

## —THE— International Railway

NOW OPEN FOR TRAFFIC.

Uniting Campbellton at head of navigation on Baie Chaleurs with the St. John River Valley at St. Leonards. At St. Leonards, connections is made with the Canadian Pacific Railway for Edmundston and points on the Temiscouata Railway, also for Grand Falls, Andover, Perth, Woodstock, Fredericton, St. John and Western Points, affording the shortest and cheapest route for Fish, Lumber, Shingles and Farm Products, from Baie Chaleurs and Restigouche Points to the Markets of the Eastern States. At Campbellton connection is made with trains of the Intercolonial Railway. An express train, with superior accommodation for passengers, is now being operated daily, each way, between Campbellton and St. Leonards, and, in addition to the ordinary freight trains there is also a regular accommodation freight train carrying passengers and freight, running each way on alternate days.

The International Railway  
Company of New Brunswick

JUST READY:

## THE MONEY MOON

by Jeffery Farnoll

Author of the Broad Highway.

way.

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Carries a full line of PUREST DRUGS, and your Prescription will receive careful attention by experienced and reliable dispensers.

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APPOINTED ADMINISTRATOR.

Summerside Journal: Rev. Dr. Morrison, V. G., has been appointed administrator of the Diocese of Charlottetown during the illness of Bishop MacDonald, with all the powers and privileges appertaining to a bishop.

## GOING

## GOING QUICK

This Lot of  
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AT 49c. pair

You will wait a long  
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value than this Lot regular  
75c. Quality 2 1/2 yds.  
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## DISFIGURED—BUT NOT FOR LIFE

The disfiguring blotches, pimples and sores of childhood, coming from impure blood, yield promptly to the healing curative influence of Nyal's Blood Purifier.

Of recurring sores, tetter, skin eruptions—unfailing signals of bad blood—are permanently cured and the skin restored to its original smoothness when Nyal's Blood Purifier is taken as directed. The price is \$1.00. We sell it and recommend it as a truly scientific and trustworthy remedy.

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E. OLINTON BROWN, Druggist.  
Corner Waterloo and Union Streets.

## DOLLS

Everything in Dolls. Our big store is now complete. In all our experience we never had such a fine display of Dolls for Christmas. Dolls from Germany, France, Japan, England and America. We bring the markets of the world to your door.

Undressed Dolls, 1c to \$6.00 Each  
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We have all the latest and best novelties in dolls. Our values are the best in Canada. Be sure to see our doll window.

Arnold's Department Store

85-85 Charlotte Street.

SENT A CABLEGRAM TO THE  
POPE.

Hon. John F. Mehan, Mayor of Lowell, the native city of His Eminence, sent a cablegram to the Pope, thanking him for appointing Archbishop O'Connell, a native of Lowell, a Cardinal.

## Public Speakers and Correct English Pronunciation.

In the current November number of the American Ecclesiastical Review, we find an admirable paper on "Orthodoxy in the Pulpit," by the Rev. Arthur Barry O'Neill, C. S. C., of the University of Notre Dame, Indiana. While especially intended for priests, there is much in it which equally fits the case of the secular public speaker. For the benefit of the latter we wish that these passages of general application might be widely disseminated.

As to the immediate application of Father O'Neill's paper it must be useful to the laity as well as to the priesthood to remember that there is no "incompatibility between orthodoxy and the deepest piety," and that it is "a perfectly gratuitous assumption that a scholarly, correct speaker is necessarily an ineffective one." Passing with this light touch from the primary purpose of Father O'Neill's interesting and suggestive article, how often the experienced public speaker, editor or author is confronted by this grievance on the part of the self-satisfied young beginner in public speaking or in writing "You should have soon how good my intention was; how excellent the substance of my thought, and 'not taken me up so strictly for details in pronunciation or expression.'"

To this, we can but present the words of the strictest of instructors, albeit the kindest of men: "I cannot concern myself with your good intentions or your mental processes, but only with the results of both, as embodied in your article or your address." For the honor of God's cause, these results must be good enough in form to satisfy the most critical of worldly ears and eyes.

Here is a passage from Father O'Neill's article which concerns all public speakers.

"The usage of English-speaking people ultimately decides not only whether a given word is good English or not, but, in case it is a legitimate word, how it should be spelled and how pronounced. Naturally, the use that thus becomes law must possess several essential qualities. It must be reputable, the use of the educated, not the illiterate; it must be national, not merely local or provincial; and it must be contemporary or present. To ascertain what good use, as thus defined, deserves concerning the pronunciation of particular words is the professed business of lexicographers, and the results of their labors we find recorded in our standard dictionary. Provided our manner of pronouncing an individual word is authorized by such a dictionary, we need not take account of any adverse criticism."

