POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., WEDNESDAY, FEBRUARY 22, 1905.

WANTED.



FOR SALE,

MONEY TO LOAN.

NEW ANNOUNCEMENTS FROM

Fredericton Business College A complete new outfit of Typewriters. Seating capacity increased by one third.

Offer by the United Typewriter Co. of handsome GOLD WATCH, to the Shorthand Student making highest marks. YOU may enter at any time. Send for Catalogue. Address W. J. OSBORNE, Fredericton, N. B.

Largest attendance yet in history of Col-

Landing Ex Cars

Middlings,

Flour and Oats FOR SALE LOW ALSO Sugar in barrels and bags

JAMES COLLINS 208 and 210 Union street

NOTICE Stephen Cronk or his sons, Alex., Samuel r Benjamin, have not been licensed to sell ny material whatever from the property ow occupied by them and owned by A. ikely, and any persons buying such will be osecuted.

VOTICE that any man without previous experience, can be an efficient round as scaler if he possesses an automatic uill and Log Rule, which gives the control of all logs from four to forty inches in meter. All operators seling logs or pulp 1 should possess one. Sent to any ads on receipt of two dollars and fifty S. H. B. Hetherington, General Agent, 198, N. B. 2-18-81-8w.



17th, Margaret Byron, in the 84th year of her aze.

HUDSON—In South Boston, Feb. 14, Edward W. Hudson, 40 years 7 months. (Digby v. S.) papers copy).

MILLER—At McKeesport (Pa.), on the h inst., James O. Miller, formerly of St. an, leaving two sons and one daughter. (PHERSON—In Charlestown (Mass.), b. 17, Angus McPherson, 52 years. (North iney (C. B.) papers copy).

JONES—In this city, on Feb. 18, after a lingering illness, Harriet Jones, daughter of the late Rev. Ezeklel MoLeod, in the sixty-fourth year of her age.

MONTGOMERY—At St. John West, on the 19th inst., John Montgomery, in the 70th year of his age.

ADAMS—At Yarmouth (N.S.), on the 19th ast. Margaret Donaldson, wife of the late mes Adams, formerly of St. John.

ONES—In this city, on the 19th inst., er a few days' illness of pneumonia, Eliza aged 75, relict of the late Robert Jones, lying six children.

Ned-"I don't see why you should feel sulted because he said your eyes were ke stars." Bess—"You don't? Why stars keep inking at you all the time."—Philadelphia

HAZEN & WHITE SUCCEEDED TO EARLY LUMBER BUSINESS

NTED-First or second class teacher or School District No. 2. Wicklow. Applying School Secretary, D. C. Slipp, Wick- Carried on Work of Supplying Masts for British Navy --- An Idea of the Timber Sizes and the Prices Paid-Quaint Old Contract and Bill of Lading.

W. O. RAYMOND, LL. D.

province, and d'ed there in 1790. His tomb-stone in the old cemetery on Beaubair's Island bears the following inscription:-

SACRED TO THE MEMORY

WILLIAM DAVIDSON, ESQ. Representative of the County of Northumberland, Province of New Brunswick, Judge of the Court of Common Pleas, Contractor for Masts for His Majesty's Navy. He died on the 17th of June, 1790, aged 50. He was one of the first settlers of the river, and greatly instrumental in promoting the settlement. He left a widow and five children to deplore his loss.

"MEMENTO MORI."

the original papers of the firm, which are now in the possession of the author, will

drew Snape Hamond, Commissioner of his Majesty's Navy, resident at Halifax, by mant and agree to deliver, free of all charges to his Majesty, at the mouth of the nant and agree to deliver, free of all charges to his Majesty, at the mouth of the River St. John, the undermentioned North American White Pine Masta, Yards, and Bowsprits, Ash Rafters, Elm Timber, Oak Timber, Anchor Stocks of White Oak, and Crooked or Compass Timber, in the quantities, of the dimensions and at the prices expressed against each size * * to be brought to the mouth of the River Saint John by or before the 1st day of July, 1782, and there to remain at our risque until they shall be embarked on board such ships or vessels as shall be

our risque until they shall be embarked on board such sinps or vessels as shall be sent to transport them to England, Halifax or elsewhere. * * * * "It is further agreed by Sir Andrew Snape Hamond for the encouragement of the said Contractors, that in case the enemy should make a descent on the Port of Saint John in order to destroy the masts lying there, that the damages sustained thereby should fall on Government and not upon the Contractors, provided to the large of shall appear that all proper endeavors on the part of the Contractors were used

