BIRTHS.

OLARK-At Bridgewater, N. S. on May 14th, to the wife of John Clark, a daughter. LEWIS-At Campbellton, on May 21st, to LEGER —At Amberst, on May 18th, to the wife of Joseph Legers, a son, MILLIDGE—At Halifax, on May 14th, to the wife of Gerad P, Millidge, a son. McNaughton—, t Oak Bay Mills. Resti-ouche, on May 7th, to the wife of Sherman loNaughton, a daughter. PATTERSON—at "mberst, on May 15th, to the wile of Fred Patterson, a daughter. Wickwire—At Welfville, on May 10th, to the wife of R. E. Wickwire, a daughter.

MARRIAGES.

HAMILTON-HARRISON — At St. Andrew's Presbyterian church, Sichmond. Que., on fay 17th, by Rev. Jas. F. McOurdy, John tugh Hamilton, of Bel Siver, N. B., to Addie iarrison. doughter of Smith Harrison, of low Richmond. New Richmond.

ILLELET-STEVERSON—At residence of the bride's parents. on May 19th, by Rev. J. Astbury, Emailme A. daughter of Andrew Stevenson, of Lawrencetown, to Wallace E. Illaley, of North Williamston, N. S.

INGERSOLL-SMALL—At Grand Manan. on April 12th, by Rev. R. F. Emmerson, Harlie Ingersoll to Winnie L. Small, both of Grand Manan.

York Co.

PAGE-ELY—At the residence of the bride's parents, Yarmouth, N.S. on May 18th, by Rev. R. D. Bamorick, Archibid Page to Violet Lucila, daughter of Issae and Ellen Ely.

STIDHAM (HAMBERS — At Caddo Mills, Taxas, U. S. on any Ind. by Rev L. H., Hanson, J. S. Stidnam, M. D. to Minnie I. daughter of the late Capit, Nelson and Maria L. Chambers, of avondale, N. S.

DEATHS.

Brown-At Oxford, on May 17th, Mrs ufus Brown, formerly of Monoton, Douglas - At St. Stephen, on May 14th vice of W. S. A. Douglas, aged Si years and

HARTT-At Quigley, Montana, Archalus H. Hartt, formerly of York Co., N. B., aged 61 KELLEY-At Somerville, on May Sist.

Merested friends. Marked copies of the WHEKLY THLEGRAPH containing the notice will be sent FRAB; to any address in

MARINE JOURNAL

PORT OF ST. JOHN.

Stmr Flushing, 127, Ingersoll, from Gran fanan via Eastport, Merritt Bros & Co.mds Steamer Cumberland, 1145, Thompson, from Boston, C E Laechler, mds and pass,
Coastwiae—cor Heien M, 62, Hatfield, from River Hebert, simr Basver, 57. Potter, from Canning, schrs Dora, 68, Canning, from Parsboro; Ben Bolt. 90. Sterling, from Quaeo; Speedwell, 82 Black, from Quaeo; Ferest Flower, 26, Rey, from Margaretville.

Schr Avola, 116, from Boston, J W Smith,
THURSDAY, May 25,
Steamer State of Maine, 1146, Colby, from Boston, C E Laechler, mdse and pass,
Stmr Pharselia, 201, Smith, from Manchester, Wm Thomson & Uo, bal.
Schr Sallie E Ludlam, 222, Kelson, from Saso,

Sohr Prospect, et, Cameron, J W Mealary, bal, Sohr Edna (Am), 282, Donovan, from Jones port, F Tutte, bal. Sahr Uranus, 78, McLean, from Thomasto Managara, bal. or, master, bal.

Coastwise—Schrs Nina Blavche, 36, Orocker

rom Freeport; Lizzie G, 78, Gough, from
Boose Creek; Bealah Benton, 38, Mitchell,
Ritchell, from Bellevean Cove; Vesta

carl, 40, Perry, from Westport; Hustler, 44,
tesner, from Bridgetown; Bay Queen, 31,
sarry, from Beaver Harbor; Chizsen 47,
Voodworth, from Bear Elver; New Home, 31

Thibidean, from Hellevean's Cove

faggie J Chadwick, Wilcox, for City

WEDNESDAY, May 24.

