not known that he had sent al communication to the Commo

an epportunity of showing that he

the most minute details connected

with the proposed improvements, and

traceed without difficulty to Frederic

ton to secure the passing of the act.

As matters stood at present, Mr.

great, but they could not say how

that would be after the general

provincial election to take place in a

few days. There was a small fee also

required to be paid before any private

or local bills could be introduced in

Doubtless the bills and by-laws com-

mittee and the common council, fol-

lowing up the great care and econ-

omy they had shown in the Carleton

water extension and elsewhere, were

dasircus to save the citizens the cost

of this fee and also that of advertis-

ing the bill. He felt sure that the

members of this board and the public

generally would commend their pru-

lence and economy, and for his part

he felt, as he had more than once ex-

pressed himself in connection with

pressure on the great body of the cit-

Now, it could not be expected that

Mr. Blair, though he might possibly

go to Frederixton, would see to the

advertising, and, besides, if he did, the

advertisements might unfortunately

the present city taxation, that

izens was entirely too severe.

logislature at Frerdericton.

take the time to attend even to

BOARD OF TRADE

What the Sand Point Improvements Actually Cost the City.

Will Compile and Publish Information for the Ratepayers Regarding Montreal System of Assess-

Mr. Jarvis and the Proposed L. C. R. Grain Elevator-Letter from the Vice-President of the C. P. R.- Exports to Great Britain this Winter in Excess of Last Season's Figures.

monthly meeting of the Board of Trade held on Tuesday afternoon was marked unusually large attendance, board room being pretty well filled.
President McLaughlin occupied the
chair. The minutes of meetings of the
council and of the preceding meeting
of the board were read by the secre-

C. P. R. AND HARBOR IMPROVE-

Replying to the board's communication, asking if the C. P. R. intends to provide further wharf and other facil-tiles at St. John west, to accommodate the increased export trade of the dominion, Vice President Snauganessy writes under date of Jan. 9th:

"We gather from published state-ments by members of the government that attention is now being given to the improvement of harbors and facilities at several points in the dominion, and we know of no places deserving of more consideration than the Canadian winter ports on the Atlantic seaboard.

"Those ports are so decidedly national in their character that harbor and dock facilities should be provided at the expense of the general govern-ment rather than an individual ratiway company. The growth of traffic via the port of St. John notwithstanding the disadvantages of an insufficient ocean service, shows pretty clearly what could be done with modern freight steamers and the necessary facilities for loading and unloading

"I am afraid that other engagements will prevent me from visiting St. John within the next few weeks, but if your committee, or any member of it, be here at any time, I shall be glad to meet you or him and discues all matters of mutual interest. In the meantime if you prefer it, I shall request Mr. Tait, manager of eastern lines, to visit St. John for the purpose of conference with you."

APPEAL FROM CITY PRINTERS. The following letter was read:

at the last regular needing of St. John Typographical Union, No. 35, held on Saturday evening, 14th Jan., 4 was your honorable body to the fact that orders for large amounts of printing have been at various periods given to Toronto houses to the detrim the printing interests of this city.

As the St. John Board of Trade has taken a deep interest in the city's welfare in endeavoring to foster industries and build up the trade of St. John, it is a matter of regret that so many of our merchants and barristers persist in dealing with agents from Toronto, who make a tour of our city several times during the year. This circumstance is regrettable for various reasons, among which may be mentioned the following:

Firstly, our employing printers have to pay enormous sums in taxation, while their plant is decreasing yearly in value, and remain icle a portion of the time through the inconsiderateness of a number of our most prominent

Secondly, since the introduction of type setting machines into St. John mber of printers have been deprived of employment, thus either forcing them to seek homes in an alien country or paving the way to the alms house, as printers generally are not able to perform manual labor;

Thirdly, men who are only partially employed during the year do not earn sufficient to support themselves and families, and consequently are not in a position to contribute their quota to the city in the shape of taxes. If the members of the St. John Board of Trade would only use their influence to secure a "stay of proceedings" along the line indicated much benefit would accrue to the idle printers and great assistance rendered in reducing the army of unemployed workmen. The letter was signed by W. H.

Coates, secretary. W. M. Jarvis said this letter had been referred to the board because it was a difficult subject to handle, He knew that much law printing was obtained here by Toronto travellers, but he did not think much mercantile printing was done by outsiders. regretted that the Typographical Union had not presented some facts to the board.

