

**ADDITIONAL FACILITIES.**  
**Public Meeting at Board of Trade Rooms Last Wednesday.**

Passed Resolution Favoring Federal Government Taking Immediate Action to Provide Additional Wharves and Facilities at This Port.

A large and enthusiastic meeting was held in the board of trade rooms Wednesday for the purpose of considering the question of improved harbor facilities. W. M. Jarvis, president of the board of trade, occupied the chair, and those present were: M. Boardman, J. A. Seede, John E. Irvine, S.S. Hall, W. E. Vroom, J. H. Thomson, C. B. Lockhart, W. Rankine, J. Willard Smith, Frank White, L. Kaye, W. H. Thorne, T. H. Estabrook, Dr. W. B. McKay, G. Fred Fisher, S. Schofield, R. Ewing, W. S. Fisher, G. S. Mayes, Alex. Macrae, John Sealy, D. J. McLaughlin, H. B. Schofield, O. Warlock, Geo. Robertson, M. P. P., John McGooldrick, R. B. Emerson, Jas. Peñder, F. A. Dykeman, Col. Mackinnon, T. E. Somerville, T. B. Robinson, Bruce Scott, Jas. Lively, Prof. Bridges, A. Smith, Dr. Smith Chas. Clarke, J. McDonald, W. W. Hubbard, Hatheway, J. S. Gibbon.

Mr. Jarvis briefly explained the purpose for which the meeting had been called, after which the following resolution was moved by D. J. McLaughlin:

Whereas in connection with the question of transportation it has been well understood and fixed policy and intention of the Dominion government to do what is necessary to secure for Canadian ports, both in winter and summer, the import and export trade of the country;

And whereas in the carrying out of this policy very large sums of money are now being expended in developing the harbor facilities of the St. John's and lake ports, as well as in enlarging the canals, deepening the rivers and developing the railroad system throughout Canada;

And whereas the United States government, manifesting its anxiety for the determination of this country to secure to its own ports its rapidly growing commerce, have made it their policy to invest large sums of money in improving their wharves and harbors in order to divert trade from their Atlantic seaports, which will greatly intensify the competition already existing, more especially during the winter season;

And whereas the city of St. John has spent \$750,000, besides contributing valuable port facilities, to demonstrate to the people of Canada its ability to handle the winter trade of the Dominion;

And whereas this has developed far beyond the most sanguine expectations, and is at present in operation, the statement and terminal facilities to such an extent that steamers are actually being turned away from the port;

Resolved, that the federal government be urgently requested to take immediate action to provide for an expenditure at St. John of such sums as are needed to furnish additional wharves and facilities on a large and comprehensive plan, looking well towards the future development of the winter trade of the Dominion.

In speaking on the resolution Mr. McLaughlin said that he thought it contained a bundle of truths. He did not think that Sir Wilfrid Laurier was sincere when he made the statement that he hoped to see the day when all the Canadian produce should be exported through Canadian ports. Now, if the government was sincere, it would look very much as if the fault lay with themselves. On several occasions the board of trade had passed resolutions in connection with better harbor facilities, but the amount of good which had been done was, in his opinion, very limited. If we go to the government and place our case fairly before them he had no doubt that they would be successful. If the government are sincere it is not likely that they will do this thing for seven

months, as in the case of the St. Lawrence ports, and then leave the other five months, during which time navigation is closed, unprovided for. He believed that if a delegation from the common council went to meet the government with a determination to succeed and stay until they do succeed, all will be well, but if they come back with the mere assurance that their case will receive attention, not much will be accomplished. He thought it would be wise to have one or two delegates from the board of trade go along with the delegation from the common council.

The last sentence in the preamble of the resolution ought to make the citizens of St. John feel ashamed, and though many may say that the loss of two steamers from this port is not very much, it is of far more consequence than most of us realize. He believed that the Halifax people can teach us a lesson whenever they attempt anything for the benefit of their city. As it looked as if the thing is not done soon the probabilities are that we will lose two more steamers.