Barque Cedar Cro't, Nobles, for Rocario,
Barquetn Albatros, Chaimers, for Clare
Castle Quay.

DOMESTIS PORTS.

ABBIVED. Alma, 20th inst, sehr Dreadn ught. Or file from Kingsport; Miranda B, Day, from st John, Point du Chene 22nd inst. barque Bertha, from Rocueport, France, 42 days.
Shediae, 2ind inst, barque Bertha, Jansen, from Rochefort.
Quebec, 21st inst, sturr Alcides, McKlé, from Gla gow for Montreal.

Guebec, 21st inst, stur Alcides, McKie, from Guebec, 21st inst, stur Alcides, McKie, from Gia gow for Montreal, Windsor, 16th inst, schrs Earl of Aberdeen, Howard, from New York; St. Thomas, Freeman, from Boston; 18th. Romeo, Dudsworth, Irom Parraboro; Gypsum Queen. Grodwin from New York; 20th inst, schr Lily, Bentley from Hantsport.

Halifax, 24th inst stmr Pro Patria. Henri, from St Pierre, Miq: Louisburg, Gould, from Louisburg.
(th atham, 22nd inst, barques Belfast, Kyeindal, from Belfast; Erbin, celisen, from Liverpool.

Sydney, 23rd inst, barquestn Eva Lynch, Hatfield from Havre.
Quaco Mad inst, schr Ida M, Smith, from Roston; Navetie. Howard, and Ben Bolt, Sterling, from Eiver Hebert.
Paint du Obene, 23rd inst, barque Aftenstjeur, Meland, from Hongeseen, Norway, Gheet Harbor, NS, 17th inst, barque Eugen Larsen, from Giasgow.

OLEARED.

CLEARED. CLEARED.

Hillsboro, 22nd inst, schr Cox & Green,
Thompson, for New York.
Parrsboro, 20th inst, schr Eva Stewart,
Moore, for Boston,
Windsor, 16th inst, schr St Thomas for
New York; 18th inst, schr Sthell B.for Boston;
2-th inst schrs Eesale A. for Boston; Lily, for
New York.
New castle 23rd inst, barque Mark Twain,
Wats for Ayr. Queco 22nd inst, schrs R Carson, and Ida M, for Boston, Lcutsourg, 20th inst, brigt Ida Maud. Stew-art, for Chatham; 23rd inst, atmr Glasgow, Lesite, for Baturet, Halifax 23rd inst, barqueth Abeona, Man-thorn, for Weymouth. Hil sboro, 23rd inst, barqueth Enterprise, Calboun, for Preston, GB, Halifax, 25th inst, sohr Helena Maud, Swim for New York.

Clementsport. 20th inst, schr E E Potter Walker, and Josephine. Chute, for Boston. Chatham. 24th inst, simr Mantinea and barque Mark Twain, for W C E. The Mark Twain is aground at Gordon's Flats.
Halitax, 24th inst, stm Damara, Williams for Liverpool via St John's, Nd1, West Bay, 24th inst, stmr Wilderspool, for Manchester. Manchester. Halifax, 25th inst, schr Ida, Fanning, for Arroyo, P.S.

BRITISE PURYS.

ARRIVED. Queenstown, 23rd inst, stmr Cephalonia, from Bostom for Liverpool. Turk's Island, 23rd inst, sohr Rayols, For-syth from 8t Jobn, to load salt for New York. Liverpool, 21nd inst, stmr Angers, from Parrsboro for Manchester.
Prescon, Elmid inst.stmr Tuborg, from Grindstone Island via Southport.
Liverpool, 24th inst, stmr Osphania, from Boston: Onlie. from New York; Scotsman, from Montreal.
Southampton, 24th inst, stmr St Paul, from New York; from Heilfax
Shangbai. 35rd inst, barque Semantha,
Crowe, from New York.
Liverpool, 34th inst, stmr Tentonic, from
New York: Dahome, from Halifax via St