Capt. Keast said printers and paper manufacturers were coming monthly taking orders for letter heads, bill-heads and all sorts of mercantile printing, which orders they secured by giving an enormous reduction from St. John prices. This printing was being done by Toronto parties for small as well as large St. John ers, merchants, etc. He patronized local printers, believing that it was the duty of every merchant to sup-

port local institutions. T. H. Hall said the difficulty was largely due to Upper Canadian printers having more push and capital than the St. John men. It was the that told. These Canadian travellers showed samples so much ahead of St. John work that they caught a great deal of bulness. St. John mer-chants would prefer to patronize local other things being equal, but

the samples put before them by pu ng travellers carried weight. Capt. Keast thought this was a poor ng up St. John. The debate then dropped, no action being taken.

Court Bros. and F. E. Williams were balloted for and admitted member of the board. There was considerable discus over a resolutiton to take the initiative in so amending the fire-limits

law as to legalize the erection of a tall grain elevator on the I. C. R. grounds by the government, but it was finally decided to let the matter rest in the hands of the Common

WHAT SAND POINT WORKS COST

President McLaughlan submitted the following interesting report:

Corrolly\$133,000 00
Year 1896 — Additional amount to complete ract 8,500 00 Year 1896—Amount p purwarehouses 13,000 00

180,000 00 195 000 00

\$3,994 37 commission collect-199 71

- 6.294 6

Annual cost to city for interest, sliking fund and loss of rental....\$27,021 34 It will be gratifying to the members of the board to learn from this axhibit that the expenditure in connection with our winterport improvements falls so far short of the amount we had supposed it to be. Our people have been in the custom of referring to these improvements as costing \$750.000, while as a matter of fact it would appear as if the contemplated wharves on the north side of the slip could be completed at a cost very little in excess of that sum for the whole works. The annual cost to the city of \$27,021.34, it will be noticed, includes \$5.984 for sinking fund, which it is assumed will yield a sufficient amount to extinguish the bonds at maturity, and also includes loss of rentals of expropriated properties which, if the improvements had not been made, would probably be a very uncertain quantity. It is probably hardly far to take last year's rental of the wharves, \$2.784.66 as a criterion of the future. The slip was in a very upset condition in consequence of dredging operations, and to take the past experience of the city in connection with its wharves as an indication of the future, it is fair to assume that the wharfage receipts will largely increase.

I am indebted to the chamberlain, F. Sandall (who kindly took the trouble at a season when his time is fully occupied) for the statement of expenditures I have used in this report, and from his well known accuracy, I feel safe in saying we may assume them to be correct.

Respectfully submitted,

D. J. McLAUGHIAN. Annual cost to city for interest, sluking fund and loss of rental....\$27,021

February 7th, 1899. D. J. McLAUGHLIN. THE L C. R. GRAIN ELEVATOR. W. M. Jarvis moved the following

"That the action of the council with regard to the proposed elevator on the I. C. R. grounds be approved. and the subscription list opened be placed in the board room and at such other places as may be thought advisable by the council, for signatures." He explained that the difficulty with regard to the proposed elevator arose through the 157th section of the act passed in 1889 for uniting St. John and Portland. That section provided that all acts and parts of acts relating to the city of St. John, or the local government thereof, or to any part of the city of St. John, not in-

pugnant thereto, should apply to, and be in force rritory annexed to and made part of the city of St. John, and to the whole council of this board would not have city as extended under that act. A previous act, passed in 1877 for the prevention of conflagrations, pro ever, their communication was treat-ed by the City Council as no doubt under the circumstances it deserved to be, and was duly filed in the archive vided that the city of St. John on the astern side of the harbor should be divided into three districts. Within the first district, which might be said to include generally the westerly portion or business part of the city from North street to Reed's Point, only of the city, where it will doubtless manently remain. The communication from the inspector of buildings was, however, considered, and the bills and by-laws committee, through brick buildings, and in one or two sections brick cased buildings, could their chairman, Alderman Millidge, ecommended that the correspondence be erected. Within the second disrelative to the erection of the L. C. R. trict, which included the central part of the old city, wooden buildings not grain elevator be sent to the minister of rallways, and that the common exceeding 25 feet in height could be clerk inform the Hon. Mr. Blair that built; and within the third district, the City Council will not stand in the which was defined by the act to inway of the government getting such legislation as will permit the erection clude all the remaining portion of said city of St. John on the eastern side of the elevator, which recommendation of the harbor not comprised within was, no doubt, after the fullest delibthe boundaries of the first and seceration and consideration, adopted by ond districts as hereinbefore set forth, no wooden or other building not of the full council at their meeting on They all knew that the Hon. Mr. solid construction, upwards of 36 feet in height, could be erected.

