

GLASGOW TO ST. JOHN.

Out Twelve Days in a Series of Gales.

Graphic Description of the Voyage by One Who Was on the Catalste Steamer.

How a Crew of Foreigners Was Dumped on Board—the Days of the White-Winged Sailing Ship Will Soon be Over.

Glasgow has always held a place in the front rank of the world's commerce. The smoke and grimeless that ever envisions plainly tells the story of its many large industries. Its partner, the Clyde, has been mainly responsible for the city's wealth; crowded along its shores are the innumerable yards which have served to make its name famous as second to none in the annals of shipbuilding.

Daily on its tides can be seen coming and going, from the east and west, the great ocean steam carriers with their thousands of tons of valuable merchandise, which is yearly increasing, until the urgent demands of more dockage and storage has had to be complied with.

Now and then coming slowly up the river, a pompous towboat ahead and astern of her, a four-masted sailing ship. Her sides are covered with rust from the top-gallant rail down, while along the water line many barnacles are seen. She has had a long passage and much bad weather. It is five months since she was last in harbor. But a time is coming when she won't be required to make any more voyages, for those immense iron hulls with smoke proceeding from a funnel that go blustering and blowing past her will soon have her ousted from every port. They have almost succeeded already. Then the days of the white-winged sailing ship will be over and the romance of the sea will change its color.

And so the great leviathans pass in and out and in them are men-men with souls like other men, who guide and tend them through the storms and dangers of an ocean voyage; sometimes a slight miscalculation is made, a fatal error, which at times means so much as the loss of a ship and lives are lost, and a nation that entirely depends on them, but does not understand them, calls them careless. Who has never seen the errata page of great scholars and mathematicians, after scores of brains had been employed to compute the weight of their bodies, and dropping her anchor at the Tail-of-the-Bank in nine fathoms, blew her whistle for the Federation vessel to come alongside. She had still to get her crew. The Sailors and Fireman's union had struck against the Shipowners' Federation and would not ship or allow any one else to load on their vessels; at the same time, accusing, falsely or otherwise, a member of the federation staff of impropriety. One wonders why the men allow the scheming of an agitator such as Wilson to influence them in their disputes with the masters. He treats them like a flock of Eastern sheep. His calls and they gather round him, following him blindly wherever he cares to lead, foolishly confident that this shepherd will find them more plentiful pastures. The results of past years have weakened the union a little, but the remedy needful for a final satisfactory settlement has still to be introduced.

The owners in defence had chartered the Duchess of York, a river steamer, and stationing her at Greenock had crammed her with a motley group of useless foreigners, Italians, Spaniards, Greeks, etc., bringing them from all parts of the kingdom. Many of them did not know a word of English and as little of the duties on board ship. There those aliens were housed in comparative luxury, smoking their pipes and drinking their beer, fervently hoping that their turn to go on board the English ship was still far off. A good deal of maneuvering was required to make the Duchess fast to the steamer, but the difficulty was at last overcome and the gangway launched on board. Then the Federation officials, mustering their men, scrambled up the gangway, bags and bedding, tinpots and parakeets being slung on the vessel's deck anyhow.

It took some time to get these men signed on, as the articles in some cases had to be interpreted. However, in a couple of hours time all were finished and the Duchess sheered gracefully off, having dumped the refuse of many countries on board.

This depot ship is, so to speak, young in service but old in wickedness. It was as she who last summer shocked the good folks of Dunoon by endeavoring to land a party of pleasure seekers, principally thirty ones, on their pier one Sunday; but the Dunoonites, anxious to preserve the morals of their town, rose up in arms against them, and although the vessel repeated the attempt on several Sundays the natives, "strong in well doing," conquered on each occasion, the vessel in the end having to abandon her object. She is now engaged in the task of

endeavoring to corrupt the condition of the Mercantile Marine.

Night was now well set in and a thick mist hung over Greenock, obscuring Whitefaringland Point and Rose-nath Buoy from view. Nothing, therefore could be done but remain at the anchorage until the weather cleared. At midnight a merry pealing of bells, accompanied with loud whistling, sounded distinct and clear throughout the harbor, ushering in the New Year. This lasted for a few minutes, then all sound died away and everything remained the same; the same fog hid the town and enshrouded the shipping and the same moon glistened fitfully on the waters of the Clyde.

With a laybreak the weather cleared. Along the broad expensive esplanade no one was visible, while the magnificent houses that line it appeared black and unhabitated, and the trees that define the avenues in the aristocratic west end looked limp and lifeless under the winter sky.