W. H. Thorne said that it gave him great pleasure to second the resolution, because he thought it was in the right direction and would have a good effect on the whole country. We all know that parliament has committed itself to a national policy, so to speak, by which all Canadian produce should be shipped through Canadian ports. Therefore he believed the citizens of St. John had a perfect right to ask the government to aid them in improving the harbor and make it so that the freight which will be sure to come here.

They have not as yet assisted us in any way and they should do so at once. He thought the citizens of St. John had done their duty to aid this national policy and they should not burden themselves any further along that line. Today we are at a standstill, and he would like to ask if it was not true that simply for want of better wharf accommodations, we cannot ship our produce. Sir Thomas Shaw has already informed us that it is necessary for the C. P. R. to have wharves because of the lack of wharf accommodation in the port of St. John. Therefore no time should be lost in asking the government to assist us in developing the port facilities.

Four or five wharves can be utilized next winter, without which our trade will be at a standstill. Mr. Thorne went on to show that the government has been making enormous expenditures on many of the lake ports and ports along the St. Lawrence. He pointed out that the \$250,000 which has been voted, has been expended on the port of Sorel. At Three Rivers upwards of \$100,000 has been expended at Collingwood upwards of \$300,000; at Meaford upwards of \$175,000; at Port Arthur upwards of \$25,000, and for the whole of the government has voted nearly \$1,000,000.

The works that are being carried out at Port Colborne involve an expenditure of \$1,000,000.

The expenditure at Quebec already exceeds \$250,000, and according to Mr. Tarte, it will exceed \$1,000,000 before the work is completed.

Besides this the government is making large expenditures in Montreal, and therefore the citizens of St. John would be establishing no precedent by asking the government to build the wharves which are now under consideration. The action which is now being taken by the United States government should arouse us. At the plebiscite vote taken in the state of New York \$101,000,000 was granted to deepen the canals, etc., so that barges of 1,000 tons could pass through in order to take the bulk of freight from the great West. He would like to ask if this would not materially hurt Canadian ports if we do not have the proper facilities.

He felt that if citizens of St. John would persistently follow up this course they would get what they are asking for, because he did not see how the government could refuse.

S. Schofield said that he would like to make a suggestion in regard to the last paragraph of the resolution, for he was of opinion that the largest expenditure which the government would be asked to undertake would be in regard to dredging, and for that reason he would suggest that the paragraph be made to read: "Additional accommodations and facilities instead of wharves, etc."

George Robertson was strongly in favor of any resolution that would benefit the harbor facilities of St. John in any way. He hoped that at such a large and representative meeting the matter would be thoroughly threshed out. He had listened to the remarks of Mr. Thorne with a great

deal of interest, but he wished to bring to his notice the fact that while it was true that the government has made large expenditures on many of the Upper Canadian ports, those expenditures have been under the government's control in many cases by the harbor being placed in commission. With a slight exception Montreal harbor has paid the interest on all money borrowed up to this time. And it is quite likely that the government will demand something of the kind before they will commit themselves to make expenditures here. He was not saying this because we might just as well look at these things as they are. Mr. Thorne had also made another error in stating that the government had not done anything for the port of St. John. They have done something, and as a result, we have two ocean berths and a grain elevator which we hope soon to see in use.

Mr. Thorne has explained that the reason why he had not mentioned those things was that he thought it was a hopeless task, but he would say that it was a great mistake to press upon the government the fact that they should make expenditures on the harbor of St. John simply because they have made large expenditures on the lake ports, for unless the harbor is put in commission the cases are not parallel.

Mr. Fisher agreed with Mr. Robertson in saying that it was best to get to the bottom of the matter, but he would like to ask Mr. Robertson if every time Mr. Thorne's came under that category.

Mr. Robertson replied that he was not absolutely sure, but he knew that the government would not do anything under the authority of the department of public works and part of it under the supervision of the minister of railways and canals.

At Sorel and the other ports mentioned, the work was the same and that the property, when completed, would be an asset to the Dominion of Canada.

Mr. Fisher said that he was glad to have the matter investigated and if the government would consent to terms by putting the harbor in commission, he thought the matter might be considered. He quoted statistics to show that Canada did not hold her own in her own harbor during the period from 1897 to 1901. This he deemed to be very alarming, notwithstanding the fact that the government had expended \$1,000,000 to make all the export through Canadian ports. The Americans are today recognizing the fact that with improvements to our ports, we are aiming to protect our ports, and they are making tremendous efforts to cause us to fall in our desires.

