moved their mill to Athol to saw for Pugsley Bros. Messrs. Tuttle and McFarlane of Wallace, who have been teaming in Half-way river all winter, have gone home.

Mrs. Samuel Bird died very suddenly at her father's house last Friday. She is a young woman, who was married less than two years ago, and leaves an infant child.

N. F. Taylor, whose illness was reported some weeks ago, has taken a change for the better. Drs. Allan and Rand held a consultation upon the case of Wallace Lewis, youngest son of Edgar Lewis of Westbrook, pronouncing the disease spinal meningitis. The lad has since improved in health considerably.

Amos Lawrence & Sons have completed their season's work, having manufactured in the vicinity of 600,000 feet of lumber.

Schr. Circassian arrived at Yarmouth on Monday, making the run from Turks Island in ten days. No sign was seen of the brigt. St. Michael, although the latter left three weeks ahead of the Circassian. The St. Michael only took a part cargo of salt, as she was leaking.

# WAS IT A MURDER?

### A Second Inquest on Body of the Hampton Infant.

HAMPTON, March 16.—As readers of the Sun have already been informed, the body of a male child was found on March 11th, in a waste water tank just outside the dipping house of the match factory at Hampton Village. Coroner J. Newton Smith, M. D., having been advised of the finding, empanelled a jury of four and proceeded to hold an examination. Evidence was taken as to the finding of the body, and P. H. Warniford, M. D., held a post mortem examination and decided that the child had breathed and that it was of full age, and could find no natural cause for death, the heart, lungs, etc., all being in a healthy condition.

Strange to say, the coroner, with very unnecessary haste, and without attempting to procure any evidence as to the identity of the child, closed his examination at once.

This would seem to preclude any further examination into the matter, and would have perhaps done so if the coroner's court had been properly organized, but as the coroner's jury should be composed of seven, and Coroner Smith had only four jurymen, representations were made to the clerk of the peace, Geo. O. D. Otty, who made a written request that Coroner D. B. Hatfield should hold an inquest.

Coroner Hatfield thereupon issued his warrant for a coroner's jury, and caused the body, which had meanwhile been interred in the Hampton cemetery, to be exhumed, and at one o'clock on Wednesday began his investigation at the Court House, Hampton.

The following jury were empanelled: James E. Fairweather, Geo. Straton, George H. Barnes, J. Fred Giggey, W. H. March, W. H. Frost, James R. McLean.

The witnesses examined were Undertaker Chute, Dr. Warenford, J. H. Smith (sexton of the cemetery), Dr. J. N. Smith and James Lindsay. The last named witness described the finding of the body. He said:

I visited the tank two days before the child was found, but saw nothing there. It might have been there and been sunk. The tank is outside of the match factory and partly covered with loose boards. The body might have been there and not be seen by me if up under the boards. If the body was floating and the water let down a foot the body could be seen. When I saw it first it was floating about level in the water. The temperature of the water is warm during the day and I am often glad to put in the plug when drawing off the water. We employ nine females in our department. I have no suspicion of any of them as being the mother of this child. I have no knowledge of anything in connection with this case outside of what I have sworn. There are plenty of rumors, but none of them point to any of the mill hands employed by me. I have no knowledge of anybody who would likely be the mother of this child. I do not recognize the cloths here as the cloths around the child. When I saw it the cloth on the outside was a piece of calico or printed cotton colored.

Quite a commotion was caused in the court by the fact that a portion of the clothes given to the constable was not produced in court. The coroner thereupon adjourned the court till Friday, 18th inst., at 10 a. m.

## P. E. ISLAND NEWS.

### Proposed Street Railway for Charlottetown—Recent Deaths—Off For the West.

(Charlottetown Guardian, Tuesday.)

Anthony McDonald of Kelly's Cross, brother of Dr. J. E. McDonald of Summerside, left yesterday via the Capes for Vancouver.

Ernest A. Earle, accountant here for many years in the Merchants' bank of Halifax, left on Sunday night by the Capes for Halifax to report at the head office of the bank, whence he will probably be transferred to Victoria, B. C. On Sunday last, the choir of St. Peter's cathedral, of which Mr. Earle has been a member since his boyhood, presented him with a valuable gold watch and chain and an address.

A telegram was received yesterday by R. D. Auld of Lower Freetown announcing the death in Boston of Jesse S. Burns of the former place. Mr. Burns went to Boston last summer for treatment of a serious malady with which he was afflicted. He underwent an operation in October last, which failed to cure him. Mr. Burns was a much respected resident of Freetown and was at one time grand scribe of the Sons of Temperance of this province.

