

A STARVING CREW

Adrift at Sea for Nearly a Full Month.

A Schooner, With the Unlucky Thirteen Aboard, Practically a Derelict, When Relief Came.

PHILADELPHIA, Oct. 19.—Adrift at sea, starving, half-crazed with fear, battered by sea and wind, without oil for lights, and not even a crumb of bread on board, hopeless and waiting for death—this was the condition of thirteen persons on the schooner, Ruby and Besse when they were rescued yesterday morning by the steamship Haverford.

It was 10 1/2 a. m. when the Haverford sighted the schooner, which was flying signals of distress. Both vessels were then about 100 miles east by north of Cape Henlopen. The steamship's crew immediately prepared for action, and the schooner was towed to the Haverford's side. The schooner was in a deplorable condition. The crew was starving and half-crazed with fear. The schooner was battered by sea and wind, and without oil for lights, and not even a crumb of bread on board.

Before this could be done it was seen that a small boat had set out from the schooner. As those who rowed came nearer the passengers and sailors on the Haverford saw faces that looked like skulls, eyes that protruded wildly, arms that jerked at the oars with the rigidity of automatons and the feebleness of approaching death.

The lips of one who seemed to be in authority moved, but they gave forth no sound. A gaunt negro who sat beside him suddenly ceased rowing and pitched forward on his face into the bottom of the boat. The man in authority took up the work where the negro had left off. With infinite pains and slowness the boat was brought alongside the Haverford and the wretched men taken on board.

THEIR PITIFUL STORY. It was a long time before they could tell their story. Bit by bit it came out. Capt. William Marshall telling most of it. Briefly it was this: The schooner Ruby and Besse left Georgetown, S. C., Sept. 17, with a cargo of lumber for Patachogue, L. I. Ordinarily the trip requires ten days at the outside, but provisions were laid in for fifteen days. On board besides the crew were the captain's wife, four children and a man passenger—thirteen in all.

Scarcely had the voyage begun when winds were encountered which drove the schooner to a gale and the gale into a hurricane. So great was the fury of the storm that hope of saving the vessel was abandoned several times. She was blown far out and away from all marks by which Capt. Marshall was accustomed to take his reckoning.

"When it was realized that they were absolutely lost and their food was almost exhausted. This was more than a week ago.

"SAVE THE CHILDREN." Division of the food into the smallest possible rations was made at once. The children were kept in the cabin, and the effect of the reduction they sickened, faded and weakened rapidly.

"Save the children" was then the cry. All gave their small portions to keep life in the little ones. In spite of the sacrifices and the scraping together of fragments, every crumb was gone by Wednesday last week.

"Food and oil and our reckoning are all we want," cried Capt. Marshall, when his tale was ended.

Not merely necessities but luxuries were promptly given from the Haverford's stores. A large quantity of oil was also sent to the schooner, and then given for the five fathom light-ship, and the ship that had been taken out of the death was sent on its way.

Chief Stewart Cronin of the Haverford, who superintended the selection of the supplies, says: "The Haverford came up just in the nick of time. If we had been much later there is little doubt all on board would have been completely exhausted."

As the small boat pulled away for the schooner loaded to the gunwales with provisions in plenty, the passengers and crew of the Haverford gave a farewell cheer, to which the men in the boat responded, while away off on the schooner could be seen a few figures apparently waving their thanks.

LATE FR. MICHAUD. Interesting Biography Taken from the Richibucto Review. The following interesting account of the work of the late Father Michaud is taken from the Richibucto Review.

Father Michaud was given charge of the Richibucto parish and there labored until the end of his career. He worked not only in the spiritual but also in the material field, and he accomplished a great deal in promoting the advancement of the people.

WYNDHAM STRADDLES.

Says He is in Full Accord With Chamberlain and Balfour.

LONDON, Oct. 21.—Chief Secretary Wyndham's declaration on the fiscal question has been awaited with considerable interest, spoke at Dover tonight. He announced himself as thoroughly in accord with Premier Balfour and Joseph Chamberlain in fiscal matters, and he paid a tribute to the former colonial secretary as "the man who had seen the lack of wisdom of the nation entering the commercial lists without arms and without armor."

