BY A STOWAWAY.

lose her anchors and be driven ashore

in the Firth of Cromarty; famous at

St. John in New Brunswick as the

greatest ship that ever was seen

there; famous in Liverpool as a ship

built to do that which had often been

declared by Liverpool shipowners to

be impossible for any vessel of her size; and famous in Manchester as the first ship built for the Manchester

Liners, limited—the first great steam-

ship company identified with the port

sand tons or more that ever attempt-

ed to navigate the Manchester canel.

There were many shakings of the

head, not in Liverpool only, over the

audacity of the attempt. It is a curl-

ous fact, not wholly inexplicable per-

haps, that nearly every captain who

chester believes his own ship, be it

only a coasting steamer of three or four hundred tons register, to be

'quite big enough for this canal." He

knows the difficulties and anxieties

that have beset him during long vig-

ils upon his own bridge, and he desires

none greater whether for himself or

his worst enemy. But the pilots, wed-

ded to no particular ship, and almost

velcoming fresh taxes on their skill as

a means of increasing their reputa-

tion and the profits of their calling,

take a bolder view; and George Cart

wright, who mas earned the credit of

piloting the "Manchester City" up the

"ditch," betrayed not the least dis-trust of its capacity. The Liverpool sea-pilot, on the other hand, who had

brought her into the river, did not ap-

prove of large steamers. There are, he told me, more than two hundred

licensed sea-pilots attached to the port

of Liverpool; they share the work, pool

their earnings, and draw an equal

pilot's profession was being spoiled

opinion of the "Manchester City," he

said: "Fine steamer? Oh, I suppose

so. We call them rilots' robbers. Now,

this vessel," he continued, "has in her

the cargo of three decent ships. Each

of those three would take a pilot, and

would draw perhaps 19 feet of water.

This book's drawing about 241-2." In

the Slovne he went over the side look-

ing sad, for a pilot's fees are assessed

not according to a ship's burden, but

The owners of the "Manchester City"

had not expected to find a stowaway

on board their ship, for the moment-

ous experiment was to be conducted

in private. For all that, when the

stowaway emerged from his hiding

place his very serious offence was

overlooked, and coals of fire were heaped upon his head. The night fell

dark but clear, and when the tide be-

gan to ebb, an hour or two after mid-

night, the anchor was weighed and the

ship steered toward Eastham locks.

The channel to Eastham is winding

and on Saturday night it was dotte

with the red, green and white lights

of shipping. But the "Manchester

City," despite her great proportions,

steered (as one enthusiastic admirer

remarked) "like a brick," and was

we approached the locks, an incident

reminded us that we were on board a

liner-not a mere ocean tramp of no

family. From the deck there rose up

a fountain of fire, from which leapt

into the dark air first a green ball.

then another green ball, then a third,

and last a red ball: A minute or two

later a similar firework was let off on ths lock-pier. They were the house-signals of the Manchester liners, to be

used at sea when the ships pass in the

night and speak one another in passing. The "Manchester City" had presented herself at the gate of the port

that was to be her home, and had been

bidden to enter. The lock is nearly

30 feet wider than the ship, and she

went in easily and quietly; the man

who controlled her was perched high

up on the flying bridge, whistling a gay tune through his teeth, interrupt-

ed now and then by a word to the

steersman or a signal rung down to the engine room. Then she was moored in the lock to wait for day-

on her draught.

and the biggest steamer by a thou-

clear.

Chinese Goat price \$5 85. Borders, were 1x62, Rubber a few Horse

KET SQUARE.

