SEMI-WEEKLY SUN. ST. JOHN, N. B., FEBRUARY 11, 1899.

Out Twelve Days in a Series of Gales.

GLASGOW TO ST. JOHN.

Graphic Description of the Voyage by One Who Was on the Cattle 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 griminess that ever environs it 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. The vessels under construction are many and varied, from the dredger or torpedo boat to the large freighter or first class battleship, everything destined to be of use in the making or defending of commerce, as well as the palatial yacht of the millionaire. 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, is a large 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 sea means so much, ashore so little, and 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 in compiling the works?

troduced

them

and stationing her at Greenock had

crammed her with a motley group of

seless foreigners, Italians, Span-

from all parts of

the

iards, Greeks, etc., bringing

the kingdom. Many of them did not

know a word of English and as little

of the duties on board ship. There

those allens were housed in compara-

tive 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 manoeuvering was required to

make the Duchess fast to the steam-

er, but the difficulty was at last over-

come and the gangway launched on

board. Then the Federation officials,

mustering their men, scrambled up the

gangway, bags and bedding, tinpots

off, having dumped the refuse

tives, "strong fa well doing," con-

many countries on board.

sel's deck anyhow.

tedious campaign is cheered and lauded for his sufferings and bravery on the field, but the merchant sailor who dur- ning temporarily blinded the officers on the brid as much hardships and privations and enormous height, threw the vessel displays as much true heroism as into the trough, where she lay rollmany soldiers do throughout their ing violently, at the mercy and whim term of military service, returns, of every wave that struck her. Had only to be cheated and abused wher- she not been a strong, powerful vessel, some disaster would inevitably ever he goes. have occurred. After passing the Flemish Cap. the gale moderated slow-On the afternoon of the last day of a prosperous year a well known cattle ship left Glasgow on her second voy-

creating to corrupt the condition of OPEN LETTER TO THE HON. H. Fur 20 years I was the responsible head he Mercantile Marine. Night was now well set in and thick mist hung over Greenock, obscuring Whitefarland Point and Roseneath Bouy 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 ...nd clear throughout the harbor, ushering in the New Year. This lasted for a few minutes, then than myself: 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 daybreak 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 weighed and the ship started away on her voyage. Gourock, as they passed, seemed to be gradually awakening to sense of contrary.

life. On rounding the Cloch, the sun glaring and water popped cut through a rift in the black, heavy clouds coming up from, the southward, sending a ane of sunlight down Inverkip Glen and across the Firth. Abreast of Shelmorlie and Wemyess the 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 overcapped it, and a white garment of i mist dropped low over the mountain side, leaving the lighthouse faintly

visible. The short mid-winter's day nearly at a close when the Island of Rathlin was reached, and the land had almost disarreared 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 inlid 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 he felt. At midnight the gale burst. The wind hauled into the S.W., blowing hard; then in the morning during heavy shower, it chopped suddenly into the N. W. The wind becoming flercer 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 from S.W. to N.W., with frequent showers of snow and hall, while dense masses of greasy, ragged clouds hung determinedly in the sky. The most violent weather, however,

which she experienced was on the minth night, when the gale reached loyed in compiling the works? ... hurrice ne force, while the air, densely The soldier returning from a vic- charged with electricity, illuminated and without any opportunity being af-forded me to defend myself. A oharge against me is that I issued the vessel with strams of light and blue fire, and vivid flashes of lightto an

R. EMMERSON. of the engineering department of the Intercolonial railway, where the an--In what purports to be a vernual expenditures were double those of all the departments of the provinbaitim report of a speech delivered by you at Fredericton on the 2nd cial government put together. inst. in which you attempted to de duties, as every engineer and contrac-tor in the country knows, put me in a fend yourself from the very grave charges preferred against you by the position to know the character and leader of the conservative party and market value of all kinds of bridge in the opposition press, I find the fol-lowing language, which can be inmaterial. Tenders for different classes of bridges were called for yearly and tended to apply to no other engineer awarded to the lowest bidder. recuids of the department will show that the Intercolonial railway has for the past six or seven years been

than myself: I may be permitted to conjecture who this mileman was, and I might not be far astray, the coated him in the person of an entit ever who for years was a dominion public ed dealings in a species of the public pro-perty of the dominion, termed, for the pur-perty of the dominion to the public to con-pecture, but I am bound to say that a gen-charge for the missippropriation of valuable property of the dominion to the uses of him-spit and those with whom he was associated, is not emittled to that recognition which would result in condemning me in the eyes face of my own statements and denial to the contrary. buying bridges the character of which in every respect is fully equal if not superior to those you have been erecting for the province at one half the price you have paid. Although bridge material is at a higher price this year than for the pest three years, the Intercolon'al railway has now about a dozen tridges 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