Regarding the statements in the resolution were correct it would not be wise for any person to oppose it in any way. He thought the grounds for opposition to the government now were very good. He was not in favor, however, of putting the harbor in commission, for he believed that the citizens of St. John should insist on giving up control of the harbor. If the government would even do the dredging he believed some way could be devised to build the wharves. However, some thing should be done immediately, for the timber for the wharves must be secured before the start of winter if they are to be finished within the time that they should be.

G. S. Mayes spoke of the conditions at Sand Point, and pointed out that if the wharves are to be built, there will be an immense amount of dredging will have to be done, and he would suggest that the delegation endeavor to secure the government to run out from the work done as soon as possible. We have lost trade for two years, and there is only way to avoid losing it again is to have the wharves built at once, and Alex. Macrae said the question was, not who is going to pay for them, but who is going to get them. It should be quite natural that steamship men should contend that they should control this harbor and not put it in commission, because they could come to the city council and get favors for themselves, and for that reason, it is now time for us to press upon the government the fact that we must have a national port, and it is unfair to burden the citizens of St. John further.

Deputy Mayor McGooldrick said that the Common Council was very much interested in the matter of harbor facilities, and when a number of C. P. R. officials were in St. John some time ago, a visit had been made to Sand Point, and as a result a committee had been appointed to see what could be done. Sir Thomas Shawnessy has promised to meet that committee in Montreal, and later come to St. John. He (McGooldrick) had recently been up to Ottawa, and had always had a good time, and attended a good many banquets. He did not need to go to Ottawa to be banqueted, however, for he could get out in the country, and he was sorry that his worship the mayor was absent, but he hoped that something would be done at once in connection with the wharves.

T. H. Estabrook expressed himself as being heartily in accord with the resolution before the meeting. The scheme would duplicate the wharves at Sorel, and he thought it ought to be done without increasing the taxation, which might not happen if the harbor were put in commission. It seemed to him that the government had demonstrated to the government that it could handle the freight of Canada if it had the proper facilities. The proper way to get the government to do this is to show them that we are not going to spend any more money, it is not merely an expenditure for

the safety of our city, but for the dominion of Canada. He would like to see a government engineer sent down to make a report. Mr. Beely agreed with Mr. Schofield in objecting to the word "wharves" in the last clause of the resolution, and thought "dredging" should be substituted.

Herbert Schofield said that he did not think the resolution would be of any value if it was not backed up by a strong delegation from the Board of Trade and Common Council.

S. Schofield said that he thought perhaps he had been a little misunderstood. He would oppose any further taxation of the citizens of St. John for harbor improvements.

President Jarvis remarked that as the members of the government were scattered at present, he thought it well, if the delegation proposed going as far as Ottawa, to do a little corresponding.

There was no doubt whatever that the city of St. John had spent enough money for harbor facilities, but whether placing the port in commission was the best kind of a job, and best port remained to be seen. Perhaps it would be better for the city to retain their own wharves and charge a small fee, to promote their own interest, but was following out the teaching of the Master to help and assist fellowman. Too much could not be said in praise of the institution that was a grand one and he felt sure the people who assisted in any way would be amply rewarded for their labors. The rapidly with which the building had been erected was all creditable to people and he felt sure that long after we had passed off the stage of action would remain a credit to our memory and would so be recognized by our children.

Addresses were also made by Revs. Brown, Meahan, Hon. H. R. Emmerson, Dr. Ross and others, and letters of regret were read from Hon. C. H. Lablache, Architect Brodie, J. D. Hazen, M. P. P., and Judge Hamilton.

Among the subscriptions received during the day was a handsome dollar from Senator Wood of Sackville.

The Moncton hospital movement first began to take shape in 1885, when an act of incorporation was secured, the original members being Alfred E. Chapman, J. L. Miller, A. H. Jones, John L. Harris, Murray Fleming, Peter McSwenney, H. A. Whitney, Dr. C. W. Bradley, F. W. Givnan, F. O. Field and E. C. Harrington.

