he hates? Nay, stop me not. I'd call
m that and more to his face and none
ave ever known me to lie. Why did you
offer this Frenchman or your dead son,
both of them, to try to burn out Hugh
Cressi and Red Eve as though they
ere rats in rubbish?"
"Would you know, Father? Then I'll
ll you. Because I wish to see my daugh-
r set high among lords and princes and
t the wife of a merchant's lad, who
law may wear cloth only and rabbit
r. Because, also, I hate him and all
s kin, and if this is true of yesterday,
w much more true it is now that he has
lled my son and by the arrows of that
olf-man who dogs his heels slain my
ests and my grieve. Think not I'll rest
l I have vengeance of him and all his
rsed house. I'll appeal to the King,
d if he will not give me justice I'll take
for myself. Aye, though you are old, I
ll you you shall live to see the de Cressi
ult crowded with the de Cressi dead."
Sir Andrew hid his eyes for a moment
th his hand, then let it fall and spoke
a changed voice.
"It comes upon me that you speak truth,
r John, for since I met a certain great
aster in the East at times I have a gift
foresight. I think that much sorrow
aws near this land; aye, and others. I
ink that many vaults and many church-
rds too, will, ere long be filled with
ad; also that a certain tomb of the
averings at Blythburg will soon be open-
Mayhap the end of the world draws
ar to all men, as certainly it draws near
you and me. I know not, yet truth
s in your lips just now and in mine as
ll, I think. Oh, man, man!" he went
after a pause, "appeal not unto this
rld's Caesar lest Caesar render differ-
judgment to that which you desire.
t you home and on your knees appeal
to God to forgive you your proud, ven-
ance-seeking heart. Sickness draws near
you; death draws near to you, and
er death hell or—heaven. I have fin-
ed."
s he heard these words Sir John's
arthy face grew pale and for a little
ile his rage died down. Then it flared
again.
"Don't dream to frighten me with your
lls, old wizard," he said. "I'm a hale
n yet, though I do lose my breath at
es when my mind is vexed with wrongs.
d I'll square my own account with God
hout your help or counsel. So you'll
give me my daughter?"
"Nay," here she hides in sanctuary for
long as it shall please her."
"Does she in truth? Perhaps you mar-
l her to this merchant fellow ere he
e this morning?"
"Nay, Sir John, they betrothed them-
res before the altar and in presence
his kin, no more. Moreover, if you
uld know, because of your son's blood
ch runs between them I, after thought
prayer, speaking in the name of the
urch, swore them to this penance—
t for a year from yesterday they should
wed nor play the part of lovers, each
each."
"I thank you, priest, for this small
ce," answered Sir John with a bitter
gh, "and now in my turn I swear this,
t after the year they shall not wed,
ce one of them will be clay and the
er the wife of the man whom I have
sen. Now, play no tricks on me lest
urn this sanctuary of yours about your
d and throw your old carcass to roast
ong the flames."
Sir Andrew made no reply, only, resting
long sword on the threshold, he leant
on its hilt and fixed his clear gray eyes
on Clavering's face. What Sir John
y in those eyes he never told, but it
s something which scared him. At least
at shortening of the breath of which he
d spoken seemed to take hold of him,
he swayed upon his horse as though
were about to fall, then, recovering,
ned and rode straight for Blythburgh.
t was the second night after that day
en Sir Andrew had looked John Claver-
in the eyes.
secretly and in darkness those three
om Gray Dick had killed were borne
o the nave of Blythburgh Church and
re laid in the grave which had been
de ready for them. Till now their
pses had been kept above ground in
hope that the body of John Clavering
younger might be added to their num-
But search as they would upon sea-
re and riverbank nothing of him was
seen again. The funeral was cele-
ted in the darkness, since neither Sir
n nor Acour desired that all men
uld see three bodies, that had been slain
one archer, aided by a merchant lad,
nding alone against a score, and know,
ay naught of the wounded, that there
yet another to be added to the tale.
refore they interred them by night
n no notice of the ceremony.
was a meancholy scene. The nave of
great church, lighted only with the
hes borne by the six monks of the
k Augustines from the neighboring
ry of St. Osyth; the candles, little
s of light burning far away upon the
r; the bearers of the honschold of the
erings and the uncoffined corpses ly-
on their biers by the edge of the yawn-
graves; the mourners in their mail,
low voice of the celebrating priest, the
nchman, Father Nicholas, chaplain to
ur, who hurried through the Latin
ice as though he wished to be done
it; the deep shadows of the groined
whereon the rain pattered—such were
features of this interment. It was
e at last, and the poor dead, but a few
s before so full of vigor and of passion,
e left to their last sleep in the unrem-
pered grave. Then the mourners
ched back to the manor across the Mid-
Marsh and sought their beds in a sad
nce.
hortly after day break they were called
n them again by the news that those
had followed Hugh de Cressi had re-
ed. Quickly they rose, thinking that
e came back with tidings of accom-
ied vengeance, to find themselves face
ace with seven starved miserable men
all their horses being dead, had walk-
hither from Dunwich.
he wretched story was learned at
th, and then followed that violent
e which has been told already when
r cursed his followers as cowards and
ering, sobered perhaps by the sadness
he midnight burial or by the memory
rnold's words, reproved him. Lastly,
g by the taunts that were heaped u-
hem, the knight gave Hugh's message
t if they lifted a hand against his
or his house he would kill them like
ning wolves, "which I think he cer-
y will do, for none can conquer him
his henchman," he added shortly.
en Sir John's rage flared up again
fire when fresh fuel is thrown on
s. He cursed Hugh and Gray Dick;
cursed his daughter; he even cursed
r and asked for the second time how
ame about that he who had brought
his trouble on him was given the evil
of traitor.
know not," answered Sir Edmund
ly and laying his hand upon his
d, "but this I know, that you or any
will do well not to repeat it if you
life."