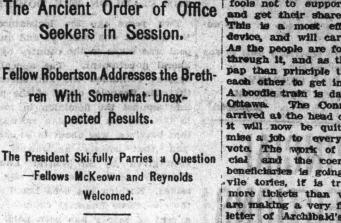
you by the Record Foundry Co. You cannot be unaware of the fact, sir, that a charge of this nature was made against me more than a year ago in the public press, and that I immediately took steps then with my lawyer to bring action for criminal libel. The Morning Chronicle of Halifax and the Moncton Transcript 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 meed not go into details as to the various excuses offered; both news paper 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, R. L. Borden, M. P. 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 apers were never brought down. As showing my position in regard to the charges preferred against me of misappropriating public property (as yo out it), I made this statement in a formal protest lodged with the Hon. | you have not denied it, are not in my minister of railways:-"I desire to place on record my most earnest and emphatic protest against my dismissal for alleged causes which have no foundation in fact and as to which I had no opportunity of calling witnesses or otherwise defending myself. I also desire to place on record my most 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 confine yourself to the alleged charges contained in the report of the commissioner, but ex-aggerated and distorted his findings, made as they were behind my back

trusses, very similar to those used in bridge construction, were required, They were of spens 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. He first went to the Dominion Bridge Co. and obtained their price, which was about one half that you were paying for bridges that year. The Record Foundry Co. were not ushed with your work at the time, and offered to do the work for Mr. Donald at the Dominion Bridge company's figures, and Mr. Donald gave them the job. No better proof could be afforded than this of the ability of that company to turn out work at market Drices. In your several explanations in regerd to the so called double priced bridges, you claim they are superior in quality of material used and in de-

tail of construction. I am familiar with plans of all your bridges and have examined a number of them after erection. Some of the smaller spans for which it is charged you have paid two and three prices., and opinion as well constructed as similar work in Nova Scotia.

As to some of the larger spans. such as that at Lefebvre, the requiremerts of your engineer are more than called for by the governn ent of Nova Scotia. The difference, bowever, is so trifling that a builder would meet this extra work for the smallest fraction of a half cent; indeed I believe on account of the excessive weight in a tridge such as the Lefebvre the per pourd price would be less than for a sindlar span under the specifications of the provincial engineer of Nova Sectia.

If you want to prove to the public how much there is in this claim of yours that your bridges are so superior to these constructed by the in' lately," explained another.



Harmony Hall was ablaze with light and the Fellows were out in force. The word had been passed around that an important announcement would be made by the president, and are superior to any of these supplied visions of jobs delighted the faithful. Promptly at eight o'clock the presid-In 1895 the engineering department ent rapped for order, and only the of the railway let out by public tensound of an occasional expectoration broke the suffiness as he rose to speak. "Fellows," he said, "You have been called together to welcome to our ranks a distinguished convert. In the der a very large brick freight shed at Halifax. The successful tenderer was R. C. Dohald of Moncton (I believe a friend and supporter of yours). To cover the roof of this shed 43 stee fierce struggle before us we would welcome anybody, and it is a cause for the greatest rejoicing that we have with us to-night no less a personage than the Father of the Winter Port. I propose three cheers for Fellow George Robertson.

HARMONY HALL

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The

The yell that went up fairly loosened the hair of pedestrians passing along the street. There were loud calls for Fellow Robertson, and he was escorted to the platform by Fellow O'Brien and Fellow Barry.

"Hurroo!" yelled the back benchers. "Fellows," said Fellow Robertson, "I thank you from the bottom of my heart. It is the highest possible tribute to your intelligence that you can recognize a live man. Alfred Stock-

ton and his dry ethics are no good. We want no dry ethics." "Oh. dry up," roared a bibulous Fellow in a back seat.

right. The man's right enough. We want nothin' dry. Where's that bottle?"

"What's ethics, anyhow?" demanded third Fellow.

"informs us that ethics relates to rules of duty and conduct."