SAILED. Liverpool. 21st inst, barque Erminia, for Souris; 22nd inst, barque Elida, for thediac, Shields, 20th inst, stmr Rosneath, for Cape Belfast,20th inst, barque Queen of the Fleet Sorensen, for Dalbousie, Queens own, 24th inst, stmr Aurauia, from Liverpool for New York. Sharpness, 28rd inst, barque Amason, for michi, Queenstown.55th fust, stmr. Britannic, from Liverpool for New York, Liverpoel, 25th inst, barque Kampfjord, for Raiffor

POREIGN PORTS ARRIVED.

City Island, 23rd inst, barquein Rober Ewing, from Windsor; schr Emeline G Sav from Quaco. Calais, 23rd inst, tug Springhill, with barge ton, 24th inst, stmr Philadelphia, from Liverpool.
New York, 24th inst, stmr Phoenicia, from famburg via Halifax, Wiscasset, 24th inst, schr Marion, from ester. 24th inst, schr B B Hardwick. from Roston, to load for Yarmouth,
Vineyard Haven, 24th inst, schr Casper
Embre from Chatham for Noank.
Bastport, 23rd inst, schr Mary F, Pike, from
Magdalene Islands.
Portland 20th inst, schr Haselwoode, from Boston 2th inst, schrs Abbie & Eva Hoop-er, from Philadelpia; Clifford I White, from Setilla.

Portland, 25th inst, schr Francis A Rice
Marshall, from Barbados.

Marshall, from Baroades, Olty Island, 35th inst. stmr Silvia, from St St John's, Afl, and Halifax; schr Delta, from Cheyerie; Hattle A. Marsh, from Hillsboro Oneyeric; natter in respect to the work, New York, 23rd inst, barque Athena. King, from Falmouth; brigt Iona, Mosher, from San Domingo.

Rio Janelyo, 30th ult, barque Gazelle, Green, Rio Janelyo, 30th ult, barque Gazelle, Green, Rio Janelyo, 10th ult, barque Athena. from Pensacola.

Montevideo, 25th ult, barque Bessie Mark-ham, Stewart, from Ship Island.

CLEARED. tevideo.

Bew York, 33rd inst, sehr B C Borden, Taylor, for bemerara; stmr Pawnee, Aitkenhead for St John.

Philadelphia. 33rd inst, barque Baldwin Wetmore, for Point a Pitre.

Valentia Island, 21st inst, barque Naja, fo Valentia Island, Slat inst, barque Naja, for Halife's.
Salem 25rd inst, schr Howard, for Meteghan:
Three Sisters, and Annie Laurie, for St John;
Veste Pearl. for Annapolis,
New York. 25rd inst, stmrs Servia, and
Cevie for Liverpool,
Stonington. Conn, 25rd inst, schr Wendall
Burpes. for St John.
New London. Conn, 2°rd inst, schr I N
Parker, from New York for St John.
Calais. 25rd inst, schr Siella Mand, for
St John, 25rd inst, schr Siella Mand, for ton, 28rd inst. schrs Wm Jones, and B

Boston, Era Inst. toni's wm Jones, and E. S. Graham, for Hillsboro; Dominion, for Si Pierre; Frank L. P. Keewaydin, Wascano, A Sibern, and Temperance Belle, for St. John Wanteek, for Hillsboro; E. Norris, for Bear Biver; Hattie P. for Saimon Biver; Windsor Pachet, for Meteghan; Cheelle, for Advocate 8 B Hard wick, for Yarmouth; Wandrain, for Shulles; Clivia, for Olementsport; Silver Wave Fernandina, 21st inst, barque Glenafton fundy, for Port Spain.
New York, 34th inst, stmr Cymric, for Livist Louis, for Southampton.
To 19th inst, barque Vesuvio, for New runawick, Rotterdam, 2nd inst. barque Dilbhur, for Rt John; Strathome, for Sydnev, CB. Gleucester, Mth inst. stmr Dora, for Dal tousie, te load for Barcelona, Boston, 4th inst. barque Mary A Law, for farmouth; schrs J B Martin, for Annapolis; Fisch, and Union, for St John; Jennie Palmer, for Drebater. Flash, and Union, for St John; Jennie Paumer, for D rohester.