(To be continued)

Is This Your Case?

d these words were carved over his
el:
am an old man and have had many
bles, but most of them never happen-
en the world seems dark and you
to see trouble ahead—read the above

WANTED

WANTED—A second class female teacher for District No. 8, Parish of Gordon, for the coming term. Apply to R. M. Gillespie, Birch Ridge, Victoria Co., N. B. 10546-12-30

WANTED — A second class female teacher, School District No. 2, Parish of Kingston. Apply, stating salary, to Bruce Nutter, Secretary, Urquharts P. O., Kings Co. 10543-12-20

WANTED—A second class female teacher for School District No. 10, Parish of Hampton. Apply, stating salary, to Jas R. Henderson, Secretary, Nauwigewauk, Kings Co., N. B. 10547-12-20

WANTED—Maid for general housework in small family. Apply, Mrs. J. H. A. L. Fairweather, Rothesay 1677-tf-sw

WANTED—Second Class Female Teacher, Apply, stating salary to Jas. B. Duffy, North Forks, via Chipman, N. B. 1678-tf-s.w.

WANTED—A Second Class Female Teacher (Protestant) in District No. 5, Parish of Lorne, Victoria county, for coming term. State salary and apply to W. H. Miller, Secy to Trustees, Nictaw, Victoria county, N. B. 1676-tf-s.w.

WANTED—Salesmen, exclusive line, permanent, big earnings guaranteed, no experience, ten vacancies. Write Luke Bros. Limited, Montreal. 1-31-12

WANTED—A Third Class Teacher for district No. 3, parish of Perth, Victoria Co., N. B., (district rated poor) State salary wanted. Apply, John Allen, Sec. to Trustees. 9979-12-23, s.w.

WANTED—A girl for small family at Rothesay. Good wages. Apply, Mrs. Andrew Blair, Rothesay. s.w.

WANTED—An experienced housemaid, with references. Mrs. T. E. G. Armstrong, 27 Queen Square, St. John, sw

WANTED—By Sept. 6th, a girl for general house work in family of three. References required. Address, Mrs. W. J. Davidson, Rothesay. 1211-tf

AGENTS WANTED

RELIABLE man to canvass town and country districts; part time or steadily. Should average $25 weekly; outfit free. Our Trees will grow; there's a reason. Thos. W. Bowman & Son Co., Ltd., Ridgeville, Ont. 10520-12-30

RELIABLE representative wanted, to meet the tremendous demand for fruit trees throughout New Brunswick at present. We wish to secure three or four good men to represent us as local and general agents. The special interest taken in the fruit-growing business in New Brunswick offers exceptional opportunities for men of enterprise. We offer a permanent position and liberal pay to the right men. Stone & Wellington, Toronto, Ont. sw

FOR SALE

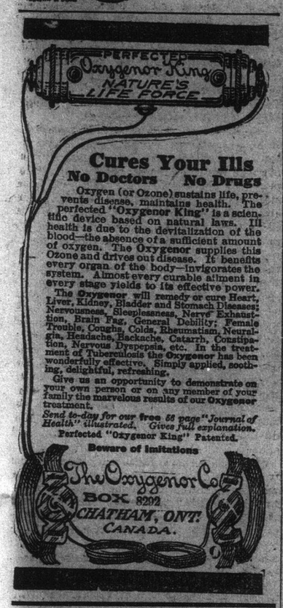
TIMBER—Separate cash bids received till Dec. 30th, for each lot, heavily timbered farm, late Peter Chisholm, Stewarton. Subscriber not bound accept. Before cruising write Rev. P. W. Murray, Stanley. 9195-12—23-d-w

Elegant New Building, Superior Equipment, The Best Course of Training, Strong Staff of Specially Trained Teachers.