"Then we want none of it here," chorused several Fellows. And Fellow Robertson proceeded:--"Alfred Stockton and his Poppen-

dorf are not what this constituency requires at this critical juncture in the evolution of-of-of-in this exigency." "That's so, mister," piped a shrill voice. "We don't want no pop. It's pap we want-ch, boys?" "Alfred Stockton," pursued Fellow

Robertson, "is a gaseous accumula-tion that must be dissipated." "What's that he said?" queried a

back bencher. pendorf " "He said Stockton's been dissipat-

upper province and Nova Scotia. "Oh! I always thought he'd come builders, I challenge you to publish to that." llow Rol

by and therefore the government to carry every other comm-ty, and therefore the people whom the speaker addresses would be great fools not to support the government and get their share of the plunder. This is a most effective campaign device, and will carry great weight. As the people are fools they can't see through it, and as they care more for pap than principle they will fall over each other to get in out of the cold. A boodle train is daily expected from Ottawa. The Connolly dredge has arrived at the head of the harbor, and it will now be quite proper to promise a job to every man that has a vote. The work of intimicating offi-cial and the coercion of possible beneficiaries is going briskly on. The vile tories, it is true, have put up more tickets than we expected, and are making a very fierce fight. That letter of Archibald's is also a most naging blow, but if Fellow Rob ertson can explain it away to his own satisfaction. we may fairly indulge the hope that everybody else will be able to square it with their conscience. I would suggest, however, that our speakers say as little about bridges as may be possible. It is for us to assume the lofty attitude of injured ence, and describe our opponents as irresponsible slanderers and out-casts. Admit nothing. Explain noth-ing. Play the game of bluff-and put up the stuff. I am now ready to peceive any suggestions that may occur to any member of the order."

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"I have been told," said Fellow Purdy, "that some people call ours the traitors' ticket. I want to object to that title. I'm no traitor." Fellow Purdy sat down, and for about five minutes nobody spoke.

"I move we proceed to the next or-der of business," said Fellow Mc-Keown. A score of Fellows hastily seconded the motion and it went through with a rush.

"Mr. President," said a back bencher, "could I ask a question?" "Certainly," said the president, in his most affable tone. "Well," said the back bencher. "I'm

workin' man. I get maybe a dollar a day. If I get two dollars for my vote, and take it, they call that a orime, and they say. I'm nothin' but cattle, that can be bought and sold. "No, no," cried another one. "He's | But if one of the big wigs goes over for the promise of an office or because he wants to sell something to the government, they call that an ar-rangement, and the bargainer a most third Fellow. "The dictionary," said Fellow Barry, fluential gentleman. What I want to ask is if that big wig doesn't come under the head of cattle as much as the dollar a day man that takes an extra dollar when he gets it."

"I think," said the president, "that ethical discussions, as Fellow Robertson has pointed out, while very valuable in themselves, are not desirable at this stage. They would be apt to distract our attention from the work in hand, which is to defeat the tories.'

"Then you won't answer my question?" demanded the back bencher. "Some other time, my dear Fellow some other time," soothingly responded the president. "We'll consult 'P

"No," said the back bencher, "you needn't trouble any more about it. I'm done with the whole gang of you." And suiting the action to the

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for 1897.) ng of hoge pig can any othstand exailments warm and ed against exercise, its body with cold ell lighted s of the they be It with a and gut earth or ng pigs

ly into a calm. age to St. John, N. B. Two hours' During the time she had but little easy steaming brought her to Green- companionship. Few of her kindred ock and, dropping, her anchor at the old she see on those dark and treach-Tail-of-the-Bank in nine fathoms, crous waters, but near the Grand blew her whistle for the Federation Banks, as a gentle swell lazily rose vessel to come alongside. She had and feil and the stars shone out in still to get her crew. The Sailors and myrjads from the heavens, a masthead light was observed rapidly ap-Firemen's union had struck against the Shipowners' federation and would i reaching from the westward. As she not ship or allow any one else to in . advanced towards them the numerous any of their vessels; at the same time lights about her decks betokened her accusing, falsely or otherwise, a mem- to be a passenger liner. Abeam the ber of the federation staff of impro- distinguishing lights of the Cunard priety. One wonders why the men alline glazed skywards, the shrick of low the scheming of an agitator such a steam whistle pierced the calm and as Wilson to influence them in their, the Itoyal Mail sped on, carrying in anxious haste its mesoages from disputes with the masters. He treats them like a flock of Eastern sheep. He new world to the old, vanishing soon calls and they gather round him, folin the darkness astern. lowing him blindly wherever he cares

The weather now became bitterly to lead, foolishly confident that this old. A few miles to the eastward of shepherd will find them more plentithe Lu Have Bank a fishing schooner ful pastures. The results of past years. lay at anchor. Round about her like have weakened the union a little, but | a hen and her brood circled widely her the remedy needful for a final satisdories. The men, clad in yellow oilskins and cramped' in these small factory settlement has still to be intoats in a wind that froze them to the The owners in defence had chartered skin, working away at their lines for the Duchess of York, a river steamer, hours at a time, had a job that only

> the hardiest can staad. Neptune is, indeed, a hard master to all those who seek their fortures in his domains.