Several officers of the regiment to which Lieut. Bilson belonged have agreed among themselves to challenge him to duels.

The Tasolabitt says that Captain Bilson, who was captured six months ago, has been suspended. Lieut. Bilson will endeavor to have the case reopened.

**FIVE INSTANTLY KILLED**  
 And Several Other People Badly Injured, Two Fatally.

ERIE, Pa., Nov. 11.—A terrible accident occurred here tonight on the Erie Traction Company line, which runs between here and Cambridge Springs, in which five people were instantly killed and several badly injured, two fatally. The accident happened one mile south of McKean, and about eleven miles from this city.

The dead, Mrs. Bartlett, Edinboro; Mrs. Sherwood, Cambridge Springs; Mr. and Mrs. Amidon, McKean; another woman name not known at present.

The fatally injured are Motorman Anderson and C. H. Davis, a travelling salesman of Goshen, Ind.

The accident was caused by the brakes on a car of gravel becoming loose and allowing the car to run out from the side track on which it had been placed to the main track, where there was a heavy down grade. While running at a high rate of speed it met and crashed through the engine and passenger car, which left Erie shortly after 6 o'clock, and which was filled with people.

**NO RESOLUTIONS.**  
 Even Liberals See That the Empire Must Be Bound Together.

LONDON, Nov. 11.—The London Chamber of Commerce tonight debated Joseph Chamberlain's fiscal programme. Prof. W. J. Ashley, the dean of the faculty of commerce of the University of Birmingham, who opened the debate, declared that unless Mr. Chamberlain's policy is adopted Canada is certain to either become independent or to be annexed to the United States. American immigration to the Northwest Territories, he declared, was accelerating this tendency. Sixty thousand of Australia towards separately from the mother country was equally clear.

The debate brought out strongly the divergence of the views held by the members of the chamber. No resolutions on the subject were adopted however.

**DEATH OF MRS. MASSEY.**  
 TORONTO, Nov. 11.—A cablegram received today announces the sudden death in London, England, of Mrs. Massey, wife of Chester D. Massey, general manager of the Massey-Harris Co., who was en route to London to direct an operation for appendicitis.

**MONCTON'S HOSPITAL**  
**Formally Opened Wednesday Afternoon by Premier Tweedie.**  
**Premier Tweedie.**  
**An Institution That Is a Credit to the Enterprise of the Intercolonial Railway Hub of the Maritime Provinces.**

MONCTON, N. B., Nov. 11.—Moncton's hospital was formally opened this afternoon with much speechmaking and general congratulations on the completion of so necessary a public enterprise. President Willett occupied the chair and after prayer by Rev. D. MacOdrum, made a few introductory remarks. He then called upon Premier Tweedie, who said too much could not be said in praise of those connected with this great undertaking. He could easily understand how all interested felt satisfied in the accomplishment of so worthy an object. He congratulated the people of Westmorland and the city of Moncton on the completion of this work. It was not to the credit of our memory and would so be recognized by our children.

Addresses were also made by Revs. Brown, Meahan, Hon. H. R. Emmerson, Dr. Ross and others, and letters of regret were read from Hon. C. H. Lablache, Architect Brodie, J. D. Hazen, M. P. P., and Judge Hamilton.

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**FURIOUS STORM**  
 Sweeps Pacific Coast From British Columbia to Southern California—Snow Four Feet on the Level.

SALT LAKE CITY, Utah, Nov. 11.—The Pacific coast from British Columbia to Southern California, and the states of Oregon, Washington, Idaho, Montana, Nevada, Wyoming, Utah and Western Colorado, were swept by a storm today that has resulted in almost total prostration of telegraph service over that territory, and in the mountains has all but tied up the railways in a regular midwinter blockade.

The storm, which is still raging with unabated fury, is the severest on the coast. So far, however, no marine disasters have been reported. In the gorges of Cascade Mountains snow is reported to be four feet deep on the level.