Result: Public Appreciation as shown by the fact that our fall classes are far larger than ever before in our 44 years' history.

Send today for Catalogue.

THE ST. JOHN Business COLLEGE — S. KERR, Principal



HARCOURT WOMAN FINED FOR VIOLATING THE SCOTT ACT

Newcastle, Dec. 13—On Monday afternoon at Harcourt, Mrs. Sarah I. Young pleaded guilty to two offences against the liquor license act, and the usual fines of $50 and costs in each case were imposed. Yesterday forenoon two cases against Mrs. Wm. Henderson and one against Wm. Henderson were tried. Both Mr. and Mrs. Wm. Henderson were found guilty and a fine was imposed in each case. The prosecutor was Grand Worthy Patriarch Rev. R. H. Stavert, of Harcourt.

A fruit pie is very good, made with a little water and the edges not stuck together. Then, when it is baked the top crust may be lifted off and a syrup of water, sugar, spice and butter poured in. In this way the juice does not boil in the baking and leave the pie dry.

MARINE JOURNAL

PORT OF ST. JOHN.

Arrived.

Monday, Dec. 11.

Stmr Manchester Shipper, 2542, Perry, Manchester via Halifax, Wm Thomson & Co.

Schr John G Walter, 209, Walter, Perth Amboy (NJ), C M Kerrison.

Schr Henry H Chamberlain, 204, Wasson, Calais, A W Adams, bal.

Schr Adriatic, 99, Wamback, Port of Spain, Trinidad, J W Smith.

Coastwise—Stmrs Granville, 49, Collins, Annapolis and cld; Valinda, 60, Gesner, Bridgetown and cld; Grand Manan, 180, Ingersoll, Wilsons Beach. Schrs Flora, 34, Brown, St Andrews; Emily, 59, George, Parrsboro; Bay Queen, 31, Trahan, Belleveaus Cove; Mary M Lord, 21, McDonald, Westport; James Barber, 80, Waterside.

Tuesday, Dec 12.

Sch Harold B Cousens, 360, Williams, New York, P McIntyre.

Coastwise—Str Bear River, 70, Woodworth, Bear River; sch Alice & Jennie, 38, Denton, Sandy Cove.

Str Rossano, 2,367, Petersen, Sydney, Dominion Coal Co.

Wednesday, Dec. 13.

Stmr Droning Maude, (Nor), 673, Rijngen, Norfolk (Va), Robert Reford Co.

Coastwise—Stmrs Centreville, 32, Graham, Sandy Cove and cld; Chignecto, 36, Canning, Advocate Harbor; Harbinger, 42, Rockwell, River Hebert. Schr Eastern Light, 48, Morse, Grand Harbor.

Cleared.

Monday, Dec. 11.

Coastwise—Stmr Brunswick, 72, Hersey, Canning. Schrs Packet, 49, Reid, Riverside; James Barber, 80, Gough, St Martins; W E Gladstone, 19, Shaw, Grand Harbor; Mary M Lord, 21, McDonald, Wilsons Beach; Flora, 34, Brown, Grand Harbor.

Tuesday, Dec 12.

Str Lake Michigan, 5,340, Parry, London direct, C P R.

Coastwise—Strs Grand Manan, 180, Ingersoll, Wilson's Beach; Bear River, 70, Woodworth, Bear River; schs Dorothy, 49, Tupper, Bridgetown; Hustler, 44, Hall, Walton; Alice & Jennie, Belleveau's Cove.

Wednesday, Dec. 13.

Stmr Corsican, 7,296, Cook, Liverpool direct. Wm Thomson & Co.

Stmr Rossano, 2,366, Baillie, Sydney, Dominion Coal Co.

Coastwise—Stmrs Harbinger, 42, Rockwell, Riverside; Cchignecto, 36, Canning, Maitland.

Sailed.

Wednesday, Dec. 13.

Stmr Lake Michigan, 5,340, Parry, London direct.

CANADIAN PORTS.

Vancouver, Dec 10—Sld, bark General Faidherbe (Fr), Bougault, Queenstown.

Bridgewater (NS), Dec 3—Sld, bark Gratia (Nor), Buenos Ayres.