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

MARYSVILLE NEWS.

MARYSVILLE, York Co., Feb. 2. A new loige, Cour: Marysville, Can-

and pannikins being slung on the vesadian Circle of Foresters, was installed here Feb. 1st with a member It took some time to get these men shp of twenty by R. J. Stuart. The signed on, as the articles in some cases officers installed for the current term had to be interpreted. However, in a were: J. P. C. R., C. H. Hatt; C. R., T. Morrison; V. C. R., Geo. Tapley; R. S., F. Merritt; F. S., H. A. Gibson; couple of hours' time all were finished and the Duchess sheered gracefully treas., Geo. Galley; chap., E. Estabrooks; cor., W. H. Gregory; S. W., A This depot ship is, so to speak, young in service but old in wickedness. It Barker: J. W., T. Flannigan; S. B. was she who last summer shocked the E Bubar; J. B., J. McGloin; examining physician, Dr. Fisher; trustees, good folks of Duncon by endeavoring to land a party of pleasure seekers, Alex. Gibson, jr., J. Lawrie and E.

principally thirsty ones, on their pier Estabrooks. Miss Isabelle Lkely, eldest daugh-ter of Mr. and Mrs. Thomas Likely, one Sunday; but the Dunoonites, anxious to preserve the morals of their left on Thursday to enter a training school for nurses in Massachusetts. town, rose up in arms against them, and although the vessel repeated the attempt on several Sundays the na-

Children Cry for quered on each occasion, the vessel, in the end having to abandon her object. Site is now engaged in the task of CASTORIA

pose of elections. 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. of cross-examining any of the nesses who gave evidence against me on this point, nor did I hear their testimony, nor did I know, except by hearsay, until after my dismissal what their syddence really was. If it is alleged that good cause existed for my dismissal, surely I was en-for my dismissal, surely I was en-to the privilege which the law is a to the privelege which the law is a superior officer. I had no opportunity of cross-examining any of the witroes-examining the witnesses and making my defence." In your speech at Fredericton you made use of the following fine language:

passes which were used for the pur-

There is a feeling in the breast of every fair minded of sea of this province that no one should be accused without knowing the name of his accuser-without having a chance to meet him face to face.

I would ask you as a gentleman nowing as you do the character o the investigataion held here by Com missioner Wilson one of Mr. Blair's political headsmen fresh from a political battle field, if any semblance of fair play could be expected ? Was allowed to meet my accussers face to face? How does my case compare with yours ? I did not have the opportunity of ever knowing the natur of the charges preferred against me As to the "shingles" incident, I never heard of it until I read Mr. Blair's speech in the newspapers. If I had een given a chance I could have produced irrefragible proof that what he lescribed could not have happened. In your case the charges have been specifically made. Tou have had conths in which to defend yourself. You have had the finances of a province at your back. You have all the documents in your possession to dis-prove any erroneous statements made a the authority of myself or any other engineer.

You have a staff of competent ensincers and inspectors. Do you not think that instead of assailing my 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 Port Elgin and Petitcodiac bridges, for instance, the charges against your administrataion are most speci

These bridges as they stand there today for some reason or other cos the province more than twice their market value when built. If any un-forseen difficulties were met with in their construction, as is often the ase, to account for the abnormal cost, short report from your engineer will put you right before the public. In the absence of an explanation of defence is it not fair to conclude that you have none? Since you have driven me into print by your scandalous at-tack 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.

yoir spec clauses in them that refer to quality same time the spe ifications of the Nova Scotia government and those of selves accordingly. I can assure you, if it is any satisfaction to you to know it, that this scandal of the province of New Brunswick paying ex-cessive prices for their bridges is well known to bridge builders outside the province, and they have for a long time been speculating when it was to come to an end. In your speech at Fredericton you grandiloquently challenge any competent engineer to say that, considering the quality of your bridges the price is excessive. As appeal was made to the Fellows an ergineer of 25 years standing, and around him. familiar with bridge work, I say the "Yes," admitted the Fellows, "that's prices were excessive, on an average about 100 per cent. above their market value, and I challenge you to get a reputable and independent bridge engineer in Canada to state over his own signature that the prices you raid were not excessive. This bridge matter is not done with yet. Let the verdict of the electorate be what it may on the 18th inst., nothing can prevent a most searching investi-

gation into your record and if you eity.' are a prudent man you will closer to facts than you have done in your so-called explanations.

I am. sir. yours. P. S. ARCHIBALD, Moreton, Feb. 6.