Mr. Wyndham said the American tariff of 1896 was the greatest protectionist tariff ever introduced in the history of the world, and that the results refuted the declaration that protection killed the industry and the energy of a country. This had also been proved by the continued success of industry in France and Germany.

In conclusion Mr. Wyndham said he was not a protectionist, but a champion of free trade. He was willing to fight a tariff war, but he declined to discard the armor of retaliation to enter the contest in a nightgown.

LONDON, Oct. 21.—At a meeting held tonight in Westminster the parliamentary committee of the Unionist Free Food League the Duke of Devonshire was unanimously elected president of the league and Lord Goschen vice-president.

ALL BRITISH WEEKLIES Sympathize With Canada Over Alaska Award. LONDON, Oct. 22.—With the exception of the Saturday Review, which displays its anti-American bias in an even more intense form than usual, the weekly papers in their comments on the decision of the boundary tribunal are fair and impartial.

DR. BAYARD'S RESIGNATION. In reference to the causes which led Dr. Bayard to resign from the Provisional Government of the United States, it is stated that differences arose as to the disease at Frederick which Dr. Bayard advised to be diagnosed as typhoid fever.

HONORABLE ARTILLERY. Their Arrival at London Greeted by Thousands of People. BOSTON, Oct. 22.—Thousands of persons assembled at the Boston station tonight to welcome the returning members of the company and many officers and members who had gone abroad, including Col. Boyle and Mr. Hillman, secretary to the American committee, were on the station platform to meet them.

QUEENS CO. WEDDING. Of our happy events that have transpired in Jerusalem, none have exceeded the wedding on the 14th inst. when Miss Julia F. Moore, eldest daughter of Mrs. James Moore, was united in matrimony to Mr. William G. Moore, a young man of the same name.

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Father Michaud was given charge of the Richibucto parish and there labored until the end of his career. He worked not only in the spiritual but also in the material field, and he accomplished a great deal in promoting the advancement of the people.

He had just rebuilt the church at Richibucto when the Bouteau tornado of 1878 destroyed his work. Again he went to work and soon had another church on the old site, when it was struck with lightning and burned; yet, again, he set to work and the present magnificent edifice is the result of his earnest efforts.

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PARLIAMENT.

OTTAWA, Oct. 21.—There was a lively time in the house today over Sir William Mulock's blockade of conservative literature and the postmaster general was some of his colleagues' attitude of Saturday and seemed inclined to come down off his high horse.

Mr. Borden strongly objected to such high-handed conduct and demanded from the speaker an explanation of his conduct in refusing to allow the property of members of the house to be delivered. Mr. Borden asked for an explanation and to the use to which had been put the matter sent by express to Mr. Taylor, chief conservator whip.

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BOSTON LETTER.

The Financial and Business Situation Not What It Should Be.

Several Weddings in Which Maritime People Figured—Recent Deaths of Former Provincialists.

Got a Big Bull Moose at Trouser's Lake, Victoria Co., N. B.—Eastern Steamship Co. Doing a Great Business—Fish and Lumber Markets.

From our own correspondent. BOSTON, Oct. 22.—That all is not smooth sailing in the sphere of financial and business is evident from the unfavorable developments of the past week.

Failures have been numerous, and railroads, mining companies and mills have laid off more than 100,000 employees throughout the country. The failure of banks and trust companies in Baltimore, Pittsburg and the western states represent liabilities of \$28,000,000.

The situation is uncertain and the future is full of gloom. There is no doubt that the general volume of business is gradually lessening, although many lines are yet in a flourishing state.

The steel and iron and coal-mining industries are all suffering with reductions in the working force and pay rolls in prospect. The collapse of certain industrial companies, notably the shipping trust and the real estate industry, has contributed greatly to the general decline.

Most all lumber handlers report a scarcity of spruce. With the price of lumber in the market, the demand for a whole is not large. Some dealers are getting high prices for certain dimensions, said to be as high as \$25 in some cases.

Prices are decidedly firm on all small stuff, and full quotations are being obtained. The market is still hampered by lack of logs and the supply for the winter promise to be small.

Prices are nominally unchanged and firm. The feature of the market for short lumber is the continued lack of strength of laths. For 16-18 inch the order price today is \$3.40 and few if any are selling for less.

The shingle situation is irregular, but good cedar-ex-store can certainly be produced for \$3.40. Clapboards are disposed to be easier.