Shelburne, Dec 7—Ard, sch Ronald, Wagner, Yarmouth.

Parrsboro, Dec 9—Sld, sch Genevieve, from Hantsport for Boston.

Port Hawkesbury, Dec 8—In port, sch Empress, from Port Hastings for Lunenburg.

Liverpool, N S, Dec 8—Ard, sch Beaver, Louisburg (lost several jibs in heavy weather).

In port 6th—Sch Albani, for north side of Cuba (ldg.)

Annapolis, Dec 7—Ard, sch F C Lockhart, King, Havana.

Hantsport, Dec 7—Cld, sch Hibernia, McDade, Georgetown, Barbados.

Cape Tormentine, Dec 7—Steamed, str Cadeby, ——, ——.

Yarmouth, N S, Dec 9—Cld, bark Nostra Signora Aussunta (Ital), Bahia Blanca.

Vancouver, B C, Dec 12—Ard, stmr Makura, Gibbs, Sydney (N S W)

Steamed 12th, stmr Empress of India, Beetham, Yokohama, etc.

Canso, N S, Dec 9—Sld, schr Mayflower, New York.

BRITISH PORTS.

Inishthrahull, Dec 9—Passed, stmr Grampian, St John and Halifax for Liverpool.

Browhead, Dec 11—Signalled, stmr Montreal, Montreal for London.

Liverpool, Dec 10—Ard, stmr Grampian, St John; 11th, stmr Canada, Portland; Venango, Halifax.

Glasgow, Dec 9—Steamed, str Kastalia, St John.

Liverpool, Dec 10—Ard, str Grampian, Williams, St John.

Newcastle, Eng, Dec 11—Ard, str Jacona, Montreal.

Manchester, Dec 11—Ard, str Manchester Commerce, Montreal and Quebec.

Belfast, Dec 12—Ard, str Ramore Head, Montreal.

Liverpool, Dec 12—Ard, str Cymric, New York.

Queenstown, Dec 12—Ard, str Campania, New York for Liverpool.

Liverpool, Dec. 13—Ard, stmr Campania, New York.

Avonmouth, Dec. 13—Ard, Stmr, Montcalm, Montreal.

London, Dec. 13—Ard, Stmr Ascania, Portland.

FOREIGN PORTS.

Philadelphia, Dec 10—Ard, stmr Francis (Nor), St Anns (CB).

Havre, Dec 11—Sld, stmr Sardinian, from London to St John.

New York, Dec 12—Ard, str Nanna, Hillsboro; schs Virginia, Bridgewater (N S); Rothesay, Chatham; Winnifred, Gaspe; Isaiah K Stetson, St John.

Gloucester, Dec 12—Ard, sch Novelty, Bridgetown (N S.)

Rockland, Me, Dec 12—Ard, sch Laura C Hall, St John.

New York, Dec 12—Sld, sch Laura C, Halifax.

Rockland, Me, Dec 12—Sld, sch Laura M Lunt, Halifax.

Boston, Dec 11—Cld, sch A V Conrad, LaHave (N S.)

Sld—Sch Annie E Banks, Louisburg.

Boothbay Harbor, Dec 11—Sld, schs E Merriam, from New York for St John; Hazel Trahey, do for do.

Cape Henry, Va, Dec 11—Passed in, str Batiscan, New York for Baltimore.

New Haven, Dec 11—Ard, sch Ann J Trainor, Windsor.

Port Reading, Dec 11—Ard, sch Lavonia, Atkinson, New York.

Saunderstown, Dec 11—Sld, sch Eva C, Moose River (N S.)

Rio Janeiro—Sld, Dec 13, S S Himera, Bennett, for Baltimore.

New York, Dec. 13—Ard, schrs Helen Montague, St John (N B); F. G. French, Riverside (N B); James William, Bridgewater (N S); A. J. Sterling, Eatonville (N S); Eva C, Moose River (N S).

Vineyard Haven, Dec. 13—Ard, schr Basile, St Martins (W I) for Nova Scotia.

Portsmouth, N H, Dec 13—Sld, schr Alaska, New York.

Baltimore, Dec 12—Ard, stmr Batiscan (Br), New York.

Port Reading, N J, Dec 12—Cld, schr Lavonia (Br), Atkinson, St. John.

Portland, Me, Dec 11—Ard, schr Mayflower (Br), St. John (N B)

Salem, Mass, Dec 11—Sld, schr Romeo (Br), from Boston for St John (N B)

New York, Dec 13—Sld, schrs Lady-smith, Halifax (N S); Silver Leaf, St John (N B).

Portland, Me. Dec 13—Sld, schrs Nettie Shipman, New York; Charles N. Tricked, do.