Vineyard Haven, 24th inst. schr Sarah C Smith, Hunter, D W B, Bessie Parker, Eric, Quetay, Lyrs, Leonard B, Prudent, Luta Price. Bonnie Doone, Onward, Buth Bobinson; Swanhilda, Fraulein, H M Stanley, Ella H Bernee, and W H Waters.

Bass River, 23rd inst, schr Eben H King, for Eastnort.

May 18th, lat 24.8, lon 30.85, barque Golden Bod McSride, from Pensacola for Rosario May 19th, lat 44.94, lon 41.22, ship Harvest Queen. from Mobile for Belfast, May 18th, lat 42.82, lon 41.30. stmr Storm King, Orosby, from Baltimore for antwerp. May 18th, lat 46, lon 34, barque Hannah, Dani, from Liverpool for Bale Verte,

REPORTS. DIBASTERS ETC.

Passed down Reedy Island, 31st inst, schr. bble & Eva Hooper, Foster, fer Boston Pas-ed Fire Isl. nd 19th inst, stmr John J lill, from New Bedford for Norfolk.

In port at Gloucester, Mass. lith inst, stmr lors, shaw, for Bay Chaleur (to load for local for Sarcelona)
Barque Sarmiento, Orosby, from Portland,
fie via Barbados for Rosario, before reportd asnore of Punta Piedras, got off, leaking
sadly, ard was towed to Snenos Ayres.
Passed Sydn y Lipt. 23rd inst, stmr Glasow, Berbert, from Para via Louisburg for Sathurst, Passed Cape Race, 21st inst. stmr Mendola, r. m Parraboro for England; London City, rom Halifax for London. Io port at Rosario, let inst. barque Belvi-

John; Nellie I White, from New York for csckville.
In port at Rio Janeiro, 30th uit, barques R. bert S Besnard, Andrews, for Ship Island; Birnam Wood, works, from Pascagoula.
In port at Buenos Ayres, let inst, ship Ooringa leavidson for Portland, Ms.
Passed down Reedy Island, 27rd inst, barque Egeria, for Montevideo.
London, May 22-Stmr Mokta, Goudev, before reported damaged by being aground at cothenburg, has completed temporary repairs at a cost of £350 and will proceed to Sheids for permanent repairs, she is now at Eisinore
Quebec, May 22-Stmr Manchester City, Forest from Montreal for Manchester, returned here with machinery disabled.

List of Vessels Bound to St. John, WHERE FROM AND DATE OF SAILING.

Consols from New York via Hamburg, May 10 Halifax City, at London, May 17th. Pawnes from New York, May 25th. Tiber, to sail from Montreal shout May 23, Viscaino, from Tampico via Mexican port, April 11th,

April lith,

SHIP,

Lennie Burrill, from Santos via Barbade
March 28th,

Macedon, at Davenport, May 18th,

Vega, from London, May 21st,

Avennire C, at Genoa, March 18th,

Bessie Markham, at Montevideo, May 1st,

Cognati, from Pensacola via Geora, March

Dilohur, from Rotterdam, May 22nd

Emma, from kio Janeiro via Barbados Apl

Guilla B, at Cape Town, May 18th,

Giuceppina at Genoa, April 24th,

Lornezo, from Arendal, May 8th,

kioonoscensa, from Genoa, March 2 8th,

Teresa Olivari, at Castellamare, April 29,

Vesuvio, at Oporto. April 18th.

suvio, at Oporto, April 18th

BARQUENTINE.
Antilla, from Montevideo via Para. March 2
Walter G, from Trepani via Halifax, May 7th

British schooner C. J. Colwell brough ,132,000 chingles for the Berlin Mills Company from St. Sohn, N. B .- [Por:land Press.