Great Britain was at this time engaged in a struggle for national existence Great Britain was at this time engaged in a struggle for national existence. She was at war, not only with the colonies in rebellion, but with France, Holland and Spain, and that without a single ally. Under such circumstances it was absolutely necessary that the navy should be kept as efficient as possible. The dockyards were busy places and we need not be surprised that good prices were paid for masts, yards, bowsprits and ship timber in general. In the contract signed by Francklin, Hazen and White the prices offered by government are stated in detail, but the table of prices is too long to quote in full? The sums paid varied with the size of the tree as will be seen from the following examples selected from the

table in the contract:
Masts of 36 inches diameter, 36 yards long, £136. Masts of 35 inches diameter, 35 yards long, £110.
Masts of 34 inches diameter, 34 yards long, £95.
Masts of 32 inches diameter, 32 yards long, £68. Masts of 26 inches diameter, 28 yards long, £25. Masts of 18 inches diameter, 23 yards long, £10. Yards of 25 inches diameter, 23 yards long, £10.
Yards of 25 inches diameter, 35 yards long, £52.
Yards of 23 inches diameter, 32 yards long, £40.
Yards of 21 inches diameter, 29½ yards long, £20.
Yards of 14 inches diameter, 22 yards long, £4.16.
Bowsprits 38 inches diameter, 25 yards long, £42.10.
Bowsprits 34 inches diameter, 23 yards long, £32.10.

Bowsprits 30 inches diameter, 201 yards long, £30. Bowsprits 25 inches diameter, 17 yards long, £10.2. The rapid increase in price as the maximum dimension to the fact that timber of such size was exceedingly rare.

A Good First Year.

The certificate of the naval storekeeper, George Thomas, shows that on the 6th July, 1782, Francklin, Hazen & White had delivered under the protection of his Majesty's Post at Fort Howe, in pursuance of their contract of the 9th of August, 1781, 37 masts valued at £1098.16.3; 65 yards valued at £1502.13.4; 8 howsprits valued at £1811.11½ and 20 M. feet white ash oar rafters valued at £156.5.0; so that the firm received upwards of \$14,000 from government on their first year's masting operations. Some of the sticks obtained were of very large size, including one mast, 35 inches in diameter and 91½ feet long, and a yard 26 inches in diameter and 108 feet long; for these two sticks they received respectively \$450 and \$350.

It was essential to the success of the masting business that a good practical man should be at the head of it, and Mr. White's brother-in-law, Samuel Peabody, was selected for the position. He was given an interest in the contract and was also allowed "seven shillings and six pence per diem in consideration of his care and trouble in taking upon him the management of the business."

At the time the agreement was made with Mr. Peabody, Michael Francklin was at the River St. John.* The agreement specified that the masts, yards and bowsprits were to be converted into eight squares carrying their dimensions in their several parts conformable to the rules of the navy.

While the profits derived from the mast business may have been considerable, the several parts conformable to the rules of the navy.

While the profits derived from the mast business may have been considerable, the expenses also were heavy. There were many unforseen contingencies. The demand for workmen and laborers in a short time nearly doubled the rate of wages, and the cost of provisions and supplies increased. In the course of a few months C. Francklin sent three consignments of goods to St. John, amounting in value about \$6,000. A bill of lading in those days was a quaint document, witness the

"SHIPPED by the Grace of God, by John Butler Dight in and upon the good. Ship called the Young William Naval Store Ship, whereof is master, under God, for this present Voyage, George Hastings, and now riding at anchor in the Harbour of Halifax, and by God's Grace bound for Fort Howe, River St. John in the

Bay of Fundy.

To say, one Hogshead, three Casks, one Case, three Bales, one Large Trunk, one Bag Coffee, six Boxes, twenty Barrels Pork, and twenty firkins Butter—by order of Mich'l Francklin, Esq., for account and risque of himself, Wm. Hazen & James White, consigned to Messrs. Hazen & White at Fort Howe as aforesaid, being marked and numbered as in the margin, and are to be delivered in good order and well conditioned at the Port of Fort Howe (the danger of the seas only accounted).

