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Marine News

Stmr. Valinda, Capt. E. H. Lewis, sailed Monday for St. John. The keel for the steam trawler, which Capt. LeBlanc is to build at Wedgeport for Messrs. J. N. Rafuse & Sons, is laid and framing up has commenced. Friday's Yarmouth Times: The steamer Arammore arrived from Boston last night with 188 tons of freight. There are about forty carloads ready for the return trip tomorrow. Maritime Fish Corporation's arrivals at Digby: Per Dorothy P. Sarty, 70, 500 lbs. haddock, 9,208 lbs. cod, 13,200 lbs. cusk, 3,034 lbs. halibut; other sources, 3,473 lbs. cod, 726 lbs. pollock. Mr. Warren T. O'Brien, of Beaver River, recently passed his marine examinations successfully for steam, and has received his master's certificate. He is now awaiting his appointment in the R. C. F. R. The schooner arrivals at Halifax Thursday include the Annie C. W., Captain Boutillier, from Spry Bay, the Alice and Jennie, Capt. Hicks, from Yarmouth; the Eliza C., Captain Richard, from Chezzetcook, and the Howard Stanley, Captain Gray, from the Banks. Mr. N. W. Rafuse, of the shipbuilding firm of J. N. Rafuse & Sons, Conquerall Bank, arrived in Yarmouth on Tuesday evening and on Wednesday proceeded to Salmon River, Digby Co., where work was started last week on their second schooner to be built for that firm in Foiey's yard at the place. Saturday's Halifax Chronicle: At present there are five tern schooners in port, and three of them have only recently left the stocks. They are the Abemama and Annie L. Warren at the Deep Water Terminals, the Industrial and Misty Star in Dartmouth and the Margaret May Riley at the Plant wharf. Lobsters are very scarce up to the present time, and while most of the fishermen have their traps in the water, they have done nothing at the business yet. With lobsters scarce, prices are low, and the cost of outfitting extremely high, this branch of the fisheries is getting to be a poor investment for the fishermen. Capt. William Trahan, of Belliveau's Cove, Digby Co., has just sold his coasting schr. Edna M. Hazel, to Mr. L. C. Prime, who is a native of Freeport, now holds a lucrative position with a large Boston fish firm, and visited the Bay shore a few weeks ago in the interests of his company concerning the purchase of a number of vessels. The fleet of handliners out of LaHave, which will be leaving for the fishing grounds within the next two weeks, are busily engaged painting up and getting the vessels ready for the season's work. Capt. Chas. Bushen, who sailed the schooner Review, last summer, and the Review will be sailed by Capt. Arthur Sperry. Capt. Charles Lewis, of Dredge No. 7, and Capt. Reid, of the Dominion Government tug Fredericton, who have been at their homes in St. John, returned to Yarmouth on Wednesday to oversee the finishing touches to the repair work on the dredging outfit. It is now expected that dredging operations along the docks will be resumed on or about the first week in May. Comparatively good gaspereaux fishing in weirs is reported at St. John, and it is expected a season as the run of ice in the harbor ceases, seiners will take good catches. On Monday, the Rapids weir caught 14,000 fish, and Tuesday night the Belyea weir, No. 2, garnered 18,000. Gaspereaux are wholesaling at \$2.75 per hundred, which is regarded as a good price at this time of year. Capt. Frank K. Crosby, one of Yarmouth's youngest and most successful master mariners, well known on the Boston-Yarmouth line, has passed a very successful examination and has been granted a master's certificate for oceangoing steamships under the United States flag. This gives him both British and American papers. Capt. Crosby is also a prominent Oddfellow, being a member of both the Subordinate and Encampment branches. He is a brother-in-law of Mr. W. L. Holdsworth, one of Digby's well known hardware merchants. Yarmouth Telegram: The main keel for the fishing schooner to be built by Walter D. Sweeney, is now laid and his master builder, Jerry S. d'Entremont, now has a large gang of men at work on the framing. This craft was designed by Amos Pentz, of Shelburne, and measures 110 feet on top, 23 beam, 11 deep, and will register about 100 tons. To facilitate the work about his yard, Mr. Sweeney yesterday afternoon closed with L. E. Baker & Co. for a three years' lease of the office building of the woolen mill. This he will convert into a workshop for his builders, and later on, if the business warrants, will install modern shipbuilding machinery. New York Fishing Gazette: While there has been a fair export movement in dried fish, the market here has been without special incident since last reports. Prices of codfish, haddock, hake and pollock remain firm in most cases, while some are inclined to advance their quotations because of the scarcity of stocks. Trading has been of a routine character and the bulk of business transacted is in small quantities. Some Gaspe codfish has been offering on the spot at \$60 for 448-pound casks, but it is understood that this price has been undersold since the first offerings were made. Other grades remain unchanged, with few offerings to or by New York merchants and exporters. Reports state that there is a continued good market in the West Indies, with Porto Rico as the only weak spot. Shipbuilding at Yarmouth. [Times] The mills of the Milton Shipbuilding Company are rapidly approaching completion. Today the shafting for the machinery is being erected in one of the shops. The large building is not yet far enough advanced. The keel for the vessel they are to build—a schooner of between 300 tons and 400 tons—has been stretched and a large portion of timber is on the grounds. At Sweeney's shipyard the keel for the schooner which Walter Sweeney is building for himself—a vessel of 86 or 98 tons—has been laid. Here, too, a large portion of the necessary timber is on hand, and the building formerly used as an office and stock room of the old woolen mills, and later as Durkee's shoe factory, has been converted into a good roomy workshop. Here the work is following oldtime methods largely, that is, hand work predominates, but machinery is to be installed later. The large vessel being built by the Yarmouth Shipbuilding Company is now fully framed, and a good idea of her proportions and model can be obtained. From all appearance she will be a big carrier and exceptionally well built. The Times heard this morning that an option had been secured on the old shipyard on the west side of the head of the harbor. There are rumors also that other sites are being looked for.

WOMEN TORTURED! Suffer Terribly With Corns Because of High Heels, But Why Care Now.

Women wear high heels which buckle up their toes and they suffer terribly from corns. Women then proceed to trim these pests, seeking relief, but they hardly realize the terrible danger from infection, says a Cincinnati authority. Corns can easily be lifted out with the fingers if you will get from any drug store a quarter of an ounce of a drug called freezeone. This is sufficient to remove every hard or soft corn or callus from one's feet. You simply apply a few drops directly upon the tender, aching corn or callus. The soreness is relieved at once and soon the entire corn or callus, root and all, lifts out without one particle of pain. This freezeone is a sticky substance which dries in a moment. It shrivels up the corn without inflaming or even irritating the surrounding tissue or skin. Tell your wife about this.

Kentville Has Ample Accommodation

At a regular meeting of the Kentville Board of Trade, held in that town recently, the question of accommodation for the members of the Grand Lodge of the I. O. O. F., which has arranged to convene at Kentville this summer, was brought up and it was apparently the consensus of opinion that Kentville would be able to provide adequate accommodation for this body of people, numbering in the vicinity of 700. Many people do not understand the difference between criticism and knocking.

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