CHATHAM, May 24. - The barque Mark Two m, which sailed from Chatham Thursday is ashere at Gordon's Flats, Miramichi River.

Mrs. F. E. Neale and Miss Ray Muir head are to be passengers for Liverpool by the S. S. Leuctra, Capt. Mulcahey. The steamer is to be ready for sea on Saturday from Chatham.

Lumber charters-Barque Allous, 491 tons, Bridgewater, N. S., to Buenos Ayres, \$10.50; barque Belvidere, 573 tons, Montreal to Resario, \$11.50; barque Herbert Black, 545 tons, same, from

The steam tug A. C. Whitney sailed from Halifax last Monday for Amherst Island to float the schooner Hiram Lowel, stranded there. The Hiram Lowel, and the Latona, ashore at Port Medway, are both owned by George Steele, or Glouceater, Mass.

The item taken from the Miramichi Advance will be read with interest: In consequence of the objections of the pilots of the Miramichi to the new regulations advised by the commissioners and approved by the governor-general in council, which latter have been already published in the Advance, all the pilots of the port have tendered their resignations to the commissioners, the front heat—2,45 class—A good send off in this heat with the horses all bunched. They were on even terms until the first turn made, then on the back stretch the mare Myrle W. consequence of the objections of the pilots of the Miramichi to the new regulations advised by the commissioners and approved by the governor-general in council, which latter have been already published in the Advance, all the pilots of the port have tendered their resignations to the commissioners, the "round robin" being now in the hands of the secretary, Col. R. R. Cell. The commissioners were and available to the pilots of the secretary.

missioners were endeavoring toget a pilot to take the barque Mark Twain to sea from Newcaetl; yesterday, requesting the several pilots in turn do the service, but all refused.

The situation is an unpleasant one all around, and the strained relationship existing between the pilots and com-missioners cannot result in any good to

The steamship Waoten has been fixed to load deal at Pagwash for West Coast England, 42s 6d.

The schooners Sallie E. Ludlam and Annie A. Booth arrived yesterday afternoon from United States ports. The steamer Cumberland arrived from

Boston last night at 7.50. She had a good passenger list and a heavy freight. Mosers Kinnear and Hall, who have been to the cld country on a trip, re-turned by the steamship Pharealla, which vessel arrived in port yesterday from Manchester.

The steamship Wilderspool sailed on the 24th inst. from West Bay for Man-ohester, England. The steamship Pharsalia spoke her yesterday at the mouth of the Bay of Fundy.

The four-masted steel barque Sachem has been purchased by Messrs Lovitt of Yarmouth, N. S. She is now on her way to Yarmouth from Cork. Her name will probably be changed to the Seaside, and she will be owned by the Seaside Shipping Company, of which Messrs Lovitt will be the managers.

In the United States district court, Esstport,
New Haven, 23rd inst, schr Tay, for St
John,
Matangas, 17th inst, schr Anita, Melene, for
Pascagonia.

Cadiz 15 h inst, schr Helen E Kenney, Morrell, for Gaspe, 16th 19st, brigt Morning Star,
Pritchard, for Gaspe,

Havana, 16th inst. stmr Salamanca, Reynolds, for Carles and the Eadsleigh 40 miles off Cape Sable, July 1, 1898.

Ruenos Ayres, 27th alt, barque Northern Empire, Ellis. for New York; 25th u.t. barque Auriga, Johns for Brunswick; 25th uit, barque Alizena. Foote, for Ship leiand-before reformed for Baltimore, 25th inst. barque Hillside, for Varmoult; schr. Kellis I white for Sack.

New York, 23rd inst., barque Hillside, for Varmoult; schr. Nellis I white for Sack ville; 25th inst, sours Douzella, for Lunenburg; Abby K Bentley, John T Cullinan, Magie Miller, and Union for St John; Abana for Quaco; Cephalona, for Bellevue Cove,

POKEN.

Havana, 16th inst, stmr Pakananca, Reynolds, 11, 1898.