Father O'Neill very properly blames much of the defective pronunciation and enunciation of public speakers, who are fundamentally well-educated men, to the gross negligence of their early instructors in English. Many men, and not a few women—though as a rule, women are more minute in their attention to details—seem to forget even the good English instruction of their preparatory courses once they enter on the higher education.

Still another reason for defective speech in public is the slovenly speech tolerated in household life. We don't believe in primness, but it is just as easy to be courteous and affectionate in good English.

Then, many men whose business or professions oblige them to deal habitually with the uneducated, unconsciously contract the habits of speech of the latter. The writer recalls an eminent lawyer who declared it was one of the most strenuous fights of his life to preserve his conversational address from the localisms and the slang of the persons with whom he had to do in conducting his various cases. But habitual good English is so valuable an asset in the career of any ambitious man that the fight is well worth while.

## FISHERMEN ANSWER CHAR- LOTTE COUNTY CRITIC.

Men Take Exception to Many of His Statements.

In Wednesday's Standard an article appeared in which a prominent operator of fish weirs in Charlotte county took exception to statements recently made by a Bay fisherman. A Globe reporter met the following fishermen this morning: Messrs. James Leonard, Richardson, Deer Island; Frank Greenlin, Lord's Cove; Randal Mathews, Le Tete; C. Pendleton, Max Lambert and R. Lord of Lord's Cove, and found them in an indignant state of mind over this gentleman's statement. All are engaged in the occupation of seining for herring and they are either owners or share-owners of the weirs at their respective places, and they unanimously indorsed the statements made by the Bay fisherman to which the gentleman of Charlotte county took exception. The above mentioned fishermen were also of the opinion that free seining in Charlotte county would be most beneficial to all concerned. They say that where it is possible weir privileges should be granted so that the young men now engaged in fishing might have an opportunity of erecting weirs. They all agreed that weir fishing is a very important industry and that a great deal of money has to be spent in the building of weirs. They state that there are a great many weir owners, yet there are many who want to engage in the fishing industry that cannot do so as they are unable to get privileges, as nearly all the places available for weir constructing have been already secured. Speaking of seining and weir fishing they claimed that it is much easier for young men to operate in seine fishing than in weir fishing, as the former would only require \$100.00 to make a start and the latter not less than \$1,000. The present regulation of 1,000 feet between each weir, they say, is too great, and they are in favor of a 600 foot rule, stating that a weir that will not pay at 600 feet will not pay at 1,000 feet.

In regard to lobster fishing these fishermen state that by adopting the same regulations as they have in Maine would be a great benefit. They claim that during the present close season the American fishermen entice the lobsters to their traps and that the Canadian fishermen are the losers. They also claim that lobster fishing on the Maine coast was never so remunerative as it is at present, or so well protected, and they fail to see the reason why the regulations that have benefited American fishermen could not be adopted here. They say that they are greatly in favor of a lobster hatchery here and think that it would be most beneficial.

In regard to the statement the Charlotte county gentleman made that the St. John fishermen only receive a mere fraction of the \$20,000 made by the fishermen of St. John county they gave facts and figures showing that the St. John fishermen received over \$14,000 this season by seining operations. They stated that the harbor fishermen do not represent one-fifth of the number engaged in the county.

The statement of the above gentlemen that sailing boats are sent out by American factory owners and are equipped by them for the use of seining fisheries they flatly denied, stating that nearly all of the fishermen engaged in seining own their boats and where this is not the case they own a boat are only too pleased to get a chance to operate with the boat-owners on a share basis. They stated that they had not accurate information, but that they have good reason to believe that one St. John firm has supplied a least \$10,000 worth of fishing gear to the fishermen of St. John and Charlotte County this year. The statement that the majority of seiners belong to the lowest class of men the fishermen consider a direct insult. They claim that nearly all the men engaged in fishing are heads of families and own their own homes.

Mr. J. Fred Belyea, local fishery officer, when asked this morning how he found these men, said that he certainly could not agree with the statements of the Charlotte County gentlemen, for he had mingled among them during the past five years and had always found them a most intelligent and law-abiding class of citizens. "I do not know of any who have conducted themselves other than as a gentleman should while in my district," said Mr. Belyea.

Speaking about the opposition to seine fishing in St. John County one of the most successful weir fishermen stated that while operating the weirs this season he found great difficulty in disposing of his catch as he was so far from any market and besides could not always guarantee a boat a load to induce them to come and collect the fish. He claimed, however, that as soon as the seine fishing began that difficulty was removed in consequence of the larger number of boats available and the large number of fishermen. He said that he was strongly in favor of seine fishing.