At Tuesday's meeting of the city council a letter was read from Peters, Peters & Ings in substance as follows: "On behalf of the present gas company we are seeking for an act of incorporation with power to build and operate street cars in Charlottetown common and royalty. The bill will be brought in at the next session of the legislative assembly, which will meet about the end of this month. Will you kindly arrange to have a special meeting of the city council before which we can bring our bill for approval."

(Summerside Farmer.)

George Strongman of Port Hill has received word from the secretary of the U. S. navy department of the death of his son, James, who was killed by the explosion of the warship Maine in Havana harbor. He was an honest, industrious and clever young man of 23 years, and his untimely death brings deep sorrow to his relatives and many friends.

(Charlottetown Examiner.)

Many readers of the Examiner will unite with us in deep regret on account of the death of Mrs. F. S. Hanford. The Press of Amherst reports that for some weeks previous to her death the deceased lady had been suffering from cardiac asthma, and her life had been despaired of. During the last few days she was unconscious and passed away without returning to consciousness. Mrs. Hanford was Emma Augusta, daughter of Edward Hippesly, at one time a prominent merchant of St. John. She was born in that city 47 years ago and in 1869 married Mr. Hanford. She is survived by her husband, one son Percy and two daughters, May and Carrie, who will have the full sympathy of the community in their hours of sorrow and gloom. The deceased lady was justly esteemed by a large circle of friends for her many excellent qualities.

Schr. Carlotta, which sailed from Halifax on Wednesday for New York, recently changed owners, J. F. Watson having sold her to H. R. McLellan. The amount obtained for her is said to be $1,800. Capt. Bishop has taken charge of her. The Carlotta will engage in carrying lumber from the St. Lawrence to New York.

A Pascagoula despatch says: Ship W. H. Corsar, from Ship Island for Belfast, before reported wrecked at South Beach, Horn island, has 12 feet water in her hold, and has been abandoned by her captain and crew. Salvors are stripping the wreck.

Bark Osberga, at Boston from Rio Janeiro, passed a quantity of boards off the Chesapeake, evidently the deckload of some vessel.

## DEATH OF ROBERT GASKIN.

Robert Gaskin, one of the best known residents of St. John, north end, died Tuesday afternoon of dropsy and heart failure. Born in County Armagh, Ireland, on St. Patrick's day, 1817, had he lived until the 17th inst. he would have completed his 81st year. Mr. Gaskin came to St. John fifty-six years ago, and with the exception of about three years, when he resided in Richibucto, he has lived in this city. He at first followed the craft of mill saw filer, then kept a store in Lower Cove for a period, and later, in partnership with Edward Dalton of north end, ran Craig's mill for years, and also B. Lingley's mill for some time. In recent years Mr. Gaskin held several positions under the city government. All through life he took a great interest in fire arms, and was some time ago the inventor of a gun sight which is now in use in the British navy, although he never received any recognition of the work of his genius in that connection. A Canadian patent obtained by Senator McInnes of British Columbia bore a striking similarity to Mr. Gaskin's earlier efforts. Inventive minds, however, often run in the same channels.

Mr. Gaskin was a man of affairs and kept in close touch with all public questions. He was an active spirit in the campaigns preceding the confederation of the provinces, and used his voice and pen whenever in more recent years he felt there was a political wrong to be righted, or that the interests of the city were imperilled. Men might differ from him, but they respected his rugged honesty and bluntness of speech. He was terribly in earnest in whatever he undertook, and was as persistent as he was earnest, yet withal a genial companion and well thought of by those who knew him intimately. His private life was without spot or blemish. Mr. Gaskin was married in 1841. His wife, who will be 82 years of age in May next, four sons and one daughter, Mrs. James C. Logan of north end, survive him. The surviving sons are Henry, Robert and George Gaskin. One son is dead.

The funeral took place on Thursday, the anniversary of his birthday, from his late residence, 220 Chesley street, Straight Shore; interment in the Church of England cemetery.

## MARINE MATTERS.

Ship Marlborough, Capt. Cochran, will sail this morning for Sharpness with a full deckload. She would have got away sooner, but the captain wanted to carry a full deckload.

Deal shippers here report business very flat, and as far as is yet known not a deal has been sold from these parts on the other side, or a vessel chartered for this port, which is a thing never before heard of in these parts.—Parrsboro Leader.

The schooner Forest Bell of St. John, which was ashore at South West harbor, Maine, passed through Digby Gut yesterday, bound for Annapolis. She has a general cargo for Boston. Some repairs were made after she was floated off the rocks.