OF BED. ause I git my bout what sh ay that I don't

is tough, the worst disease use she know after I've been of pa he can't

grip and can't

pa has never a that keeps a e except when n is when he when I'm out come when n icago News CRS.

t Barbados ro and was rehouse. at vith tremenven back

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ous among concerning loading at tine Repuben an inon per day. els have charters to arges will ion in

Feb. 27th o left Magsucceeded eamer Gasnce in the sely packed There is the ice, The Gesoff today. maintained wind holds

ell aboard.

and has a

provisions

of March 1 floated and ecnambuco. vessel was

ship on the left Halifax Sylph was

e Coffin Did C. Druce ary has dewhich her

PENED

At eight o'clock the voyage up the canal began. "Merry Andrew" was in his accustomed place astern, and another tug led the way. One blast of the steamer's whistle was the sigmal to "Andrew" and his colleague to maintain or resume their normal position in relation to their charge; two de Andrew to go astern; three blasts called upon both to correct any tendency in the steamer to swing across the canal. The engine room telegraph rang out orders to go ahead or astern at various speeds. The keen, cool, young man high up on the bridge was supreme; the fortunes of the canal, in some sense at least, and the safety of a ship and cargo worth nearly a hundred thousand pounds, lay in his hands. For the first half-mile or

so the idle spectators of the experiment betrayed a little anxiety, but those who were doing the work trayed none at all. At the first bend Of the many ships that passed the a mishap seemed imminent. The Liverpool Landing Stage on Saturday afternoon, there was one whose passand the wheel was spun round obediage excited an extraordinary interest. ently, but some mysterious derange-ment of the steering gear reversed She had been reported from Kinsale on Friday afternoon, and from Holythe design. The steamer's head con-tinued to fall off from her course, and head and Point Lynas on Saturday morning; she entered the river soon the telegraph was put over to "full speed astern." The engine room was after four o'clock, and as she threadspeed astern." The engine room was not caught napping, and the danger was instantly averted. A few minutes sufficed to restore the steering gear to a sense of its first duty, and the tugs in the meantime kept their mistress from earing; the way was never off her. After this little scare everything ed her way up to an anchorage in the Sloyne no one acquainted with shipping could doubt either her identity or her destination. Obviously she was bound up the canal, for her four telescoped masts and telescoped funnel gave her that appearance of squatness which has become the peculiar advertisement went perfectly, and the Manchester of Manchester all over the seven seas. City really did steer "like a brick." But she was distinguished by her She never once "took a sheer"-a vice great size from all other ships that common to most large ships in narhave used the canal, and, although row waters, and comparable with the she had never before been seen on the Mersey, she was recognized at once as the famous "Manchester City." Famous already in several ports, and for Runcorn bend, the bogey of Liverpool shipowners — without touching anything or having to send a warp pect of increased trade between Camthing or having to send a warp pect of increased trade between Camthing or having to send a warp pect of increased trade between Camand and these islands seems bright, Runcorn bend, the bogey of Liverpool several reasons. Famous at Middlesborough as the largest ship ever built on the Tees: famous on the Tyne and ashore, and she passed several steam-ers moored in the canal, a large Spanon the coasts of Wick and Cromartyshire as the steamer that broke her lard called the "Noviembre" amongst quadrant during a gale in the Pentthem. The locks gave not the least land Firth, and made her way hard trouble, and the success of the great experiment was unqualified. She had arrived in Irlam lock at six o'clock, zigza'g fashion into the North Sea without the help of a rudder, only to

> pected to land her cattle at about half-Such a feat as I have described is, of course, not accomplished for the first time without a great deal of human strain. During the voyage I went down to see the engineers. Down four long flights of iron ladders, far below the level of the water, stood the chief of the staff. One stood by the reversing gear, the other by a wheel that regulates the speed. Beside them was cession of orders from the bridge, each order prefaced by a warning note on the bell and repeated back before execution. This had been going on for hours. The chief turned to me and mopped his brow with a lump of waste. He smiled sardomically: "So this is the Manchester canal, is it? I want no more of it." The pilots, I am told, look as if they had not been in ed a day's work, for their eyes are bleared with exhaustion. And the captain is on the bridge, responsibe for the ship's safety, all the time. Hence it is that the ship canal is not much

and although she might safely have

made her way up to the Manchester

cattle lairages in the dark, it was de-

cided to give the pilot and deck af-

ficers and engineers a well earned

night's rest. This morning (Monday)