DANGERS TO NAVIGATION.

Stmr Advance reports Dec 8 lat 38 49 N, lon 74 01 W (?), passed a large quantity of lumber about 20 feet long and 6 inches wide.

Stmr New York City (Br), reports Nov 16, lat 45 30 N, lon 48 15 W, passed a large iceberg.

Stmr New York reports Dec 7, lat 46 32 N, lon 47 09 W, passed a large iceberg.

Str Coniston Water reports Dec 7, lat 37.33 N, lon 73.11 W, passed a submerged derelict, with a spar projecting about 20 feet out of water at an angle of 45 degrees. The water about the derelict was broken and some loose spars were floating about 100 feet from the derelict. (Derelict destroyer Seneca, which has gone in search of abandoned sch Nathaniel T Palmer off Bermuda, will look for this derelict on the way down and destroy it if found.)

Str Coamo reports Dec 3, lat 36.51 N, lon 72.31 W, passed a waterlogged ship's boat.

Str Berwindvale reports Nov 23, lat 33.57 N, lon 76.49 W, passed a rusty black and white can buoy.

Str Windber reports Nov 22, lat 25.55 N, lon 79.55 W, passed a large piece of wreckage from 50 to 60 feet long, with part of a spar attached.

Str El Mar reports Dec 7, lat 38.13 N, lon 74.29 W, passed a large yellow can buoy, No 79, with letters "EERLV," in black, and considerable marine growth; dangerous to navigation.

Str Carmania reports Dec 8, lat 46.45 N, lon 47.10 W, passed a large iceberg.

Boston, Dec 12—Stmr Marengo, from Hull, passed an iceberg Nov 9, lat 46 21, lon 47, 24, about sixty feet high and 400 feet long.

Capt. Farnham, of tug Irvington, from Perth Amboy, reported striking a submerged object, supposed a sunken wreck, about two-thirds of way from Pollock Rip to Shovelful Shoal lightship on last trip to Perth Amboy. Capt Farnham said that last Wednesday while towing three barges westward over shoals the tug struck some object that was directly in fairway. The tug slid from the obstruction apparently uninjured. Shovelful Shoals lightship bore NW by NSW from the spot.

NOTICE TO MARINERS.

The spar attached to submerged wreckage, before reported 6 miles ESE of Barnegat, was destroyed Dec 10 by derelict destroyer Seneca. The Seneca will steam today in search of schr Nathaniel T Palmer, before reported abandoned about 100 miles E of Bermuda.

Georgia—St Simon Sound and Brunswick Harbor Entrance—St Simon gas and whistling buoy, St S, established in 35 feet of water, about 7¼ miles 123¾ deg true

New York Lower Bay—Coney Island Point gas and bell buoy, No 4, has been moved about seventeen yards NNE (mag) from its former position, to make way for dredging operations. It will be returned to its proper position as soon as practicable.

DISASTERS

London, Dec 10—Stmr President Grant (Ger), from Hamburg for New York via Boulogne and Southampton, is aground in the River Elbe. Some of her cargo is being taken out and it is believed she will be floated undamaged on next tide.

London, Dec 11—Str President Grant (Ger), from Hamburg for New York, before reported aground in the River Elbe, got off after lightening and proceeded.

A telegram received from Montevideo states that str Oravia, from Liverpool Nov 16 for Callao, is ashore at Punta Negra. Assistance has been sent.

Str Jacob Bright, Lorains, from Norfolk Dec 1 for Barbados, is ashore at latter port and is in a bad position.

London, Dec 12—Stmr Oravia, from Liverpool for Callao, before reported ashore at Punta Negra, got off with assistance and has put into Montevideo; damage, if any, not yet ascertained; she is not leaking and no part of her cargo has been discharged.

Stmr Empress of China, from Vancouver for Japan and China, before reported ashore near Meraawa, has been floated.

Bark Ville de Dieppe (Nor), Sorensen, from Liverpool Nov 25 for Philadelphia, has put into Falmouth, E, with loss of yards, sails, rigging and deck damaged.

Schr May V Neville, Carter from Boston, at Buenos Ayres, has been damaged by collision at the latter port.

A MARKED IMPROVEMENT IN FISH MARKET

Mild Weather Has Given Fishermen Good Chance to Land Large Catches —The Prevailing Prices.

Thursday, Dec. 14.