In Witness whereof the master of the said Ship hath affirmed to three Bills of Lading, all of this tenor and date; the one of which three Bills being accom-And so GOD send the Good Ship to her desired Port in safety. Amen. Dated in Halifax 23rd April, 1782.

G. HASTINGS."

Col. Franklin procured at Halifax many articles needed for the mast cutters, such as chains, blocks and tackle, camp supplies, etc. Flour retailed in Halifax at this time at \$11.00 per bbl., and the freight to Fort Howe was \$1.50 per bbl. Pork cost at Halifax \$25.00 per bbl. and upwards. The population on the St. John river was small, and men and oxen were in demand both in winter and summer. The cultivation and improvement of farms was retarded and a spirit of speculation introduced into the country, destined ere long to bear pernicious fruit. Francklin sent from Windsor some skilled hewers of timber. Nevertheless the masting operations were carried on after a primitive fashion, and Mr. Peabody was constantly obliged to write for articles needed by his workmen. A few sentences culled from the correspondence with Hazen & White will shed a little light on the difficulties that attended the masting business:

"There is no prospect of the business being in one place as we expected when Mr. Francklin was here; at present have given up trying at St. Anns, for the Pine

Mr. Francklin was here; at present have given up trying at St. Anns, for the Pine proves so rotten that it will never pay the expense of cutting a road to where it grows." [Nov. 2d, 1781.]

grows." [Nov. 2d, 1781.]

"The men are very bad off for Bread, and people cannot work without good food, besides it takes much time in baking Indian cakes for them in the woods, one hand continually imploy'd. * * We are very badly off indeed for Chalk lines, having nothing of that kind to make use of but twine." [Jan. 21, 1782.]

"Davidson is almost done—his situation is this: no workmen, no rum, no provision, he's nearly possesst of Pandora's Box." [Feb. 5, 1782.]

"Men's wear is much wanted, such as thick clothes, a few blankets if you can

*The document was dated at Maugerville the 15th October, 1781. The parties to the agreement were on the one hand Francklin, Hazen & White; and on the other hand Francklin, Hazen, White & Peabody. The second party were to deliver to the first at Fort Howe "by the first Freshes in the Spring" the masts, yards, etc., mentioned in the contract. One third of the profit or loss to be the said Samuel Peabody's and two-thirds to be the said Michael Francklin, W m, Hezen and James White's.

Have engaged what wheat and Indian corn we could on the river." [March 23d,

enthing, running from place to place to get sticks for the highest bidder."

Tea, which causes some musmuring." [Feb. 2, 1783.]

In order to fill the contract at the time fixed, Samuel Peabody found it necessary to cruise the woods over a wide area selecting trees that grew not far from the banks of the streams which might be "bowsed in" by oxen with block and tackle. In consequence of the competition with Mr. Davidson the hire of a yoke of oxen become as high as seven delibera and six representations of the competition with Mr. Davidson the hire of a yoke tacks. In consequence of the competition with an arrangement and an an difficult to obtain at that. The exigencies of the situation were such that Hayes and Peabody ventured to press into their service a pair of fat oxen that had been sent down the river from St. Anns by Philip Weade for an entirely different purpose. This was displeasing to Hazen & White who wrote: "We are much surprised that you stopped the particular pair of oxen which we desired last Fall to be stall fed for the use of the officers of the garrison here and ourselves, which hath left them

SHIP NEWS.

and us without a good slice of beef."

PORT OF ST. JOHN. Arrived.

Thursday, Feb. 16.
Str Bengore Head, Dublin.
Friday, Feb. 17.
S S Melville, Jones, New York, Troop &

S S Salacia, Mitchell, Liverpool and Glas-gow, Schofield & Co. S Corinthian, Pitts, Liverpool via Hali-fax, Schofield & Co. Coastwise—Schr Iellic D Dickson, for Beaver Harbor.

Sunday, Feb. 19. Str Salacia, Mitchell, Glasgow, Schofield & Str Corinthian, Halifax and Liverpool, Wm. Thomson & Co.

and and Jamaica.

alifax, Feb 20—Ard, stmr Corinthian,

1 St John. Sld-Stmr Senlac, for St John via 1

ciasgow, Feb 17—Ard, str Hungarian, Portland.