Cuarles and the Eadsleigh 40 miles off Cape Sable, July 1, 1898.

Recent charters—Bark Argentina, 583 into Specific Cape Sable, July 1, 1898.

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Capt. Fred Rouse has been with the

OThe steamer City of Monticello will for the next week only change per saminge. She will leave Hal fax on Mon iay In It! Tax she will be placed on the dry dock for cleaning and painting and come off in time to foll wher regular schedule the f. llowing week. Capt. E. O. Smith takes the Monticell) for a few weeks. Capt. P. F. Stanwood takes charge of steamer Yarmouth for a short time.—
[Yarmouth News.

SPORTING EVENTS.

Moosepath Races Five or six hundred people were present to witness the horse races at Moosepath Wednesday afternoon although the two events that took place were not of the 2.20 class order, at il some good sport was seer. The manager, Mr. Fred off upon the working suits, and an Indian to the strate of well pleased with the day's outing. The some modern navies this duty is perjudges of the races were Alex. Philps, start- formed by the enlisted men, the officers er; W. H. Fowler and A. B. Smith, being excused from it, but in our navy non, timere.
Oay taree horsee showed up in the

2.45 class, while five competed in the Gentlemen's Driving Race.
The first heat of the 245 class was called on soon after the arrival of the train from the city, and the fell wing horses showed up in this race: Nora Nelson, driven by Albert Myres; Bellmont, driven by Charles Bell; Myrtle W., driven by E. LeRd Willis

THE 2.45 CLASS BACE. Nora Nelson, the pole, Belmont second and Myrie W. on the ontside. Starter Patips gave the group a good send-off. Myrile W. made the quarter pole first with Belmont well up. Willis seemed to have the mare well in hand but Bell'stuck close at his heels when coming into the home stretch and about 100 yards from home Myrtle W. broke and before she could recover hereoff Belmont struck a 30 clip and won the heat in 2.514

heat in 2.51½

The second heat J. Fred Watson got up behind Nora Nelson, when she showed a much better gait Myrtle W. was work ing w. It and never was headed from start to finish, making the best time of

the back stretch the mare Myr 13 W. forged to the front. Here a surprise was in store for the spectator. Watson with Nora Nelson had it out with Belmont and went into second position, and it looked as if there was more speed in Nora than was brought out, for on the home stretch Willis with Myrtle W. had all he could do to win in

lots of amusement for the holiday people and everybody who was at the race track enjoyed themselver. The following horses showed up under the wire: Golden Prince, Wally S., Smolo Prince and Kitty H. Some very good racing was seen in this race, but Gallen Prince had too much speed for the rest of his rivais, and he won the race in three straight heatr. Time—2.51, 2.472.44.

During the race Tommy Hayes, driver of Well's 8.

of Wally S., was very unfortunate; he busted one of the tires of his sulky in the last heat, and if it had not been for this he would have given his opponent, John Rollton, with Portland Prince, a good fight for a running race. The races were over early and every-body was well satisfied with the day's

Pose Dentine Tooth Powder Thoroughly Cleansing and Perfectly Harmless. A unique combination of several elements, all of which are selected, because of their purity and excelence in cleaning and preserving the teeth, 10 cents

send us your name and address, and we will send you two dozen to sell to your friends. Return the money when all are sold, and we will give you this elegant wates and chain free. We also give violins, air rifies, gold rings, etc. National Manufacturing Co. PT. 25. TORONTO.