There has been a marked improvement in the fish market since last week the supply being much larger and the prices about the same. Better weather conditions and the absence of high winds have enabled the fishermen to land larger catches and the markets are prepared this week to meet the demand, although it is heavier than usual on account of Advent and the extra fast day on Saturday of this week. Lobsters are coming in in fair quantities but, owing to the operations of the American buyers along the coast, the price has advanced somewhat. Smelt are scarcer than at this time last year owing to the fact that there is no fishing through the ice. With colder weather this will be remedied.

The prevailing prices are as follows: Cod, six cents; haddock, six cents; halibut, fifteen cents; chicken halibut, twelve cents per pound, fresh Newfoundland herring, thirty cents; and bay herring twenty-four cents per dozen; mackerel, thirty cents each; cod steak, eight cents per pound; smoked fish, as usual; lobsters thirty to fifty cents each and oysters from seventy cents to a $1 a quart.

BIRTHS

KINCAIDE—Dec 11, to the wife of Clarence Kincaide, a son.

DEATHS

McCARTHY—In this city on Dec 10, William, second son of the late Denis and Anne McCarthy, leaving one sister and two brothers to mourn.

ALWARD—Suddenly, in this city, on Dec. 10th, Martha, widow of James Alward, in the 61st year of her age, leaving three sons, one brother and two sisters to mourn.

IN MEMORIAM

In loving memory of H. E. Lasquie, drowned Dec. 11, 1908.

NEW BRUNSWICK AS THE PREMIER MARITIME PROVINCE RICH IN NATURAL RESOURCES

Proprietor of Belfast Telegraph, Who Toured Canada Last Summer, Greatly Impressed With What He Found Here, and Tells Intending Emigrants That Province is Full of Possibilities for Them—Speaks of New Brunswick Men Whom He Met on Board Ship—Some Advice to Canadians.

R. H. H. Baird, proprietor of the Belfast Telegraph, has begun in that journal a series of articles on Canada. Mr. Baird was one of the British newspapermen who made a tour of Canada last summer and who visited St. John and other points in New Brunswick. Some part of Mr. Baird's first article follows here. On the voyage to Canada the press men encountered several New Brunswickers. Of this Mr. Baird writes:

"The passenger list contained the names of some not unknown in fashionable circles. Some of the Corinthian football team were aboard in order to carry out a prearranged programme of fixtures. The Canadian Bisley team was returning home laden with cups and trophies, and flushed with all the pride and glory of a victorious company, that numbered in its ranks Private Clifford, the King's prize-winner. There were masters from the great public schools of Eton, Repton, and Radley, to spend their holidays sight-seeing and studying the Golden West for themselves, after the manner of the Press party. There were big-boned, strapping young fellows who had been having their schooling in the Old Country—the sons of men of immense means, and who are being educationally equipped to play their part in the days that are to come. These boys were on their way home for a holiday, and the ship could not carry them quick enough, for all its 17 knots of speed.

Senators Aboard.

"Plus all of these, we had three members of the Canadian Senate, namely Senator Power, of Nova Scotia—an old Trinity College man who keeps in his heart a tender spot for "dear dirty Dublin;" Senator Yeo, of Prince Edward Island, who would have been an Irishman if he had had any choice in the matter; and Senator Thompson, of New Brunswick. In addition to these we had the Honorable Mr. Bowser, now Attorney-General of British Columbia, and ex-Minister of Finance and Agriculture, who claims relationship with three provinces, having been born in one, reared and educated in a second, and he began his business career in the province where his influence is today so large a factor.

"A massive figure, physically and otherwise, was that of Mr. Wade, K. C., now of Vancouver, but formerly legal adviser to the Yukon government. He it was who was entrusted with the responsibility of establishing the law courts in the 'nineties, when the great stampede to the Yukon took place, and he climbed the Chilcoot Pass with the searchers for gold, and reduced to a well-regulated state of law and order what must otherwise have drifted into chaos and anarchy. What tales he had to tell of those days when fortunes were made in a few hours, and thrown away as quickly.

Wonderful Tales.

"The King of the Yukon' was offered $11,000,000 for his claims, refused it, and died while chopping sticks for firewood, worth only a few realised thousands. Of the early days of Canada, with its rebellions, its Indian troubles, its financial difficulties, he talked in the most entrancing way for hours, and as he discoursed, a keen-eyed wiry little man, not inappropriately named Hawke—one of the pioneer journalists, who had roughed it in the long ago, and now proprietor of the Daily Transcript, Moncton, would log his memory with a word or phrase, and set him off upon a fresh train of reminiscences, or elucidation of some point of the constitutional law of Canada.