she will resume her voyage, and is ex-

loved by these men. The voyage of the "Manchester City" proves, however, that the canal may be navigated safely by cargo steamers of the largest modern class. She, herself, is 461 feet long over all, and 52 feet broad. She has brought 450 head of cattle, 150 sheep, two horses, and about 7,500 tons weight of general dividend. Formerly there were more pilots, but the number had to be reduced; now, would-be tilots must serve as apprentices until a vacancy occurs—perhaps for eight or nine years. It was true, he said, that the tonnags of shipping entering the Mersey had greatly increased, but the said, but the serve had greatly increased, but the eggs, 1,250 there of lard, 4,600 bags of saids of pulp, 1, seggs, 1,250 there of lard, 4,600 bags of saids of pulp, 1, seggs, 1,250 there of lard, 4,600 bags of saids of pulp, 1, seggs, 1,250 there of lard, 4,600 bags of saids of pulp, 1, seggs, 1,250 there of lard, 4,600 bags of saids of pulp, 1, seggs, 1,250 there of lard, 4,600 bags of saids of pulp, 1, seggs, 1,250 there of lard, 4,600 bags of saids of pulp, 1, seggs, 1,250 there of lard, 4,600 bags of saids of pulp, 1, seggs, 1,250 there of lard, 4,600 bags of saids of pulp, 1, seggs, 1,250 there of lard, 4,600 bags of saids of pulp, 1, seggs, 1,250 there of lard, 4,600 bags of saids of pulp, 1, seggs, 1,250 there of lard, 4,600 bags of saids of pulp, 1, seggs, 1,250 there of lard, 4,600 bags of saids of pulp, 1, seggs, 1,250 there of lard, 4,600 bags of saids of lard, 4,600 bags of lard, 4,600 bags of saids of lard, 4,600 bags of sa cargo, made up as follows: 469 packby the "whales." When asked his of deals and ends, 4,274 doors, 245 bun-oninion of the "Manchester City." he dies of doors, and several packages of dry goods and fittings. Her arrival a great significance for the port of Manchester.-Reprinted by permis sion from the Manchester Guardian, January 16th. 1899.

BASE BALL.

The Annual Schedule Meeting

NEW YORK, March 1 .- The repreentatives of the National League base ball clubs began the annual schedule meeting of the league today at the Fifth Avenue hotel. They accomplished very little, however, and after five hours' deliberation adjourned until eleven o'clock tomorrow.

When the magnates met today the first question taken up was the St. Louis "muddle," and after a thorough discussion, in which several representatives were in favor of taking immediate action adverse to the club's prospects, it was decided by a vote of 7 to 4 that the report of the directors recommending the expulsion be re-

ceived and placed on file. In view of the fact that the assets of the club in question are to be sold at public auction in St. Louis on the guided surely through them all. As 14th instant, it would seem that the magnates after a long discussion had decided not to take action which might be contrary to law. Whether ary further move will be made in the matter during the present session could not be ascertained tonight, but probably a twelve club schedule will te adopted with St. Louis left in. Three schedules were presented at the meeting this afternoon. President Young of Washington handed in two schedules calling for three and four trips respectively, and a Mr. Whitehead presented another based on a three-trip arrangement. All three were received and filed by a unanimous vote

> No deals or exchanges of players were consummated. A report that Andrew Freedman was about to sell his controlling interest in the New York base ball club for \$65,000 was denied by Mr. Freedman and Mr. Bonnell, secretary of the New York club.

ST MICHAEL'S, March 3—The British str Rossmore was seen on March 1 in north lat 35 and west lon 32. A tug has been despatched from here to search for her. As before reported, the Rossmore left Liverpool on Jan 23 for Baltimore, and was abandoned on Feb 6 in north lat 40.33 and west lon 48.26 in a sinking condition. The Dutch tenk str Rotterdam took off the crew and landed them in New York on Feb 17. The Austrian str Hermine, from New Orleans for Trieste, arrived at St Michael's on Feb 17, and repursed having passed the Rossmore on Feb 12 in north lat 38 and west lon 46, with a heavy fest to post and without funnel or boats. The Rossmore was then drifting in a northwesterly direction, and was a dangerous obstruction to navigation.

ADA REHAN ENGAGED. LONDON, Feb. 24.—Miss Ada Rehan, the leading lady of Augustin Daly's company, has been engaged with Mr. Daly's permission and approval to create the part of the heroine in the next Drury Lane drama.