The schooner Henry Nickerson of this port has been sold by Thompson Dunsmore of Economy to Capt. Miles Brewster of Hopewell Cape, Albert Co., N. B. The Nickerson is a schooner of 76 tons register, and will be employed as a freighter in the Cumberland bay.

We understand that Capt. J. E. Pettis of Port Greville has sold the three-masted schooner Harry to Capt. H. B. Patterson and C. T. White of Apple River. Capt. Patterson will command her.—Parrsboro Leader.

Barkentine Ethel Clarke and brigantine Harry Stewart, which are to arrive at New York from Cienfuegos, both with sugar, are fixed to load lumber at Bear River and Digby for Cienfuegos. They will take part cargo at Bear River and finish loading at Digby.

Pickles & Mills have chartered the term schooner Bartholdi to load lumber at Annapolis for Cuba. She is now due to arrive at St. John from the West Indies with a cargo of molasses.

Sch. Tacoma, Capt. Hatch, from Macoris, which arrived at New York on the 14th, reports: Put in Turk's island leaking, and was obliged to discharge about 480 bags of sugar to effect necessary repairs (before reported).

Brigt. Ora, Capt. Sprague, at New York March 14 from Macoris via Nassau, reports: Feb. 6, lat. 32.30, lon. 74, had a heavy N.E. gale, with tremendous high seas, in which carried away topmast backstays, strained vessel, causing to spring a bad leak; was obliged to bear away for Nassau for repairs (before reported).

The following charters are reported: Barks Kate P. Troop, New York to Sydney or Adelaide, general, basis, 21s.; Barbadian, Apple river to a French Atlantic port, deals, 50s.; Artisan, Gulf to Rio Janeiro, lumber, $13.37½, net form, option Buenos Ayres, $12.37½; Alkaline, Trinidad, Cuba to Delaware Breakwater f o., sugar, 13c.; Hornet, St. John, P. R., to Delaware Breakwater f. o., 13c.; brigts. Gabrielle, Arroyo, P. R., to Delaware Breakwater f o., sugar in hhds., 19c.; Edward D., Arroyo, P. R., to North of Hatteras, molasses, $2.25; schs. Etta A. Simpson, Ship Island to New York, lumber, $5 50; C. C. Berry, Perth Amboy to Portsmouth, coal, 65c.; Winnie Lowry, New York to Boston, mahogany, p. t.

The brigt. St. Michael, salt laden, which left Turks island for Tusket Wedge on Friday, Feb. 4th, has not been heard from, and grave fears are entertained for her safety. The crew consisted of: Captain Narcisse Porter, Mate John I. LeBlanc, and Seamen Irene Boudreau, Gideon LeBlanc, Onesiphore Surrette, John T. Surrette and Remi Surrette. All but one are married men, and if the owners' fears are realized there will be six widows and eighteens orphans to mourn the loss of affectionate husbands and fathers. The captain is a son of Councillor J. H. Porter, and was married last fall. There is no insurance on the vessel or cargo. Both are owned by J. H. Porter & Co., Tusket Wedge.—Yarmouth Times.

Grain freights are firm in New York, and are now quoted at 8s. 10½d., and of course this attracts the steam tonnage away from the deal trade.

Coastwise freight market within a few days has shown much activity with higher rates, and the outlook is encouraging for vessel owners. Only a few schooners are coming out of winter quarters, and this leaves tonnage scarce.

Ship Steinvora, Capt. Ritchie, from Mobile for Liverpool, which put in leaking badly, also has cargo shifted. No survey has been held. Waiting instructions from owners. It is feared she will have to discharge. If the cargo is landed here the result will be ruinous to the underwriters. We recommend tranship cargo.

A Pascagoula despatch of the 14th states: Ship W H Corsar, from Ship Island for Belfast, Ire., was driven ashore on South Beach, Horn Island, and will be a total wreck. She has seven feet of water in hold. A tug is alongside, stripping the vessel. Cargo of lumber a partial loss. She was formerly at St. John vessel.

Underwriters' Salvage Association, which has arranged for saving all that is possible of the British ship Asia, which was wrecked off Nantucket while bound from Manila to Boston, reports that over 2,000 bales of hemp have been picked up by the vessels engaged for that purpose. The disposition of the saved cargo has not yet been decided upon.

Repairs recently made at Boston on British steamer Prince Edward cost $9,000. On her last passage to Yarmouth her engines became deranged, causing delay in leaving there and arriving at Boston. Sailing on Monday was cancelled until repairs could be made. She sailed in the afternoon.

Schr. Adelaide has been sold to E. M. Baird of Great Village, N. S., and she will trade between St. John and Windsor. The Adelaide is now at the North wharf receiving freight.