Now a question might possibly arise Blair was a busy man. In fact by was a matter of surprise to many how as to the construction of the expres he obtained the time to attend to his sion "eastern side of the harbor," dudies extending from Falifax to Vanhe understood that the inspector couver, from the Atlantic to the Pacific coast. No doubt the bills and by-lates committee and the common coun-cil intended to pay the minister a high buildings, in the performance of his duty, for which he felt sure the members of the board would give him at the credit he deserved, had drawn the compliment by devolving upon him the duty of seeing that the legislation attention of the Common Council of was secured, and to furnish him with

more than one occasion to the neces sity for the revision of the building law, so that this point and any others which seemed open to doubt might be made clear. But the council, no doubt owing to the arduous nature of their duties and the time required for deliberation on matters connected with the extension of the Carleton water system, municipal taxation and other important subjects, had not yet found the time to consider this matter. His impression was, however, that the fire district law, would certainly be held to apply to the I. C. R. grounds, which lay on the eastern side of the harbor whatever might be said as to Indian town or the district lying more pro perly to the north.. But even if there was any possibility of doubt it was most desirable that that doubt should be removed. He was not a supported of the present administration at Ottawa, but he felt bound to say that in everything connected with the proposed winter port improvements the north end, every courtesy had been shown by the minister of railways and everything done by Mr. Blair and during his absence in England, by Mr Fielding, to facilitate the completion of the work at as early a period as in view of the time at which the gran was passed at Ottawa, was possible That work will probably involve the expenditure of a quarter of a million dollars in the city of St. John, and the money expended must go very largely to the artisans and laborers, the bone and sinew of the place, on whom indeed its future prosperity very largely depends. The matte was therefore not one to be trifled with. It might be possible that, with the ardent desire shown in other cases to find employment for prominent otherwise, the Common Council or some of its members might think it better to leave the question open, so

that the luxury of a few more law

suits might be enjoyed, and the hum

bler citizens, such as those he saw

around him, might have the privilege

of perusing bills of costs similar to

peared. But it seemed to him that

however deserving such members of

the community were of consideration

the interests of the great mass of the

people should not be altogether for-

gotten, and it must be remembered

that if legislation is not obtained, it

would be in the power of any citizen, he would not say "crank," for he

was sure that that genus did not ex-

ist in the Common Council or else-

where within the limits of the city-

to delay or stop the work by applying

for an injunction, and if such pro-

ceedings were taken with regard to

the elevator, he thought they would

all forgive the government if they

immediately stopped the entire work

it had been decided to send a com-

munication to the Common Council

drawing their attention to this mat-

ter. It was known that the inspector

The best thing with which

mother can crown he

daughter is a common sense knowledge of the distinctly feminine physiology. Every woman should thoroughly understand
her own nature.
Every woman
should understand the supreme importance of keeping
herself well and

pains and aches, nearly all the weakness and sickness and suffering of women is due to disorders or disease of the organs distinctly femiline.

A woman who suffers in this way is unfitted for wifehood and motherhood. Maternity is a menace of death. Thousands of women suffer in this way because their

ternity is a menace of death. Thousands of women suffer in this way because their innate modesty will not permit them to submit to the disgusting examinations and local treatment insisted upon by the average physician. These ordeals are unnecessary. Dr. R. V. Pierce, an eminent and skillful specialist, for thirty years chief consulting physician to the Invalids' Hotel and Surgical Institute, at Buffalo. N. Y., has discovered a wonderful remedy with which women may treat and speedily cure themselves in the privacy of their own homes. This medicine is known as Dr. Pierce's Favorite Prescription. It acts directly on the delicate and important organs concerned. It makes them well and strong. It allays inflammation, heals ulceration, soothes pain and rests the tortured nerves. Taken during the critical period, it banishes the usual discomforts and makes baby's advent easy and aimost painless. Thousands of women who were once weak, sickly, nervous fretful invalids, are now happy, healthy wives, because of this medicine. It is sold by all good medicine dealers and no honest dealer will advise a substitute.

"When I commenced using Dr. Pierce's medicines some three years ago." writes Mrs. File t

dealer will advise a substitute.

"When I commenced using Dr. Pierce's medicines some three years ago," writes Mrs. Ella J Fox, care of W. C. Fox, of Eldorado, Saline Co., Ills. "I was the picture of death. I had no heard to take anything. Weight was 125. My husband had been to see five different dectors about my trouble (female weakness). I commenced takin Dr. Pierce's medicines, also wrote to him for evice. I took four bottles of Dr. Pierce's Pavori Prescription, and one vial of his "Pleasant Pollets," and am now a well woman."

tinctly feminine.