NOVA SCOTIA NEWS. passed men who were under the in-

HALIFAX, March 5.- The rate of civic taxation for Halifax this year will be \$1.27 on the hundred dollars. This is the highest in the history of the city.

The legislative council has passed a bill enacting that before a bill previously passed this session to incorporate the Law and Order association shall go into force it must have a capital of one thousand dollars, one half to be paid up. The law and order bill provided that its members could not personally be responsible for the society's liabilities.

John Taylor, for the past six years manager of the Dominion cotton factory in this city, has resigned to accept a position in the southern states WOLFVILLE, N. S., March 3.-S. shying of a nervous horse. She got P. Benjamin of Wolfville, proprietor through the most awkward places and of the lumber mills at White Rock, round the sharpest corners-including has just returned from a three months' business trip to Cuba and and the business outlook is hopeful.

Milford R. Forshay, of the senior year at Acadia, has been called to achusetts to the bedside of his thousand dollars for a bonus for a late pastor of the Zion Baptist church, Yarmouth. Mr. Forshay accepted a pastorate near Boston, but was very ill in Yarmouth before leaving for his

Mrs. M. Cobb of Wolfville went suddenly to Glenwood, Yarmouth, in response to a telegram announcing the rious filness of her father. Andrew Randal, who has since died. Andrew Cobb, of the junior class of Acadia and Mrs. Burpe Bishop, Acadia; '97. are grandchildren of the decased.

ANNAPOLIS, N. S., March 3.— Israel Dukeshire at Clementsport has an asbestos deposit on his property, that an expert has pronounced of ex-ceptional quality. Operations will be

commenced in the spring. Stock in the proposed larrigan fac-tory is now pretty well taken up. Operations will be commenced at once Mr. MacKenzie of the Bridgetown Larrigan Co. was in town this week. He is thinking of forming a joint stock company to carry on the busi-ness of making larrigans. Some merchants here have offered to guerantee the purchase of \$25,000 worth of stock if it is established in this town PARRSBORO, N. S., March 4.-A large rotary saw mill at Five Islands belonging to N. N. Bentley, was destroyed by fire Thursday night. No insurance. The mill burned at St. Martins on Wednesday was owned by a brother and a brother-in-law of Mr. Bentley.

Mayor Day returned last night from Halifax, where he had been looking after the passage of a bill to enable the town of Parrsboro to borrow ten thousand dollars for a bonus for a pulp mill. During his absence Mayor Day opened negotiations with the Midland Railway Co. in reference to

starch, 500 bags of sugar, 246 standards Banking Co., who went to Montreal to meet them.

CRAIG'S DEATH.

The Coroner's Jury Gave .a Verdict That He Came to His Death Through Drowning.

An inquiry was held Saturday evening by Coroner Berryman relative to the death of Gilbert Craig, whose body was picked up in the east side ferry slip Thursday evening. The evidence of Dr. James Christie, who held a post mortem examination, assisted by Drs. W. A. Christie and W. L. Ellis, showed that a careful examination of the body was made. A slight mark was found on the top of the head. The chest and abdomen were opened. The pelvic organs, bowels, spleen and stomach were found to be in a healthy condition. There was a slight congestion of the liver, which bled freely when incised. The heart and lungs were perfectly healthy. The lungs were very fully inflated and slightly congested. They filled completely the cavity of the chest. Portions of the lungs were cut off and put in water. They floated buoyantly. The lungs when incised exuded freely a frothy mucuous and a frothy mucuous was also seen from the threachea. The heart was in a healthy state, but it contained in the left ventrical a considerable quantity of dark fluid blood, but without clots. In the right ventrical there was a small quantity of fluid blood. The stomach contained a quantity of liquid with undigested food, such as potatoes, meat and turnips, some eight or ten ounces in all. It had been there two or three hours. There was no odor from it. There could not be detected the slightest odor of liquor. The brain was perfectly healthy, the blood vessels being a little fuller than normal, but there was no congestion. Dr. Christie was of the opinion that Craig was drowned. There was no water in his lungs and none in his stomach. The inflated condition of the lungs might have been the reason for his being floated. Dr. Christie admitted that if he had made the examination without having known the circumstances surrounding Craig's death that he might not have been so decided in his opinion that the deceased came to his death by drowning. There was nothing peculiar about Craig's clothing that would cause him to float. Had the man been unconscious and fallen into the water he would have been unable to breathe and would have died frem asphyxia.