can hardly be understood by him as he Cap'. Fred Rouse has been with the Manhattan Shipping Company of N.w York and Pool delphia since the middle of February, and has recently returned from Europe, were he went to deliver a couple of suips that have been chartered by his company. Capt. Rouse expects togo to Rotterdam soon, where he will be located permanently in connection with the above-nomed company. His native city is 8°. John, N. B. Before the war with Spain he was second officer of the Paris, now ashore on the Menallss. When the reamship was purchased by the Udited States government, Capt. T. Rodgers, a'so a St. John man, was placed in her and was her sailing master when she went sehore. looks upon the modern ship in all her

and in order that those who have the care of them may do their duty well and so prevent the decay of the ship a system of inspection has been devised, ingr. She will leave Halfax on Montay afternoon next at three o'clock for snore ports and Yarmouth, arriving here on Tuesday night for St. John; returning, will leave St. John on Wednesday night, arriving here on Thursday and leaving here on Thursday and leaving here Thursday night for shore ports and Halfax, arriving at Hallfax Friday evening. On her arrival in Halfax she will be placed on the dry dock for cleaning and painting and come. any evils that may be found to exist and to report to the commanding offi-cer, for transmission to the navy department, the condition of the vesest in Uniforms are discarded while mak-

ing these inspections, and clad in sea-men's ordinary working suits these officers erawl apon all fours throughout the length of the bottom of the ship, wriggle enakelike through narrow openings aud examine with their own eyes every inch of the surface of the thin steel Johnston, carried out the programme in hour's crawling transforms the neat first class style, and the visitors were officer into a very sorry spectacle. In the feeling exists that an enlisted man should not be asked to go where an officer is not willing to lead. The result is that "things always work" with the Americans and the efficiency of the fleet is assured.

to avoid the risk of losing life while performing this duty, for it is attended with no little danger. The atmosphere of confined spaces entirely or partly closed for a considerable length of time becomes robbed of its oxygen in the formation of rust and is soon made unfit to sustain life. If possible, such compartments are blown out with pure air led through a hose from a blower duct and all manhole plates removed before being entered. A lighted candle is always carried by the inspecting officer upon his crawling tour. If the candle burns dimly or seems upon the point of being extinguished, there is a deficiency of oxygen, and he will immediately seek the nearest opening leading from the compartment and leave it at once. Men are stationed at places as near as possible to him, so that they may hear his voice and render immediate assist-ance in case of need. No one is allowed to enter any confined space on board ship without an uncovered light, although in addition a portable electric light is carried frequently to render the inspection more thorough. It not infrequently happens that offi-

cers and men become so wedged between bulkheads and beams while performing this duty as to make it extremely difficult to remove them, and more than one officer of the navy is upon the retired list today because of permanent injury to his health contracted while performing this arduous labor. Because of the care exercised it is rare that a life is lost in this service, but in one case at least the rashness of a man proved fatal to him. One of the main boilers of the cruiser Newark, while flagship of the south Atlantic station, having been tightly closed for a month, while empty, in order to preserve it from deterioration, the coppersmith of that vessel, an energetic, faithful man, thought its interior should be examined and, although warned repeatedly never to enter such a boiler without an open light, removed an upper manhole plate and crawled in upon the braces with an electric light. He told no one that he was going into the boiler, and no one was stationed to assist him in case of need. His dead body was found half out and half in the boiler manhole with the electric light still burning brightly within the boiler. He had evidently crawled in upon the braces, felt a faintness creeping over him and had endeavored to regain the open air, but lost consciousness just as life lay within his reach, and so died of asphyxiation.

The air in the boiler had been entire ly robbed of its oxygen by the iron of the shell in the formation of rust, and the residuum was upfit to breathe. A lighted candle was snuffed out immediately upon being thrust into the boiler, and this condition prevailed until a lower manhole plate was removed, when the heavy gag ran out as water might, and the air within soon came to be quite pure. No more vivid illustration of the dangers to be encountered in the care of ships affoat and the precautions necessary to be taken in this duty could be given than this incident, which shows that shot and shell and bursting steam pipes are not the only danger that confront the officers and men of Ungle Sam's navy.—New York Sun.

ROMAN WEALTH AND WASTE

Pearls Dissolved In Wine and a Relay of Dinners For Mark Antony. E. H. House, writing on "Bright

Sides of History" in St. Nicholas, telle this story of ancient extravagance: "The pearl which Cleopatra drank to Antony's health was valued at nearly \$400,000, so at one mouthful she dis-posed of as much as the cost of Caligula's supper. I suppose that was the most valuable pear! we have any knowledge of. Though Julius Cæsar owned one worth \$250,000, which he gave to the mother of Brutus—the same Brutus who afterward helped to kill Canar. Pearls seem to have held out particular temptations to people who tack pleasure in wasteful follies, perhaps because no other jewel could be so easily swallowed.