At a recent meeting of the council

of those which had lately ap-

appear in the government papers only He thought, therefore, that the course taken by the council of this board was a perfectly proper one. They proposed to open a subscription list to n cet the forty or fifty dollars required to advertise the bill and introduce it in the house. For his part he would be glad to subscribe trusted that the mayor and aldermen in their individual capacity would do the same. Then the president had minister of railways as to the legislation required. The act, he thought, might be a very short one, merely providing that notwithstanding anything contained in the Union Act, or any other act of assembly, it shall be lawful to erect an elevator on the site and of the height proposed. The city council had said that they would not stand in the way of the govern-ment getting the legislation. It would not do, therefore, for this board to apply, but he thought it probable from the courtesy shown by Mr. Blair in the past, that he would not object on the part of the government to giving his approval of any bill required, and his approval to any vill required, and even to giving a pro forma signature

that it might become law. He moved therefore, the resolution which he had already read. Ald. T. B. Robinson differed from Mr. Jarvis with regard to the position of the common council on this matter, and assured the board that its desire was to facilitate the development of the winter trade of the I. C. R. by all reasonable means in its power.

to the petition to the house, asking

After some further debate, Mr. Jarvis withdrew his resolution.

MUNICIPAL TAXATION. When the question of Municipal Taxation was reached, H. H. Harvey read a letter from W. F. Hatheway regrettitng that he was unable to be present through illness, and suggest ing that the board get copies of the seven bills which the Common Council proposed submitting to the legislature at its coming session, and dis cuss these bills at a special evening

Mr. Harvey then narrated the steps taken that culminated in the passage at a meeting of the joint committee of the Board of Trade and Common Council, held January 9th, of the for-

lowing resolution: "That in the opinion of this board it is advisable that any legislation required to secure such information as may facilitate the consideration of a more equitable system of municipal assessment be obtained at the earliest possible date, and that the second resolution reported by the council favoring the consideration of the systems of assessment now in force at Montreal and proposed for Halifax be taken up and considered at a special meeting of the board, to be held at the rooms on an early date, to be fixed by the council of the board." After remarks by Messra Harvey Jarvis, Dr. Daniel, G. A. Schofield, Sipprell, Burditt and Ald. Robinson

resolution was adopted. G. A. Schofield moved that a committee be appointed to prepare and publish such information on the asseasment question as they think useful, at an expense not to exceed \$25. The resolution was adopted, and Mr. Harvey, Mr. Jarvis and Mr. Hall.

OUR WINTER EXPORTS. The secretary read a statement of Mary Gibbs.

the liquet counts to got the mentions about her lies than but to little or stores repet set

inter exports from St. John to Feb. it, 1899, as compared with the cor-sponding period of 1897-8, which included shipments by steamers from both sides of the harbor, and showed increase or decrease in quantity and value of the chief articles ex-

Of grain of all kinds there have been exported so far this winter 1,359,299 ishels and 343 bags, a decrease of 138,495 bushels and 227 bags, but an increase in value of \$151,543, owing to a greater proportion of wheat than last winter.

ported 95,625 packages, an increase of 8,691 packages and \$94,181 in value, Deals, boards, etc., show a gain of 3,318,714 sup. feet and \$39,570 in value; other lumber a gain in value of \$27.-

largely, while cattle, sheep and horses are considerably below last year's The total net increase of the value

Hay shows a decrease of \$7,144.

Cheese, butter, eggs, meats, apples

miscellaneous goods increased

all exports amounts to \$1,191,180.

CASTORIA

For Infants and Children

SUSSEX NEWS.

SUSSEX, Feb. 8.—The political contest in Sussex gives promise of being unusually warm.

A very pretty wedding took place at the R. C. rectory, at Norton, when Rev. Father Byrne, P. P., united in price. marriage William Bigley and Sarah Boyle. Robert Ross of Sussex acted as best man, while Miss McKenna of Waterford assisted the bride. The attendance was quite large, and the bride was made the recipient of a number of valuable and useful articles.