Soon the anchor was raised and the ship started away on her voyage. Gontook, as they passed, seemed to be gradually awakening to sense of life. On rounding the Cloch, the sun glared and water popped out through a rift in the black, heavy clouds coming up from the southward, sending a lane of sunlight down Inverclyde Glen and across the Firth. Aboard of the ship the morning music of the church bells summoning the faithful to mid-day worship, was borne in gentle cadence to the ears of the seafarer, and all around was quiet, contented and peaceful; sweet monotony of the Scottish Sabbath.

The Bank Bony bowed cheerfully the season's greetings as she passed. The bold, high headland of the Mull of Cantyre loomed weird and drear beneath the dark ominous clouds that overcast it, and a white garment of mist dropped low over the mountain side, leaving the Heathcote faintly visible.

The short mid-winter's day was nearly at its close when the Island of Rathlin was reached, and the land had almost disappeared into the shadows of the night, but the light shone bright, intermittent, its warning to the mariners.

The vessel had now fairly entered into the North Atlantic. The weather was mild and the barometer, which had been low on leaving, had now tumbled down to 28.20. However, a fresh S.E. wind, with light rain showers, was all that could at present be felt. At midnight the gale burst. The wind hailed into the S.W., blowing hard, then in the morning during a heavy shower it dropped suddenly into the N.W. The wind becoming fiercer and stronger, raised a heavy cross sea, which at times tossed the ship about like a helpless log of wood.

Thus commenced a series of gales that lasted for twelve days, the wind continually backing and hauling, now S.W. to N.W., with frequent showers of snow and hail, while dense masses of greasy, ragged clouds hung determinedly in the sky.

The most violent weather, however, which she experienced was on the ninth night, when the gale reached hurricane force, while the sky, densely charged with electricity, illuminated the vessel with streams of light and blue fire, and vivid flashes of lightning temporarily blinded the officers on the bridge. The sea rising to an enormous height, threw the vessel into the trough, where she lay rolling violently, at the mercy and whim of every wave that struck her. Had she not been a strong, powerful vessel, some disaster would inevitably have occurred. After passing the Flemish Cap, the gale moderated slowly into a calm.

During the time she had but little to do but keep her bearings, the wind changed to one of those dark and treacherous waters, but near the Grand Banks, as a gentle swell, lately rose and fell, and the stars shone out in myriads from the heavens, a mast-head light was observed rapidly approaching from the westward. As she advanced towards them the numerous lights about her decks betokened her to be a passenger liner. Aboard the distinguishing lights of the Cunard line glared skywards, the shriek of a steam whistle pierced the calm and the Royal Mail sped on, carrying in anxious haste its messages from the new world to the old, vanishing soon in the darkness astern.

The weather now became literally cold. A few miles to the eastward of the La Have Bank a fishing schooner lay at anchor. Round about her like a hen and her brood circled widely the ducks. The men, clad in yellow oilskins and crumpled in these small boats in a wind that tore them to the skin, working away at their lines for hours at a time, had a job that only the hardiest can stand.

Next came, indeed, a hard task-master to all those who seek their fortunes in his domain.

In the Bay of Fundy heavy rain which converted itself into a moderate snow storm as the ship approached the harbor was experienced. She made fast alongside the wharf, a light mantle of snow on her decks, a few days over-du, after making a passage through such weather as is seldom met with in the North Atlantic during the mid-winter months with better success than most.

W. POTTER-SAPPINGTON.

OPEN LETTER TO THE HON. H. R. BEMMERSON.

Sir—In what purports to be a verbatim report of a speech delivered by you at Fredericton on the 2nd inst. in which you attempted to depose yourself from the very grave charges preferred against you by the leader of the conservative party and in the opposition press, I find the following language, which can be intended to apply to no other engineer than myself:

I may be permitted to conjecture who this gentleman was, and I might not be far astray if I located him in the person of an engineer who for years was a dominant public figure and who, by reason of his unrestricted dealings in species of the public property of the dominion, termed, for the purpose of deceiving, "abingies," was dismissed from his position. Trust, how that gentleman had acted him with respect to this matter I will leave it for the public to conjecture. It is an honor to say that that gentleman who laid himself out to a criminal charge for the misappropriation of valuable property of the dominion to the use of himself and those with whom he was associated, is not entitled to that recognition which would result in condemning me (as the constituents of the province, in the face of my own statements and denial to the contrary).