You say you are not a Effervescent Salt has been introduced it has received un-biased recommendation. All druggists sell this stand-ard English preparation at 600 a large bottle ; trial size, 250.

himself for another oratorical flight, the back bencher left the ball, of material and workmanship. I will and had rolled forth one sounding promise you to have published at the period when a great commotion arose period when a great commotion arose person," said the president. "We are down by the door. well rid of him." down by the door.

"Who's that talkin' up there?" demanded a Fellow who had just come "It's George Robertson," whispered Mr. Solicitor General Mikune," said

Fellow near him. "Well, he's a windbag," cried the

newcomer in a loud volce. "What's that? What's that? Tut," tut-what do you mean str?"-should of the hall. the president.

"Isn't that George Robertson talkin" up there?" demanded the Fellow. "Yes, sir, it is."

'Very well," rejoined the Fellow, "I say he's a windbag."

"But, you mustn't say any such thing," protested the president. "This is the Father of the Winter Port." The Fellow steadied himself in the aisle, and pointing his finger straight at the president, said, "Mr. President, I've heard you, standing there on that platform, tell us over and over agin that George Robertson was nothin' but a windbag. Aint that so?" This

"But-but." hastily protested the president, "he's one of us now," "Do you mean by that," demanded the Fellow, "that we're all windbags?" "I mean," testily rejoined the president. "that he is now an honored member of the Ancient Order of Office Seekers. That being so, he is an orator, and one of the best informed and most patrixic geatlemen in the

'Oh!" said the Fellow. "Is that so. All right, then. Fire away." But Fellow Robertson had sunk back into the arms of Fellow O'Brien, who

was fanning him with a copy of the Globe "I see," said a Fellow, "that Pugs-ky's with us again."

"He is," said the president. "Will he stay all winter?" queried

another Fellow. "Well, that, "diplomatically observed the president," is a question in ethics. We won't discuss it." "well." Of course how the president," is a question in ethics. We won't discuss it." "Is Mr. Mikuns here?" yelled a back

bencher. Before anybody could answer there came three raps at the outer door, and "the guard announced that Fellow McKeown, accomparied by Fellow Reynolds, sought admission. had given the correct password. They

"Ipse, Ipsa, Ipsum." "Admit the brethren," said the president, and as the two entered arm in arm the whole Fellowship rose and gave the sign of the order, extending oth arms with hands open, and returning them with the hands closed. "The brethren are welcome," said the president, and the circle of harmony was formed and the two Fellows received with demonstrations of great loy.

"Fellews," said the president, "the campaign is progressing admirably. Instructions have been issued to the speakers in each county to declare on Linseed and Turpentine.

"A most ignorant and unreasonab

"We guite agree with you," said the candidates and Fellows in chorus. "We'd, like to have a speech from

one of the Fellows. "Are there any more Solicitors Gen-eral precem?" asked the president.

Six Fellows arose in different parts 12 63

'Have you all been promised the selictor generalshp?" asked the president

"We have," replied the Fellows. "In that case," said the president, "I think we will proceed to the next order of business. The question of increasing the number of the execu-tive will be discussed at another time. I think however, it is fair to say at this state that seven solicitors gen-eral will not be too many."

"We want seven attorneys-general, too, if the work of the office is to be done," said a lawyer Fellew.

"You are entirely mistaken," said the president. "An attorney general is not supposed to do any work. The province must pay somebrdy else to do that. But there is no objection to seven holders of that office. Only don't let the impression go abroad that it involves anything more than drawing salary. Don't let anybody think that any criminals have to be prosecuted by an actorney general. Don't prison your bait if you want to catch gudgeons."

A despatch from Boston says: "The Whitney people have agreed to pay the Nova Scotla Steel Company one million dollars for the Belle Iele iron property."

A Balm for Itching Skin

IS DR. CHASE'S OINTMENT

Itching comes as a midnight torture to scores of thousands of women. Especially during the expectant period are women subject to an stohing which becomes actual torment. If all women could read the grateful ist-ters from their fellow-sisters which come to this office they would realize that Dr. Chase's Omtiment is indeed a baim for hum-ing skin

ing skin. Mrs. Sylvester, 16 Chinton street, to, writes: "I wish to say that Dr. Oninient has proven a wonderful to me. I would not be without it. the best-not marily one of the best the very best of the main of the best the rubile for piles and main of these at peculiar to women, and too numero

mention." It is entirely unnecessary for any w to spind another night of suffering wakefulcess because of itching. Con rest and sleep accompany the use of Chase's Ointment. of tridive and his

not healthy? ABBEY'S SEFFERVESCENT SALT will invigorate your system and keep you in perfect health. It has done it for others it will do it for you. Wherever Abbey's