Thos. Coughlan, the ferry collector on this side of the harbor, was satisfied that Craig did not pass through the turnstyle that night. Still he thought the man might have passed through or over the gates during the absence of Robt. Sullivan, the gatekeeper. Mr. Coughlan was very severe upon Mr. Sullivan, who he said was not very attentive to his duty. Mr. Coughlan said there was a by-law which prevented intoxicated people make their from going on the floats. Still he old prices."

Witnesses were examined who gave evidence as to the recovery of the

body. Wm. Reardon said he saw Craig at wm. Reardon said he saw Craig at the turnstyle about to pay his fare. Gateman Robt. Sullivan declared that he did not see Craig that night. Mr. Sullivan admitted that he was away from the gates at times. He had to leave them to look after the fires in the ferry building, etc. He heard a lot of loud talk on Magee's wharf

he night Craig was drowned. Robt. Furlong, a newsboy, and Fred Fox of Carleton saw Craig on the ferry floats about 8 o'clock on the night that he lost his life. He was under the influence of liquor. He could have gone over in the boat when she left this side about eight o'clock, but he did not do so. .

The jury found that Craig came to his death by drowning, and recommended that apparatus, be provided on the ferry floats for use in saving

WANT ROCK MAPLE AND ELM.

W. S. Fisher has handed the Sun the following letter of enquiry from Sharp & Tylee, hardwood importers 47 Bankhall street, Liverpool, G. B.: Dear Sir-We shall be glad to know if you Dear Sir—We shall be glad to know if you can put us in communication with any reliable shipper of white ash rock elm and rock muple in either log, cut to size, or planks and hourds.

We have for the past five or six years been importing from Outario, but the districts there are getting about cleared and we are

importing from conserso, but the districts there are given to understand there are fair quantities of above named timbers in your province, we are large importers of:

Ash logs: 12 to 16 feet, 23 in: and up distant small end White ash. Ash scantlings, from 11 feetx4½ 63½. Rock elm logs, 10 to 16 feet, 11 m. dis. and up. Rock elm planks, all widths, 1½ and 3 in. thick. Rock elm planks, all widths, 1½ and 3 in. thick. Rock elm planks, all widths, 1½ and 3 in. thick. Rock elm pleces, 4, 6 and 5 in. long (or multiples) x2½x 1½. Rock maple logs, 14 to 16 feet, rothing less than 24 in. dis., small end.

All these would have to be of prime quality, clear, cound and straight grained, and if you can put us in communication with good, reliable and safe shipper or shiplers we shall esteem it a great favor. We are well known to the Benk of Montreal, Chatham, bank branch, Ontario, through whom we do all our business, and are wanting at the present moment about 50 car loads of stuff.

AN ARTICLE ON ST. JOHN.

Am Mustrated article by A. M. Belding, on "St. John as a Winter Port," occupies eight pages of the Canadian Magazine for March. The article is comprehensive and sets forth clearly the successful development of the winter port, touching incidentally also upon St. John as a centre of trade and ndustry and as a resort for summer tourists. Given the wide circulation it will receive in influential quarter through so excellent a medium as the Canadian Magazine, the article should be of benefit to St. John. The editor of the magazine, in an editorial treating of Canadian development, refers especially to this article, and to the erseverance and success of St. John as an example to other Canadian cities. The March number of the Canadian Magazine is an excellent one for St. John citizens to send to correspondents abroad.

SUSSEX.

A Jolly Party at Alhambra Rink-General News.

SUSSEX, March 3-Mrs. Geo. W. very largely attended and a pleasant

Geo. H. White left for Boston yesterday on a business trip. Mr. and Mrs. W. H. Culbert entertheir farm on McGregor's Brook last evening. The sleighing was excellent and all enjoyed the moonlight drive

very much. Elizabeth, wife of Zebulon Gaunce, died at their home in Carsonville, yesterday, in the sixty-sixth year of her age. The deceased was widely known

and much respected.