Quotations follow: Hemlock—Boards, rough, \$15; do, planed, \$16; do, dressed, \$17; do, extra, \$18; Pine box boards—Bangor boards, 1-4 inch square, edged round lengths, \$18 to \$19; native boards, 1 inch, live edged random lengths, \$12 to \$14; boards, 1 inch, live edged, \$10 to \$12; native boards, 6-8 inch, live edged, \$9 to \$10; spruce timber—10 and 12-in. dimensions, \$12; 9-in. and under dimensions, \$10; 10 and 12-in. dimensions, 10 ft. and up, \$17 to \$19; 2x3, 2x4, 2x7, and 2x4, 9 inches and under, 10 ft. up, \$17 to \$19; all other random lengths, 9 in. and up, \$17 to \$19; do, 12 in. and up, \$18 to \$20; do, 14 in. and up, \$19 to \$21; do, 16 in. and up, \$20 to \$22; do, 18 in. and up, \$21 to \$23; do, 20 in. and up, \$22 to \$24; Shore No. 1, \$19.50 to \$20; 2nd, \$18 to \$19; 3rd, \$17 to \$18; 4th, \$16 to \$17; 5th, \$15 to \$16; 6th, \$14 to \$15; 7th, \$13 to \$14; 8th, \$12 to \$13; 9th, \$11 to \$12; 10th, \$10 to \$11; 11th, \$9 to \$10; 12th, \$8 to \$9; 13th, \$7 to \$8; 14th, \$6 to \$7; 15th, \$5 to \$6; 16th, \$4 to \$5; 17th, \$3 to \$4; 18th, \$2 to \$3; 19th, \$1 to \$2; 20th, \$0 to \$1.