**T. V. COOKE'S FUNERAL.**  
 MONCTON, Nov. 11.—The funeral of the late T. V. Cooke took place this afternoon from the residence of his son-in-law, A. E. Wilkinson, and was very largely attended. The funeral services at the house and grave were conducted by Rev. E. B. Hooper, rector of St. George's church. The floral tributes were magnificent and very numerous. There were tributes from the Moncton and Truro Masonic lodges, of which deceased was a member, and from a large number of individual friends in the city and points outside. The bearers were Dr. Pottinger, R. A. Borden, P. S. Archibald, L. B. Archibald, Wm. Powell, R. W. Simpson.

The funeral of the late Enoch Rutherford also took place this afternoon, the bearers being the deceased's four sons.

**SALONICA, Macedonia, Nov. 11.**  
 The trial of the men belonging to the Friarand battalion who were charged with committing atrocities on the inhabitants of the Vilayet of Adrianople, has been concluded with result that 75 of them were acquitted and 106 were condemned to be banished to Yemen, Turkish Arabia.

only two cases on the special paper and the court case appeals remain to be argued.

Lewis V. Lewin, administrator—Curry, K. C., and Skinner, K. C., argue special case for plaintiff; Atty. Gen. Pugsley, contra. Court considers.

Whitton, administrator v. McPherson—Phinney, K. C., moves to enter verdict for plaintiff; Atty. Gen. Pugsley, contra. Still before court.

Johnston v. Frawell—Mfg. Co.—Coster moves to set aside nonsuit and enter verdict for plaintiff; Atty. Gen. Pugsley, contra. Court considers.

Kay v. City of Moncton—Atty. Gen. Pugsley and Chandler, K. C., move to set aside or reduce verdict for plaintiff and enter verdict for defendant or for new trial; Teed, K. C., and Welch, contra. Still before court.

In the York county court, the criminal case against Godine was concluded. The prosecution produced twenty witnesses, while the defendants relied on the weakness of the case against them and offered no evidence. The jury disagreed, standing six to six. The accused was released on his own recognizance. It is probable that he will be tried again.

**HEROIC DEED.**  
**Saved a Torpedo Boat Destroyer from Destruction.**

Lieut. Curtin and Five Seamen Were Unconscious After the Struggle Was Over—They Were Brought to Life by Surgeons in the Dry Dock.

NORFOLK, Va., Nov. 12.—The heroism of Lieut. I. Curtin and several seamen on board the torpedo boat destroyer Lawrence today saved that craft from destruction.

A lighted candle left by a workman on a wooden box in the vessel's forward compartment caused a fire which burned much of the Lawrence's woodwork before it was extinguished by Lieut. Curtin and some seamen just before the flames reached the magazine, in which a quantity of explosives were stored. In their battle against the flames Lieut. Curtin and five seamen were overcome by smoke and lost consciousness after the fight was won, and were hauled on board the Olympia for treatment. Their condition is not serious.

The fire occurred in a stumpy compartment directly adjoining the magazine.

The place was filled with a dense smoke that baffled the efforts of the crew and caused them to fall asleep to the steel floor. Time and again Lieut. Curtin dived into the fire chamber and emerged with the unconscious form of a seaman in his grasp. After hurried resuscitation the seaman and his officer would return to the fight only to again succumb to the smoke.

Finally the flames were extinguished, and then the lieutenant was missed. A sailor plunged into the compartment and a moment later came out with the limp body of his officer in his arms. Five seamen, in a similar condition, were stretched out on the deck. All were hurried on board the Olympia in dry dock and the surgeons soon brought them to consciousness. The damage to the Lawrence was trifling.

**SEN. MCKEAN AND GRAHAM FRASER.**  
 HALIFAX, Nov. 11.—Senator McKean, one of the directors of the Dominion Iron and Steel Company, was asked about the truth of a despatch from Sydney, N.S., that he had resigned general manager of the Nova Scotia Steel and Coal Company, would soon assume the management of the Dominion Iron and Steel Company. The senator replied that it was not correct to put it in that positive way. All that could fairly be stated was that negotiations to that end were in foot. Whether Mr. Fraser would become manager or not would, however, be soon known. For himself, he said he would very much like to see Mr. Fraser accept the position.

**A CAPTIVE GANNET.**  
 Capt. Hermon and crew of the scho. Paragon, which arrived this morning from La Have bank, have a peculiar pet, but it is a pet just the same, a young gannet which waddles about the deck and around the cabin as if he owned every timber in the craft.