Moville, Feb 17—Sld, str Sicilian, from Liverpool for Halifax and St John.

Kinsale, Feb 17—Passed, str Sagamore, Boston for Liverpool.

Liverpool, Feb 16—Sld, str Sachem, Boston.

Prawle Point, Feb 17—Passed, str Hurona,

Portland for London.

Southampton, Feb 17—Ard, str Mongolian,

New York for Glasgow.

Queenstown, Feb 17—Ard, str Lucania, New York for Liverpool (and proceeded).

Liverpool, Feb 17—Ard, str Winifredian,

Boston; 19th, str Caledonian, Boston for Manchester.

Briry, do.

Algiers, Feb 17—Ard, str Arabic, New York for Mediterranean ports.

Antwerp, Feb 16—Sld, str Gorsemore, Boston.

Boston, Feb 17—Ard, strs Martello, Hull; Canadian, Liverpool; Catalone, Louisbourg; Boston, Yarmouth.

Sld—Italian training ship Amerigo Vespucci, London.

New York, Feb 17—Ard, brig G B Lockhart, Macoris; schs James Davidson, Port Royal; Celia F, Virginia; Thomas L James, Norfolk.

Vineyed Letter Arabic, New Bace to each other. Now, when you have been acquainted with your affinity, there is a chance of one in 20 against your being thrown into his or her society so often that you contemplate marriage. Thus you see your chances of marrying your affinity is now cut down to one in 300,000.

Though we do not wish to frighten the unmarried too much, there are yet other chances against this ideal marriage. Your affinity may be already engaged, and this

Naples, Feb 11—Ard, str Lugaria, New York, Feb 18—Ard, str St Loeits, New York, Feb 18—Str Loeits, Suthampton.

Southampton.

So

The schr Merrill C. Hart has been sold to Thomaston parties, and will be used in the

Liverpoof New York.
Primouth, Peb 18—Ard, et St Paul, New York for Cherbours and Seedathampton (and Brown Head, Feb 18—Passed, att reduced and the provided of the provided of

Norfolk.

Vineyard Haven, Feb 17—Ard, bqe Shetand, Heath, Falmouth, Jamaica, 29 days,for loston.

Genoa, Feb 18—Ard, str Moltke, New York Boston.

Genoa, Feb 18—Ard, str Moltke, New York (on oriental cruise).

Malaga, Feb 18—Ard, sch Telephone, St John's (Nfid) (jettisoned 15 tons of cargo.)

Naples, Feb 14—Ard, str Liguria, New York.

New York, Feb 18—Ard, str St Louis, Southampton.

you now stand one in 000,000. But, stp posing that you have braved all these chances, and have actually come out victorious over that six-hundred-thousand-to-one chance, perhaps you cannot afford to marry. The best way to do is to make an affinity after marriage. It does just as

LONDON TIMES ON DEATH OF REV. JOHN DE SOYRES

Mentions Some Details of His Life Not Previously Published Here.

In the obituary column of the London

John Bossert, from Chehaw (S C); Marth E Wallace, from Fernandia.
Portland, Me, Feb 20—Ard, stmr Dominion, from Liverpool via Hallfax; schrs Frontenac and Addison E Bullard, from Newport News.
Cid—Stmr Manxman, for Bristol.
St Johnis, Nfid, Feb 20—Ard, stmr Ulunda, from Liverpool for Halifax.
Vineyard Haven, Mass, Feb 20—Ard, schr J C Strawbridge, from Charleston for Weymouth (Mass).
Sid—Schrs Perry Setzer, from Newport News, for Portland; Young Bros, from St Simons (Ga), for do; Ellen M Golder, from New York for St Andrews; John J Perry, from South.

LIST OF VESSELS BOUND TO ST. JOHN.
Steamers.

Alcides, 2,181, Glasgow, Feb 11.
Bayerian, 6,714 to sail from Liverpool, Feb Liberty for Both from Liverpool, Feb Liberty for Both from Liverpool for the Law Tripos and was placed in the second class in 1872, but he did not proceed to his B. A. degree till 1876. At Cambridge he was president of the Union and of the University Chess Club.
Then he turned his attention to the dological

cause, on Thursday, of an extra meeting of the British cabinet.