The dominion building is now lighted by electricity. Mrs. McCready, wife of Caleb Mc-Cready, died at their home in Penobsquis at an advanced age this morning, and will be buried at that place

on Sunday next. Fred L. Fairweather is visiting his rother, Geo. M. Fairweather, druggist, at Dorchester.

SUSSEX, March 4.-The attendance at the Alhambra skating rink was greatly increased last night by a skating party of sixteen couples of ladies and gentlemen from Monoton, and the turnout was no doubt the largest and most interesting event of the season. At the close of the rink at 10 p. m. the Monctonians were invited by the Sussex quadrille assembly to join them in Oddfellows' hall, which was gladly accepted, and tripping it to merry music was much enjoyed until midnight, when all repaired to the Depot house and partook of a sumptuous lunch which had been prepared by Mr. Pagsley for the occasion.

James P. Byrne, barrister, has moved into the handsome offices in his new brick block. The Daily Sun which contained the

very excellent report of the big supper was eagerly sought for today, and many copies more than came here were needed to satisfy the demand. W. H. White, who has been con fined to his house during the most of the past winter by sickness, is greatly improved. ,

LAST OF DYNAMITERS.

LONDON, March 4.-Burton, last of the dynamite conspirators, has just been released from jail. He was sentenced in 1885 for complicity in the explosion in the underground railroad at Praed street in 1883 whereby numbers of passangers were injured, and in the explosion at the Tower of London in 1885.

A Russian shopkeeper has hit upon a unique form of advertisement.
"The reason why I have hitherto been able to sell my goods so much cheaper than anybody else is that I am a bachelor, and do not need to make a profit for the maintenance of a wife and children. It is now my duty to inform the public that this advantage will shortly be withdrawn from them, as I am about to be married. They will, therefore, do well to make their purchases at once at the

An Interview With Sir Charles Tupper on Proposals.

It Strikes at Very Foundation of British North America Act.

Strong Reasons Why There Should be No Amendment to the B. N. A. Act.

OTTAWA. March 3.-The concerted attack of the federal and provincial governments upon the senate will evoke the strenuous opposition of the conservative party. Sir Charles Tupper has sounded a call to arms.

In an interview with your correspondent today, Sir Charles said:

In am interview with your correspondent today, Sir Charles said:

If one could be surprised at anything emanating from Sir Wilfrid Laurier, it would be to find this proposition made in the Onterio and Nova Scotia legislatures. When I read Mr. Laurier's speech in Montreal proposing to change the constitution of the Canadian senate, I was of the opinion that he was speaking in ignorance of the v.tal issue which he was raising, that that proposal was simply to set aside the independent action of the senate whenever they disagreed. I now find, however, by the action of the governments of Ontario and Nova Scotia that it is seriously proposed, witmout any reference to the people of Canada, to endeavor to obtain an amendment to the B. N. A act which strikes at the very foundation upon which the confederation of British North America was accomplished. It is well known that old Canada was practically ruined by the condition of covernment had become impossible owing to the closely balanced condition of parties. The credit of the province was destroyed and their six per cent. debeatures were forced down to 71. Trade and business were paralyzed, and the two great parties led by George Brown and Sir John A. Macdonald were forced to form a coalition government, for the purpose of rescuing Canada from the ruinous position in which it stood, by obtaining the confederation of the provinces. That confederation provided for representation by population, an issue so strongly contended for by Upper Canada at that time, and that was atone obtained and based upon the solemn compact that Quebec and the smaller provinces should be protected by the three provinces should be proved and their province should be protected by the bad faith to th anougher to repel the adoption of investricted reciprocity with the United States and discrimination egainst Great Britain