## FROM HALIFAX.

HALIFAX, N. S., Nov. 15.—With all the notable ceremonial of naval affairs of its kind, the court martial into the stranding of H. M. S. Niobe, the flagship of the Canadian fleet, off Cape Sable, on the night of July 29 last, was begun in the dining room of the commander of the Niobe at 9.30 this morning, when Lord Alister Graham, the officer of the

watch on the night in question, was formally accused of causing the stranding. At the conclusion of Lord Graham's case, those of Navigation Lieutenant White and Commander W. B. MacDonald of the Niobe will be taken up in turn.

Lord Alister Graham, attired in civilian clothes, sat beside his counsel throughout the proceedings. He is a young man of medium height and build, clean shaven and clear blue eyes.

The court is composed of the following officers: President of the court, Captain Lewis C. Baker, H. M. S. Berwick; Captain John F. E. Green, H. M. S. Essex; Flag Captain Eric P. C. Bask; Commander Truesdale, H. M. S. Donegal; Commander Lancelot N. Turton, H. M. S. Leviathan. Navigating commander Albert C. Scott is the prosecutor, and Staff Paymaster Gerty of the Naval College is conducting the defence.

When the court opened the charge was read by the deputy judge advocate.

Lord Alister Graham is specifically charged with causing the stranding of the Niobe while he was officer of the watch.

Lieuts. Campbell and Cunningham of the flagship were instructed to work out the course and position of the Niobe on the night of the stranding.

Commander McDonald was the first witness called. Questioned by the court he said that Lord Alister Graham was officer of the first watch when the ship grounded on Blonde Rock on the morning of July 30 last. He (the commander) was on deck when the ship was stranded. The weather was clear before the ship passed Blonde Rock buoy. He had not expected to see Cape Sable Light almost immediately after passing the Blonde Rock buoy. He had gone below immediately after passing Blonde Rock buoy, returning twenty minutes later. The accused had not sent down a report that Cape Sable Light was in sight. He had come up about 10.15. He considered that the accused should have notified him that the light had been sighted when it became clearly visible. With a clear night and under circumstances then prevailing, he did not consider the soundings would have been of any use. There were very few soundings on the chart in the position in which they were. When he returned to the bridge at 10.15, Cape Sable Light was not in sight. It was not sighted at all. The ship was on her proper course when she grounded. The course by standard compass was south 74 east. Orders had not been given to the officer of the watch on her course by standard compass.

He expected the officer of the watch to fix the position of the ship on the chart, when the navigating officer is below. The ship's position had been fixed by the accused after passing Blonde Rock buoy. Twenty minutes after passing Blonde Rock buoy witness told the officer of the watch the tide expected. The direction of the wind was southwest, force three miles an hour. It was the duty of the accused to place lookouts above and below, but he did not think he had had a chance as the fog came on very quickly. The fog came on in a few seconds and he placed a lookout himself.

On cross-examination the witness said that the Niobe struck between 12.15 and 12.20. His written orders that night were: Course south 74 east. Call me when required, when South West Ledge and Brazil Rocks are sighted at midnight and at daylight.

He showed the accused the ship's course, and warned him not to get set in on or to get to port of his course, but to keep generously to starboard. Witness heard him repeat the orders to the Quartermaster to keep to starboard. This was about 10.15. He gave the accused no extra orders as to speed. Accused called him shortly before midnight. Accused reported then that the Southwest Ledge light had been seen and its whistle heard on the port bow and that a slight mist was drifting across the light and that he thought a fog was coming on. He expected to sight the Southwest Ledge buoy light about 11.30 roughly. He considered accused an exceedingly trustworthy officer of the watch.

On re-examination, witness said that Seal Island Light and Blonde Rock Light should have been sighted for at least an hour after rounding Blonde Rock. He was under the impression that Seal Island light was in sight. The officer of the watch as far as he knew did not fix the position of the ship by cross bearings of these two lights. He thought that if accused had got a correct fix at 11 o'clock it would have shown that the ship had been set off her course. He could not say when the tide first made its effect on the ship. The speed of the ship was 45 revolutions—7 1/2 knots. There was a southwesterly swell but no sea on. Witness was in his fore cabin, which is on the bridge, that night. He considered that the officer of the watch was entirely responsible of the safety of the ship while he was in his cabin. He considered that the officer of the watch should have called him earlier than he did.

Navigating Lieutenant White was the second witness. He testified to the position of the ship and the orders given before going ashore.

Gunner Lieut. Street, who took over the watch from Lord Graham, was called just before adjournment for lunch at 1.45.

The storm is so heavy that it is impossible to get boats to go out to the Niobe for further copy.