S. H. White & Co. are hauling to the station a large quantity of birch timber of great size, intended for the English market. The timber is brought from the woods at the head of Waterford, a distance of 21 miles. The sizes of the loads attract attention. The roads are so good that it would seem next to impossible to put too much on the sleds. This enterprising firm is also putting in a large quantity of deals for shipment. Sussex is soon to have another bar

ber shop. Geo. Berry will open one in the Byrne brick block, opposite the railway station, making the fourth of its kind. Your correspondent can re-member when one barber, who also carried on the art of a photographer, failed to make a living. Mrs. F. E. Morton and her neice,

Hattie Steeves, who reside near Roachville bridge, are both at present quite ill. Mrs. R. Morrison is visiting her

aughter in St. John, Mrs. George D. Captain John Knox, one of our old residents, who has been quite seriously ill for some days past, is im-

resident of St. John. W. H. White of Church avenue who at one time was a merchant in St. John, still keeps in very poor

The funeral of Mrs. Young, relict of the late John Young, took place at the Church of England cemetery yesterday. The attendance was quite large. Mrs. Young was in the 74th year of her age and very much ren ected. Rev. Mr. Sutherland, Pres byterian, conducted service at the residence of the deceased lady, and at the grave side.

A. D. Hubley, son of Rev. A. M. Hubley, rector of the Reformed Episcopal church at Upper Corner, was ordained to the ministry at St. Paul's church, Philadelphia, on Sun-

MUSQUASH NEWS.

MUSQUASH, Feb. 8.-There carcely a family here that has not had a member sick with la grippe Three of Knight's men are out of the woods with it. Mrs. Davidson, who has been wite ill, is slowly recovereing.

Miss Ella Anderson entertained a few friends at her house on Wednesday evening in honor of her guest, Miss M. Corbet, daughter of Officer Corbet of the St. John police force. Mr. and Mrs. Clinch visited St. John this week. J. D. Anderson and Miss Ella Anderson drove to the city last

ALL QUIET IN JAMAICA.

KINGSTON, Ja., Feb. 8.—The threaened election troubles here have been entirely quieted through the good conduct of the populare. The British fleet will disperse today. The flagship Renown will sail for Key West. No British warship has gone to Colon, the strike troubles there having been settled.

MEDALS FOR BRAVERY.

LONDON, Feb. 8.-The committee of Lloyds has bestowed silver medals upon Captain Watkins, commander of the American line steamer Paris John Bradshaw, first officer of the Paris, and upon R. H. Webb, fourth officer of the Paris, and has awarded bronze medals to the eight sailors of the Paris, for saving the crew, consisting of 22 men, of the British steamer Vindobalo, on Dec. 27th last, in

GIVEN UP FOR LOST.

BOSTON, Feb. 8.—The Boston brig Mary Gibbs, Captain Horace R. Coombs, which left Newport News 150 days ago for Para, Brazil, has now been given up for lost by her owners, who also believe that the crew of eight men perished with the vreck. Captain Coombs was about 40 years of age. He leaves a widow and daughter at Brunswick, Me. Captain

No.

a pure hard soap. A purity that makes a hardness. A hardness that wears well.

5 cents a calte.

• FREDERICTON.

Timber Berths Sold at the Crown

(Special to the Sun.) FREDERICTON, Feb. 8.-At the crown land office today the following timber berths were sold:

Head of Popelogan stream, Upsalquitch river, 41-2 miles, to James Reid at the upont price, \$8 per mile. Hardrood settlement, Bay Du Vin, 2 miles, to Edward Sinclair at \$8.50 per

East branch Christopher's brook. 21-2 miles, to A. Alexander at upset

Head waters of Tattagouche river, miles, to Sumner & Co., at upset Tattagouche river, above third lake.

5 miles to Samper & Co. at whee Gaspereau river, at mouth Demon's brook, 41-2 miles, to Geo. F. Baird at upset price.
Gaspereau river, above Meadow

brook, 2 miles, to Geo. F. Baird at up-West branch Rockaway river, 2 miles, to Milton Dayton at upset price. Head of east branch Christopher's brook, nine miles, to A. Alexander at

DIED AT FITCHBURG, MASS.

\$8.10 per mile.

(Special Cor. of the Sun.) FITCHBURG, Mass., Feb. gloom was cast over the home of Isaac M. and Margaret E. Pearson of this city by the death of their son, Hedley S. Pearson. Six of Mr. Pear son's family have been confined to the house with measles, and on Monday, Jan. 30th, the young man was taken with pneumonia, which continued un-11 12 o'clock Thursday night, when leath ended his suffering.