An influential deputation of Canadian manufacturing firms which use fuel oil in the furnaces, interviewed the government today to ask that fuel off be placed on the free list. The deputation represented that since the Standard Oil company had throttled the industry of Canada the price of fuel oil has gone up from eighty cents per barrel to a dollar and fifteer cents. It is mentioned as a sample of the effect of the change that Massey-Harris, which employ two thou-sand people in their works, would have to shut down if relief was not

had at once. Laurier said it would not break his Fowler held an at home from 2 to 4 heart to remove the duties, but the this as a practical question and see what could be done. What he understood them to want was the removal of the duty by order in council and not to wait until parliament met. The tained a number of young folks at matter would at once receive the serious consideration of the govern-

menit. The government received advices today that the Newfoundland authorities had decided to prohibit Canadian vessels from trading in bait. The report created considerable talk in ministerial circles and enquiries were at once instituted to ascertain its accuracy. Should it prove to be correct it would indicate the possible rupture of friendly relations between the dominion and Newfoundland. It is well known that in the event of the failure of the Washington negotiations Newfoundland will ask permission to make independent arrangements with the United States. It is said, however, that the new regulation will not prohibit Canadians from obtaining bait for bona fide fishery regulations. Harrison Watson, curator of the Canadian section of the imperial in-

stitute, informs the department of trade that German firms are anxious to procure large quantities of Canadian

The most interesting thing I remember in a long life spent in maning, said an old miner who was at the Bendigo Diggings in the fifties, is the story of the finding of the Napier nugget, probably the largest and purest mass of gold ever found in the history of gold-mining.

Napier was second mate on a boat plying between Melbourne and Liverpool; when the gold fever got into his blood, and he left the sea for the degings in '57. He came to Bendigo, but met with no success, and then staked a olaim at Kingo'77er, on the Lodden river.

He worked hard at Kingower, in company with his brother and a man called Ambrose; but for six months they scarcely saw the color of gold. When luck did come, it came in a way calculated to turn the brain of an ordinary man.

in a way calculated to turn the brain of an ordinary man.

One day, August 14th it was, the three men were just on the point of leaving their work at the bottom of a 14 nt. shaft, when Sam Napier, in putting down his pick, struck remething hard. He turned it over, more in idle curtosity than anything else, and the light fell on a huge mass of what appeared to be virgin gold, almost heavier than he, strong man as he was, could lift. The three men saw at a glance than their fortunes were

made, and were almost frantic with delight made, and were almost frantic with delight. However, they covered up their transure with earth, and went to their tent as if mothing had happened.

In the dead of night they went back to their claim, carried off the nugget, and, for safety, buried it six feet deep under the table in the centre of their tent.

For three months they had their meals over these buried thousands, and never breasthed a word to a tiving soul. When their claim was exhausted, about the middle of November, they hired a horse and cert, dug up their nugget and placed it, together with their dust, in a box extry a lot of old clothes, and sterded on a four days dramp to Melbourne.

Here they consigned it through the Bank of Victoria to England, paying something like £220 export duty and £90 for insurance.

of Victoria to England, paying something like £220 export duty and £90 for insurance.

When London was reached the fame of this wonderful nugget had somehow preceded them; and the man and their rock of gold were a seven days' wonder. All the fashionable world crowded to see it, and even the Queen was not happy until she had seen this marvellous nuggest and the men who had found it.

It was sold to the Bank of England for £19,000, and it turned the scale at 34 th, over a hurdred weight, its exact weight being 146 lb. 4 oz. 3 dwt. It was within an eighth of a caract of neing absolutely pure gold. For some time it was exhibited at the British museum, and a cast of it was taken for preservation at the museum.

And yet this wonderful discovery seemed to bring nothing but missortune to its finders. Sam Napler married, went to Liverpool, and quickly lest all his money there. He returned to the diggings; but, though he apent years in hunting for more gold, he never found it.

MT. ALLISON.