Shingles—Cedar, ex, \$3.35 to \$3.50; do, clear, \$3.50 to \$3.75; do, extra, \$3.75 to \$4.00; do, 12 in. and up, \$3.50 to \$3.75; do, 14 in. and up, \$3.75 to \$4.00; do, 16 in. and up, \$4.00 to \$4.25; do, 18 in. and up, \$4.25 to \$4.50; do, 20 in. and up, \$4.50 to \$4.75; do, 22 in. and up, \$4.75 to \$5.00; do, 24 in. and up, \$5.00 to \$5.25; do, 26 in. and up, \$5.25 to \$5.50; do, 28 in. and up, \$5.50 to \$5.75; do, 30 in. and up, \$5.75 to \$6.00; do, 32 in. and up, \$6.00 to \$6.25; do, 34 in. and up, \$6.25 to \$6.50; do, 36 in. and up, \$6.50 to \$6.75; do, 38 in. and up, \$6.75 to \$7.00; do, 40 in. and up, \$7.00 to \$7.25; do, 42 in. and up, \$7.25 to \$7.50; do, 44 in. and up, \$7.50 to \$7.75; do, 46 in. and up, \$7.75 to \$8.00; do, 48 in. and up, \$8.00 to \$8.25; do, 50 in. and up, \$8.25 to \$8.50; do, 52 in. and up, \$8.50 to \$8.75; do, 54 in. and up, \$8.75 to \$9.00; do, 56 in. and up, \$9.00 to \$9.25; do, 58 in. and up, \$9.25 to \$9.50; do, 60 in. and up, \$9.50 to \$9.75; 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do, 114 in. and up, \$16.25 to \$16.50; do, 116 in. and up, \$16.50 to \$16.75; do, 118 in. and up, \$16.75 to \$17.00; do, 120 in. and up, \$17.00 to \$17.25; do, 122 in. and up, \$17.25 to \$17.50; do, 124 in. and up, \$17.50 to \$17.75; do, 126 in. and up, \$17.75 to \$18.00; do, 128 in. and up, \$18.00 to \$18.25; do, 130 in. and up, \$18.25 to \$18.50; do, 132 in. and up, \$18.50 to \$18.75; do, 134 in. and up, \$18.75 to \$19.00; do, 136 in. and up, \$19.00 to \$19.25; do, 138 in. and up, \$19.25 to \$19.50; do, 140 in. and up, \$19.50 to \$19.75; do, 142 in. and up, \$19.75 to \$20.00; do, 144 in. and up, \$20.00 to \$20.25; do, 146 in. and up, \$20.25 to \$20.50; do, 148 in. and up, \$20.50 to \$20.75; do, 150 in. and up, \$20.75 to \$21.00; do, 152 in. and up, \$21.00 to \$21.25; do, 154 in. and up, \$21.25 to \$21.50; do, 156 in. and up, \$21.50 to \$21.75; do, 158 in. and up, \$21.75 to \$22.00; do, 160 in. and up, \$22.00 to \$22.25; do, 162 in. and up, \$22.25 to \$22.50; do, 164 in. and up, \$22.50 to \$22.75; do, 166 in. and up, \$22.75 to \$23.00; do, 168 in. and up, \$23.00 to \$23.25; do, 170 in. and up, \$23.25 to \$23.50; do, 172 in. and up, \$23.50 to \$23.75; do, 174 in. and up, \$23.75 to \$24.00; do, 176 in. and up, \$24.00 to \$24.25; do, 178 in. and up, \$24.25 to \$24.50; do, 180 in. and up, \$24.50 to \$24.75; do, 182 in. and up, \$24.75 to \$25.00; do, 184 in. and up, \$25.00 to \$25.25; do, 186 in. and up, \$25.25 to \$25.50; do, 188 in. and up, \$25.50 to \$25.75; do, 190 in. and up, \$25.75 to \$26.00; do, 192 in. and up, \$26.00 to \$26.25; do, 194 in. and up, \$26.25 to \$26.50; do, 196 in. and up, \$26.50 to \$26.75; do, 198 in. and up, \$26.75 to \$27.00; do, 200 in. and up, \$27.00 to \$27.25; do, 202 in. and up, \$27.25 to \$27.50; do, 204 in. and up, \$27.50 to \$27.75; do, 206 in. and up, \$27.75 to \$28.00; do, 208 in. and up, \$28.00 to \$28.25; do, 210 in. and up, \$28.25 to \$28.50; do, 212 in. and up, \$28.50 to \$28.75; do, 214 in. and up, \$28.75 to \$29.00; do, 216 in. and up, \$29.00 to \$29.25; do, 218 in. and up, \$29.25 to \$29.50; do, 220 in. and up, \$29.50 to \$29.75; do, 222 in. and up, \$29.75 to \$30.00; do, 224 in. and up, \$30.00 to \$30.25; do, 226 in. and up, \$30.25 to \$30.50; do, 228 in. and up, \$30.50 to \$30.75; do, 230 in. and up, \$30.75 to \$31.00; do, 232 in. and up, \$31.00 to \$31.25; do, 234 in. and up, \$31.25 to \$31.50; do, 236 in. and up, \$31.50 to \$31.75; do, 238 in. and up, \$31.75 to \$32.00; do, 240 in. and up, \$32.00 to \$32.25; do, 242 in. and up, \$32.25 to \$32.50; do, 244 in. and up, \$32.50 to \$32.75; do, 246 in. and up, \$32.75 to \$33.00; do, 248 in. and up, \$33.00 to \$33.25; do, 250 in. and up, \$33.25 to \$33.50; do, 252 in. and up, \$33.50 to \$33.75; do, 254 in. and up, \$33.75 to \$34.00; do, 256 in. and up, \$34.00 to \$34.25; do, 258 in. and up, \$34.25 to \$34.50; do, 260 in. and up, \$34.50 to \$34.75; do, 262 in. and up, \$34.75 to \$35.00; do, 264 in. and up, \$35.00 to \$35.25; do, 266 in. and up, \$35.25 to \$35.50; do, 268 in. and up, \$35.50 to \$35.75; do, 270 in. and up, \$35.75 to \$36.00; do, 272 in. and up, \$36.00 to \$36.25; do, 274 in. and up, \$36.25 to \$36.50; do, 276 in. and up, \$36.50 to \$36.75; do, 278 in. and up, \$36.75 to \$37.00; do, 280 in. and up, \$37.00 to \$37.25; do, 282 in. and up, \$37.25 to \$37.50; do, 284 in. and up, \$37.50 to \$37.75; do, 286 in. and up, \$37.75 to \$38.00; do, 288 in. and up, \$38.00 to \$38.25; do, 290 in. and up, \$38.25 to \$38.50; do, 292 in. and up, \$38.50 to \$38.75; do, 294 in