Hedley was born in Johnston Queens county, New Brunswick, and was sixteen years of age. He came to Fitchburg with his family in 1897. He was learning the machinis and for the past three months had been employed by the Putnam Ma-chine Co. of this city, where he won for himself many friends. The family is heart-broken by the sudden loss is heart-broken by the sudd of a most dutiful son and affe brother. He was a member of the Episcopal church and a devout Sun day school scholar.

COOKING SCHOOL

"We may live without friends;
We may live without books;
But civilized man cannot
Live without Cooks."

Owen Meredith spoke the truth when he wrote the above lines. But there are cooks, and cooks.

In order to escape the dread for indigestion we must have good cooks in our families. The mothers and the caughters and the mades chould all have the proper training and understanding that underlie all good cooking. It is not enough to know how to cook a thing well, but there should be a knowledge of what is best at certain times, and also the best combinations. There will be no axcuse hereafter for not knowing how to cook, for all the ladies, housekeepers or no, may know all the ins and outs of scientific cooking.

The King's Daughters have engaged Mass Marietta McPherson, a graduate of the Boston Cooking School to give a, course in

The King's Daughters have engaged Mass Marietta McPherson, a graduate of the Bosson Cooking School to give a, course in cooking. The classes are to be held in the King's Daughters' Guild rooms, and will open on Monday morning, Feb. 20th. They will consist of practice and demonstration. The classes in practical cookery are limited to ten members in each class. The demonstration lectures will be open to all at a single admission fee. An invalid cooking class will probably be held on Saturday mornings. A mands' class will also be arranged for.

Those destring further information can apply at the guild, 183 Union street.

SHELTER.

(From Prof. Robertson's Report for 1897.)
The first essential for the keeping of hogs profitably is suitable sheater. A pig can stand a low temperature as well as any other domestic animal, but it cannot stand exposure to cold whids. If a cold whad plays across a hog an hour of two, the animal will be much the worse for it. It is almost sure to cause constitution, which is one of the most common and dangerous aliments the afflict hogs. Hogs require a warm and may sleeping place, tairly protected against draughts. While a hog needs exercise, which has the effect of making its body quiver with life, that is endied different from causing its body to sliver with cold. The notion that any kind of shelter is good enough for it has been pelhals the greatest hindrance to progress in the industry.

The swine building should be well lighted. Plenty of light is a great promoter of cleanlinese and health. The walls of the hog pen may be built of ally material which is convenient and cheap, but if they be built of stone they, should be built with a hollow space. While the pasages and gutters in the hog pen may be constructed of general stone or brick, I think the sleeping quarters of pigs should have a wooden floor. There is nothing better than earth or dry sand for breeding aw ne or young piga, until they are put into fairly close quarters to be fattened.

DORCHESTER.

DORCHESTER, Feb. 8.-A very pretty and interesting wedding tool place today at the residence of W. W. Brownell, when his second daughter. Leretta, was married to Colwell Dooe one of Dor hester's mest popula The ceremony, whi h took place at 4 o'clock, was performed by the Rev. Mr. Thomas of the Methodist church. The bride was proffly dressed in a tailor made trivelling gown of navy blue. She received a large number of very handsome presents. The young couple left this evening by the naritime express for Bathurst, where they will spend their reneymoon. They are followed by the best wishes Coombs was the largest owner in the of the citizens of Porchester Both are deservedly popular.

GLASGO Out Twel

Graphic Des

How a Crew Board-Th Sailing

Glasgow

the front

merce. The

ever environ

of its many ner, the Cl sponsible fo ed along it able yards its name fa the annals sels under varied, fro boat to the class battles be of use in yacht of th Daily on and going, the great o merchandis ing, until th dockage ar complied wi river, a por astern of h sailing shir with rust down, while many barna a long passa It is five mo harbor. Bu she won't more vovag hulls with funnel that past her w from every succeeded : the white-w over and the change its And so th

dangers of a fatal error much, ashor lives are los tirely depen understand Who has ne of great schr after sceres ployed in co The soldie tedious cam for his suffe field, but the as much har displays as many soldie whole term only to be on the af a prosperous age to St. easy steam

with souls I

Tail-of-theblew her w vessel to still to get Firemen's any of their accusing. fr ber of the priety. One low the sch as Wilson disputes wi them like a calls and th lowing him to lead, foo shepherd w ful pastures have weake the remedy troduced. The owne the Duches

and station

nseless

iards, them from of the duti those aliens tive luxury drinking th that their deal of man make the I er, but the come and board. The mustering t gangway, sel's deck It took so signed on, had to be couple of and the D off, having

This depo in service was she w good folks to land a principally ious to protown, rose and althou attempt or tives, "str