You cannot be unaware of the fact, sir, that a charge of this nature was made against me more than a year ago in the public press, and that I immediately took steps then with my lawyer to bring action for criminal libel. The Morning Chronicle of Halifax and the Moncton Transcript are the papers I refer to. The proprietors of these papers pleaded that the charges against me were based on statements made by the honorable minister of railways on the floors of parliament. I need not go into details as to the various excuses offered; both newspapers made a public apology. I was advised that I could not proceed legally against the hon. minister of railways, as any statements made on the floors of parliament are privileged. I am advised now that your statement at Fredericton is not privileged and I have instructed my legal adviser to proceed against you for criminal libel. For two sessions of parliament my legal adviser, H. L. Bowden, Esq., of Halifax, has made repeated efforts to get the evidence upon which Mr. Blair's statements were made before the house, but for reasons best known to that honorable gentleman the papers were never brought down. As showing my position in regard to this matter, I have had the honor of appropriating public property (as you put it). I made this statement in a formal protest lodged with the Hon. minister of railways. I desire to place on record my most earnest and emphatic protest against the untrue and misleading statements contained in your speech made during the last session of the legislature, in which you did not only vilify the alleged charges contained in the report of the commissioner, but exaggerated and distorted his findings, made as they were behind my back and without any opportunity being afforded me to defend myself.

A charge against me of that nature, peace which were used for the purpose of election. The evidence of my superior officer, and indeed the report itself, as well as my own evidence distinctly show that in no case did I issue any passes without the full authority and approval of my superior officer. I have not only cross-examined any of the witnesses who gave evidence against me on this point, nor did I hear their testimony, nor did I hear, except by hearsay, until after my dismissal what their evidence really was. If it is alleged that good cause existed for my dismissal, as the law requires, the privilege which the law affords to the innocent criminal as well as the poorest debtor of hearing the evidence adduced against me, of cross-examining the witnesses and making my defence.

In your speech at Fredericton you made use of the following language:

There is a feeling in the breast of every fair minded citizen of this province that no one should be accused without knowing the facts about her deeds, before he has a chance to meet him face to face. I would ask you as a gentleman, knowing as you do the character of the investigation held here by Commissioner Wilson, one of Mr. Blair's philippic onslaughts, from a political battle field, if, in your opinion, a fair play could be expected? Was I allowed to meet my accusers face to face? How does my case compare with yours? I did not have the opportunity of ever knowing the nature of the charges preferred against me. As to the "whispering" incident, I never heard of it until I read the Blair speech in the newspapers. If I had been given a chance I could have produced irrefragable proof that what he described could not have happened.

In your case the charges have been so framed, that you have had months in which to defend yourself. You have had the chance of a province at your back. You have all the documents in your possession to disprove any erroneous statements made on the authority of myself or any other engineer.

You have a staff of competent engineers and inspectors. Do you not think that instead of smouldering private character it would not be more to your credit as premier and chief commissioner of this province for you to let the public have the benefit of their reports? In the case of the Fort Rign and Petitcodiac bridges, for instance, the charges against your administrators are most specific.

These bridges as they stand there today for some reason or other cost the province more than twice their market value when built. If any unforeseen difficulties were met with in their construction, it is fair to the case, to account for the abnormal cost, a short report from your engineer will put you right before the public.

In the absence of an explanation of defence it is not fair to conclude that you have none. Since you have driven me into print by your scandalous attack on my private character I will take this opportunity of giving the public the benefit of my experience as an engineer of 25 years' experience.

P. S. ARCHIBALD.

Moncton, Feb. 8.

For 20 years I was the responsible head of the engineering department of the Intercolonial railway, where the annual expenditures were double those of all the departments of the provincial government put together. My duties, as every engineer and contractor in the country knows, put me in a position to know the character and material tenders for different classes of bridges were called for yearly and awarded to the lowest bidder. The records of the department will show that the Intercolonial railway has for the past six or seven years been buying bridges for different classes of material tenders in every respect superior to those you have been buying for the province at one half the price you have paid.

Although bridge material is at a higher price last year than for the first time in years, the Intercolonial railway has not about the same price for bridges under construction by the Hamilton bridge works at a price less than 21.2 cents per lb. They are equal certainly in quality of material and as to workmanship I have no doubt they are superior to any of these supplied you by the Record Foundry Co.

In 1895 the engineering department of the railway let out by public tender a very large brick shed at Halifax. The successful tenderer was R. C. Donald of Moncton (I believe a friend and supporter of yours). The first of the shed was 48 steel trusses, very similar to those used in bridge construction, was required. They were of spans of 50 and 60 feet each. These trusses were included in Mr. Donald's contract. He naturally set out to buy them at the market price, the first of the shed was 48 steel trusses, very similar to those used in bridge construction, was required. They were of spans of 50 and 60 feet each. These trusses were included in Mr. Donald's contract. He naturally set out to buy them at the market price, the first of the shed was 48 steel trusses, very similar to those used in bridge construction, was required. They were of spans of 50 and 60 feet each. These trusses were included in Mr. Donald's contract. 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