Hunger was the cause of his finding his new home, in fact he was so hungry that he greedily gulped at a baited hook and soon had his residence changed from the free air and water of La Have bank to the cabin of the Paragon.

His hunger was quickly appeased as all hands fed him. Then he showed no disposition to leave, he knew a good thing, this wise young gannet and stuck to those who had used him well. He didn't seem homesick in the least, as the vessel left La Have bank behind her and in a few days made Eastern Point. He ate his three square meals a day right along and became the pet of everybody. Every man has a different name for him, but he isn't at all fussy and answers to them all alike.

This morning one of the dories was put over the side, while the vessel was at the American Halibut Co.'s wharf, and two of the crew went to row some where in the harbor. His nibble was what was going on, flopped over the side and swam off after the dory, some

**It won't chop wood**  
 but Sargent's Gem Food Chopper will chop raw meat, cooked meat, vegetables of all kinds, fruit, crackers, bread, eggs, cheese, nuts, figs and other foods, and...

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 them all rapidly, easily, coarse or fine, in uniform pieces, without mashing, squeezing, tearing or grinding.

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and which has been made under the signature of a man made under his personal since his infancy, to deceive you in this, "Just-as-good" are but danger to the health of against Experiment.

**STORIA**  
 for Castor Oil, Pareo. It is Pleasant. It is not other Narcotic. It destroys Worms. Diarrhoea and Wind. It cures Constipation. It is a Food, regulates the bowels and natural sleep. It is the Friend.

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becomes aware of Japan's. Mr. Sale left Yokohama, 16, and he says that the feeling that time was war must be that Japan was ready in time of the word.

\$5.00 FOR AN EAR.  
 Mr. Offer for Good Hearing. Many Willing to Submit to Knife.

**YORK, Nov. 9.**—Nearly 100 women, boys and girls, living in the city, are being taken to their right ear in return for the score from the states show that there are as persons who feel in the same money. The offers grow out of resentment by a physician offered for the right ear of a healthy person. The size of the ear was specified in precision and the doctor stated sex would not matter. It appeared as a patient who has grown in western Michigan, but he came to lose one of his ears. He believes he has found one to meet the requirements in one city hospital, but is postponing operation a week in order to get it possible fit from among his.

**NET MINISTER SUICIDES.**  
 Minister in Italian Government. Killed Himself After Holding Office Four Days.

**LES, Italy, Nov. 9.**—Minister of Roscano committed suicide by during the night. He was led this morning in his room, over at his side.

Roscano was given the position of finance in the new Italian cabinet, the formation of which announced only last Wednesday.

Nov. 9 coincides the formation of the cabinet. The Socialist had signed Roscano, charging him with corruption during his political and challenging him to disclose the charges and adding that they would bring the matter to the opening of the chamber of at first announced from Naples the minister had been stricken with palsy and died while taking a bath in Rome. Later, however, it became known that he had committed

**FLICT OF AUTHORITY.**  
 QUETTE, Mich., Nov. 7.—A long dispute between state and authorities as to the right of government to fish in Michigan after the commercial fishing has closed, for the purpose of spawning, was brought to a Friday evening by the arrest of Tres, superintendent of the Dutchatchery, together with other States employes and owners of the fishing tugs Thora and Warrants. Warrants were sworn Deputy State Game Warden. In addition to the day's of fish, the nets were seized.

Wires pleaded guilty and was \$5 and costs, the other cases being apparently dropped. Wires immediately gave notice of appeal. It is the right of officials that they have the right to fish when and where they please. Whatever the decision in court, it is not doubted that will be carried to the highest court.

**GALE AT BATHURST.**  
 Damage Done—Eight Inches of Snow.

**HURST, N. B., Nov. 9.**—A heavy wind from the northwest accompanied with snow, set in early on Friday morning and continued with force until late at night. About inches of snow fell. The wharves harbor owned by John Miller and James Gammon, also the Bathurst highway bridge, were badly damaged by the high tides.

Friday Capt. Tower, from Bowditch was loading at Stonehaven later, broke from her moorings and the gale and ran to sea. The ship has since been reported, having a Captain, Simons, aboard.