"Senator Power told us all about Nova Scotia, its history and its industries; how its deep-sea and lobster fishing is carried on; of its million barrels of apples sent annually to Great Britain; of its great steel works and its coal mines and other industrial enterprises; of its immense lumber trade; of its huge dairying business and its exports of cheese; of its climate which approximates somewhat to our own, and, above all, of its great need of farm laborers able and willing to work, and the good wages and comfort that await such.

"Of Prince Edward Island (the garden province), given up largely to agriculture, a land in which poverty is almost wholly unknown, and where, when it does exist, is is due solely to dissolute habits, he became enthusiastic. Mixed farming, fruit culture, horse and cattle raising, dairying and fishing are its leading industries. Many young sheep are sent from Prince Edward Island to the States. Housing is cheap, so is the cost of living, and as a good class of emigrant in considerable numbers is wanted, the district should appeal to the small farmer who has from £100 to £200 of capital to invest. This type will, Senator Yeo declared, find that the standard of comfort for the labor expended equals the best that the world can give, and the country is the nearest approach to Paradise that he knows.

Senator Thompson Tells of New Brunswick.

"For New Brunswick Senator Thompson claimed the distinction of premier maritime province. It is famous alike for its apples, its lumber, oil, coal, iron, and natural gas. Of crown lands available for emigrants there are over 1,000,000 acres. While this land does not produce wheat to the same extent as that of some of the other provinces, it is most suitable for mixed farming, and gives fine returns in potatoes, oats, etc. The vast tracts of marsh lands that lie along both banks of the St. John, and are irrigated by its tremendous tide, yield huge crops of hay year after year without any cultivation whatever. As the railways push out their iron tentacles these unalloted lands are being settled upon, and the department of immigration at St. John gives advice to immigrants as to the ways and means of transport and the lands available. Free grants of lands, minus the lumber rights, await immigrants upon condition that at least ten acres of the allotment are broken up for cultivation and a house erected. Upon compliance with this condition the patent of the land is granted by the government. The country in great tracts, to use the senator's phrase, is "rusty with iron," and only awaits capital to raise and smelt it, which will come in due time. One of its great sources of wealth at present is the conversion of timber into pulp for export purposes, and the water power of the St. John supplies the motive energy at the minimum of cost."

The coal deposits are enormous, and the area, in which oil and gas wells abound, extends over 1,000 square miles, the rock pressure on many of the wells being as high as 600 pounds per inch, while only a fraction of an ounce of pressure is needed for domestic purposes. Scores of thousands of gallons of oil have been tanked up or have been located for utilization. By and by conduits will be laid down to pipe the oil to some suitable spots on the St. John or elsewhere for shipment, and huge fortunes will be made.

The Country Generally.

Of the country generally Mr. Baird writes:

"The Canadian Pacific and other railways are branching out in various directions, and the face of the country is being transformed at an amazing pace in certain localities. All these things are the promise of the great future that awaits British Columbia. These were the things we were told, and they were corroborated in the telling by other people aboard who could have no apparent interest in practising deception upon us. I met men from Cookstown, and from the counties of Cavan, Clare, Antrim, and Down, who had left the old home twenty and thirty years ago, and were returning from what to some of them was a last farewell visit to Ireland. All of them told us the same story, and their own history exemplified it, viz., that to the man who was prepared to put his back into the work for five or six years there was assured prosperity thereafter. The truth or otherwise of what had been related we put to the proof as we inspected the various provinces one after another. I had the addresses of dozens of North of Ireland people whose veracity, I knew by personal acquaintance, I could implicitly trust. Their statements and the evidence of my own eyes were the things I called to aid me in the capacity of juror in this matter.

"It may be asked why tell our own people of the attractiveness of other lands at all? I am no zealot for emigration, I should be glad to see all our people remain at home provided they can maintain themselves in comfort and decency. But do present economic conditions conform to that qualification? They certainly do not. A board of trade return issued in the present year shows that the average weekly earnings of an able-bodied male agricultural laborer in Roscommon is 9s. 8d.; in Mayo, Sligo and Westmeath, 9s. 9d.; in Longford, 9s. 10d.; in Leitrim, 10s. 1d.; and so on to Co. Antrim, which has the maximum of 14s. That figure includes all payments of every kind whether in money or materials. To preach stay at home patriotism to men earning 10s. weekly is to mock their wretchedness and to deny them knowledge that might lead to a happier life and a larger destiny would be rank inhumanity. Enough, then, of that point of view. Whether we like it or not, men are not going to sit down and suffer on in poverty while their fellows go out to the new world and make a home and fortune that are impossible in Ireland. If they will go, let them know something of the land towards which their eyes and hopes turn. We do not lose them quite if they go to our own colonies; they but take up a new, a more advanced, and better position along the great highway that girdles the empire.