"He was select preacher at Cambridge in 1885 and was appointed Hulsean lecturer in 1885 he became rector of St. John the Evangelist, Stating point from Bucer. In 1888 he became rector of St. John the Evangelist, Stating point from Bucer. In 1888 he became rector of St. John the Evangelist, Stating point from Bucer. In 1888 he became rector of St. John the Evangelist, Stating point from Bucer. In 1888 he became rector of St. John the Evangelist, Stating point from Bucer. In 1888 he became rector of St. John the Evangelist, Stating point from Bucer. In 1888 he became rector of St. John the Evangelist, Stating point from Bucer. In 1888 he became rector of St. John the Evangelist, Stating point from Bucer. In 1888 he became rector of St. John the Evangelist, Stating point from Bucer. In 1888 he became rector of St. John the Evangelist, Stating point from Bucer. In 1888 he became rector of St. John the Evangelist, Stating point from Bucer. In 1888 he became rector of St. John the Evangelist, Stating point from Bucer. In 1888 he became rector of St. John the Evangelist, Stating point from Bucer. In 1888 he became rector of St. John the Evangelist, Stating point from Bucer. In 1888 he became rector of the British cabinet.

Englishmen unquestionably are sick of the Carnage of the past twelve months, and heartily welcomed the signs that the grand ducal obstinacy and selfishness had been overcome, but St. Petresburg's latest and terrible news upsets the hopes both of peace and reform. Anything may happen now. To English observers the Rustant tory." He was a man of considerable gifts and terrible news upsets the hopes both of peace and reform. Anything may happen now. To English deen overcome, but St. Petresburg's latest and terrible news upsets the hopes both of peace and reform. Anything

Lumps and External Swellings Would Turn to Running Sores.

Mrs. Jacob Kaeller, Zurich, Ont., says that

Best for Cheese Making

London Stirred by Sergius' Murder - Irish Affairs -British Politics.

beached. It is reported her damages are comparatively light.

Battle Line steamer Cunaxa, Capt. Starratt, arrived at Norfolk Sunday morning from New Orleans, and will sail today for Denmark.

The Battle Line steamer Sellasia, Capt. Purdy, sailed from New York Sunday for Mobile.

The Battle Line steamer Sellasia, Capt. Purdy, sailed from New York Sunday for Mobile.

The sailing of the C. P. steamer Empress China is postponed until today on account of waiting for mail.

YOUR CHANCE OF MAR-RYING YOUR AFFINITY

It is a common enough saying that to be happily married you must wed your affinity. Perhaps this accounts for the vast legions of the unmarried, since your chance of marrying your affinity, or, in the comparatively light.

The Motile Line steamer Cunaxa, Capt. Starratt, arrived at Norfolk Sunday morning from New Orleans, and will sail today for Denmark.

The Battle Line steamer Sellasia, Capt. PROPOSED CHURCH UNION

The Battle Line steamer Sellasia, Capt. Purdy, sailed from New York Sunday for New Orleans, and will sail today for Denmark.

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The Battle Line steamer Cunaxa, Capt. Starratt, arrived at Norfolk Sunday morning from New Orleans, and the King's viceroy himself took a promination of which the Union Sunday MacDonnell's hardow of Capt. Provide Sunday MacDonnell's hardow of Capt. Provide Sunday MacDonnell's hardow of Denmark.

The Battle Line steamer Cunaxa, Capt. Provide Sunday MacDonnell's Antony MacDonnell's hardow of Capt. Provide Sunday MacDonnell's hardow of Capt. Provide Sunday MacDonnell's hardow of Denmark.

The Sull Line steamer Cunaxa. Capt. Provide Sunday MacDonnell's Sunday MacDonnell's hardow of

now, would place them in power.

The bishops and other high personages in the Church of England by no means have heard the last of their astounding proposal to grant certificates of onthodoxy to no creeds or beliefs formulated after the no creeds or benefit formulated after the sixth century. Severe criticism is arising within the church also. Already it is evident that a proposal to rob the Athanasian creed of its damnatory clauses would provoke earnest Anglican hostility.

HILLSBORO.

Hillsbor, Feb. 16—Miss Edna Randolph, late of salem (Mass.), is spending a few weeks with her mother, Mrs. A. J. Goss, of arrey.

In Tuesday evening a church social of