H. A. Powell Lectures on Nationalization of Railways.

SACKVILLE, N. B., March 1.—By the courtesy of the Eurhetorian Se-ciety a large number of Sackville's citizens assembled on Friday evening in Eurhetorian hall to hear the excellently delivered, able lecture on Nationalization of Railways by H. A. Powell, M. P. the chair and introduced the speaker wth felicitous reference to earlier days, when they were both members of the Eurhetorian Society. Mr. Powell stated he had already given this lecture before the N. B. University students; it had been specially selected by the society under whose auspices he was appearing that evening, and he trusted his audience would not find the subject "dry as the remainder biscuit after a voyage." The topic was necessarily a dry one it is true, but handled in a masterly manner by the lecturer it became deeply interesting. The vote of thanks was moved by Dr. Brecken in a few graceful remarks, and seconded by one of the seniors, Geo. McCord, in a sprightly manner, with silusion to the frequence and unerring accuracy of Mr. Powell's Scripture quotations. This is the fourth intellectual feast to which the townspeople have been bidden by the hospitality of the university society. The March number of the Eurhetorian Argosy will celebrate the 25th year of this magazine, and will be a

specially attractive edition. The Mt. Allison seniors, both ladies and gentlemen, have been entertained lately by Mrs. (Dr.) Brecken, whose invitations are always very promptly accepted. A pleasant skating party was given the class last Wednesday evening by Mrs. Geo. Black.

The vocal recitals of Miss Moore and Miss Wright, pupils of Miss Gol-Prof. Otteking will shortly give a violin recital of his own compositions. it is hoped, at which he will probably be assisted by other members of the musical staff

PRESENTATION

When the Custom House closed on Saturday for business, a number of the clerks, several reporters and others gathered in the clearance room. C. F. Olive of the Record was asked to step to the front. Keith A. Barber opened a drawer, pulled out a scroll and read an address to Mr. Olive, regretting his severance with the Record shipping department, consequently he would not in future visit the Customs so often. After the address Mr. Barber presented Mr. Olive with a beautiful briar pipe, as a remem-brance from his friends. Mr. Olive thanked his donors for their kindness

SHERIFF'S SALE.—There will be sold at Public Auction on SATURDAY, the third day of June next, at lifteen minutes past twelve o'clock, in the afternoon, at Chubb's Corner (so called), in the City of Saint John, in the Progince of New Brunswick, all the etate, right, tifile and interest of William Thompson, in and to all that certain tract of land, situate in the Parish of Simonds (figmenty a part of the Parish of Portland), in the City and County of Saint John, in said Province, bounded and described as follows:

trade that German firms are anxious to procure large quantities of Camadian salmon, salted in barrels, to be dried in Germany. British Columbia handlers might find a good market in Germany, but the prices would not compensate the dealers in salmon on the Atlantic coast.

The militia order issued today announces a new issue of rules and regulations for the militia, and a list of supplies for field antillery for the proper care of guns has been revised and enlarged.

SAM NAPIER

And the Romance of His Fifty Thousand Dollar Nugget.

Many of the Sun's leaders will remember Samuel Napier of Bathurst, who epresented Gloucester Co. in the house of assembly in 1870 and some subsequent years. A writer in the London Tit-Bits tells the following story about the finding of the gold nugget that made Sam famous world over:

The most interesting thing I remember to the lattic flat the City and County of Saint John, to Book Wathaniel H. Develoe, on the water like City and County of Saint John, to Book Onthern the City and County of Saint John, to Book Onthern the City and County of Saint John, to Book Onthern the City and County of Saint John, to Book Onthern the City and County of Saint John, to Book Onthern the City and County of Saint John, to Book Onthern the City and County of Saint John, to Book Onthern the City and County of Saint John, to Book Onthern the City and County of Saint John, to Book Onthern the City and County of Saint John, to Book Onthern the Province, bounded and described in the Peccation and County of Saint John, to Book Onthern the City and County of Saint John, to Book Onthern the City and County of Saint John, to Book Onthern the City and County of Saint John, to Book Onthern the City and County of Saint John, to Book Onthern the City and County of Saint John, to Book Onthern the City and County of Saint John, to Book Onthern the City and County of Saint John, to Book Onthern the City and County of Saint John, to Book Onthern the City and County of Saint John, to Book Onthern the City and County of S

ham Thompson.

Dated at the City of Saint John, N. B. thus 27th day of February, A. D. 1899.

H. LAWRANCE STURDER,
Sheriff of the City and County of Saint John.

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perties. Specially grateful and comfortung to the nervous and dyep p'ie Sold only in 14 15 tins labelled JAMFS EPPS & CO, Ltd., Homospathic Chemists, London, Engl nd.

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