"The Victorian carried a good complement of emigrants—in both second and third-class. We had an opportunity of seeing these and judging for ourselves how they are catered for by the Allan line. Their quarters were well lighted and ventilated, the beds clean and comfortable, and the food equal to that set down on many a table considered good. Three first-rate square meals per day, well varied, and supper was the regulation fare. There were stewards to wait upon them just as in the saloon, and they lacked for nothing. We talked to numbers of them, Irish, English and Swedes, and all were alike contented and appreciative. After three days all had found their sea legs, and the day was a round of entertainments and the nights a succession of concerts. We saw several huge icebergs, of the approach of which the Megantic, by wireless message, had notified us as she had passed them earlier on her way out from the Gulf of St. Lawrence. They were a weird and awesome sight seen in the light of a glorious moon, under which they gleamed with a dull opalescence. On Wednesday morning we passed Belleisle, skirted the coast of Labrador during the day, and on Thursday forenoon were in the St. Lawrence. By noon we were off Rimouski, our landing stage, where the press party was dropped to enter Canada by that town. Here the special Pullman car Sunset awaited us to whisk us away to Moncton, in New Brunswick, near which we embarked for the island province of Prince Edward.

Cause to Beware.

"It was here that we began the serious business of our visit, and in the weeks that followed we saw a vast deal to excite wonder and admiration. We saw as well something to criticize, but it will assuredly be criticism in no unkindly or carping spirit. Canada's resources and potentiality are tremendous, and her progress is the wonder of the world. In attempting to conjure up a picture of her probable future mind and imagination pause before the stupendous task. But her achievements and her prospects carry with them penalties against which she must guard. Her very greatness has attracted, and will continue to attract, to her those who will not hesitate to sacrifice her interests for their personal advantage. A new country is ever in a hurry to have things done quickly, and thoroughness must inevitably be sacrificed where speed is the prime consideration. If these things are pointed out for her benefit they will be pointed out with the frankness and the kindness of an elder brother, and they will not be attributed to any unfriendly motive whatever. There is not a country under the sun that has not its demerits—our own included. To state merely the good points and leave the others unpresented would be to draw an imperfect and therefore a misleading picture. Canada is so great; she offers such a vast field to every sort and condition of men; so many thousands have flocked to her shores, and are continuing to flock, that she stands in no manner of danger of losing caste or popularity by the declaration of the truth. She is the very gem of all our colonies, and it is because she is so that her government has declared 'The truth is all we want.'"

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RIGID INSPECTION OF LOCOMOTIVES IN FUTURE

Railway Commission Frames Drastic Rules, So That in Case of Accident the Blame Can Be Placed—Monthly Reports to Be Made to Board's Operating Chief.

Ottawa, Dec. 12—After Jan. 1, 1912, the inspection and testing of locomotives on all railroads under the jurisdiction of the railway commission of Canada will be governed by new and rigid rules, which the board has issued to every road affected.

The new rules, which follow much careful consideration and discussion of the subject, are designed for the safety and protection of the public, fixing, as they do, the responsibility for accidents, caused by defective boilers, on those directly responsible for the conditions of these.

They are to be known as "Rules for inspecting and testing locomotive boilers and other appurtenances," and provide that companies are to be responsible for the general design and construction of locomotive boilers under their control. That a safe working pressure is to be fixed by the chief mechanical officer of the company or a competent mechanical engineer under his supervision. That the mechanical officer in charge at each point, where boiler work is done, will be held responsible for the inspection and repair of all locomotive boilers.

Rules governing every detail of these inspections are then given and it is ordered that not less than once each month, or fifteen days after inspection, a report of such inspection is to be filed with the chief operating officer of the board for each locomotive used.

In case or accident from failure of locomotive boilers or their appurtenances, resulting in serious injury or death, the carrier owning or operating the locomotive is required immediately to wire the board's operating officer regarding the accident and the complete list of killed and injured. A penalty of $100 is fixed for contravention of any of the clauses in the new order.

AGED LEWISVILLE MAN BADLY INJURED

Moncton, N. B., Dec. 13—(Special)—James McG. Thomson, who makes his home with his son, E. J. Thomson, jeweler, Lewisville, met with a serious accident Monday and tonight his condition is reported critical. Mr. Thomson, who has been in poor health some months, while walking through the hall fell and broke his left leg between the knee and ankle. On account of his age and ill health the accident may result seriously for the patient.

New Shed at Truro.

Tenders will close December 26 for a new brick freight shed for the I. C. R. at Truro.

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Cement is particularly adapted to the construction of Root Cellar floors and walls.
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