"Cleopatra's prank was not the first of its kind. The same absurdity had been committed by a silly fellow in Rome named Æsop—not your favorite fable teller, for he lived centuries. earlier, and was a very wise man. The Roman Æsop was the son of a rich aptor, and, just to make himself talked about, he took a pearl from the eardren of Cæcilia, the wife of the tyrant Sylla, and, according to writers of that aga, drank it in vinegar. I believe that the gem is disputed by many modern an-thorities, but the ancients appear to have had no doubt on the subject, for the instances recorded by them were numerous and were attested by men of scientific standing. A Japanese natural states that he has found them of such various quality and structure that the existence of specimens which might be able. But whether Æsop liquefied him pearl or not the performance certainly cost him a sum equivalent to \$40,000 quite enough, though nothing in com-parison with what Cleopatra squander-ed. Hers was the wildest piece of ex-

travagance that I can recall. "It was the fashion to be extravagant then. Mary Antony was not far behind the Egpytian queen in that respect, though his fancy was not for beverag flavored by trinkets. Substantial food was more in his line. A visitor who once went into the kitchen of his palace in Alexandria saw eight wild boars roasting at the same time and thought there must be an immense number of guests expected, but the cook told him only 12 persons would dine that day, and the reason of the extensive prepara tions was that no one could say exactly when Antony would go to the table. But whenever he gave the signal the at that moment. So it was the rule to get ready a series of dinners, overlapping one another, you might say, at in-tervals of 15 or 20 minutes. Only one could be eaten, and the rest were wasted, but the waste did not matter. Antony was never kept waiting, and that, in his opinion, was the thing to be consid

MY LADY NICOTINE.

The Alleged Effects of Tobacco and Its Enormous Consumption Probably no pleasure of life has had its praises so much sung as smoking. Here is the other side. Dootors my

tobacco used in excess produces: Palpitation of the heart, muscular tremblings, weakness and paralysis of the legs, dizziness of the head, noises in the ears, cold perspiration all over the body, colicky pains in the stomach. inability to exert the mind, congeste and sore throat, burning of the tongue, dry and parched mouth, tartar and blackness of the teeth, confusion of sight, catarrh of the stomach, catarrh of the throat and nose, sallow complexion, very bad dyspepsia, lopsided mouth, nervous anxiety, cancer of the lips, diminished appetite, pale and anæmic gums, loss of memory, omission of every fifth pulse beat, ruin of the will power, irritability of temper, extreme and incurable melancholy, rest-lessness and sleeplessness, blindness and deafness, apoplexy and paralysis, convulsions and death.

In the case of children it stunts their growth, when a person is consumptive it hastens his death, when the heart in weak it almost completely stops the beating, when you have a cough tobacco keeps it going for weeks, and it in terferes with singing and swallowing. Yet about 1,500,000,000 pounds of it are smoked every year. - New York

As an artist Jack Gamble is conside ed as independent as he is successful He possesses an unlimited quantity of candor, upon the expression of which he places no restraint. He is much liked notwithstanding, and was not long ago offered a commission to paint the portrait of a certain wealthy man, whose features are more remarkable for their bloom than for their refinement Jack critically scanned the broad fea-

"Upon one condition will I pain you," he declared dramatically.
"What!" gasped the amazed Grossus speechless at the effrontery of this per rty stricken artist.

'Yes," pursued Gamble, with easy grace. "Upon condition that I shall be allowed to put in a little intelligence." And the funny part of it was than Jack got the com cisco News Letter.

"What do they mean by 'tacking?" sked a young woman on her first sail

"Why," said the wise one in a careful whisper, "tacking is just-just sailing on the bias, Helen."-Exchange.

Right on the Head. Trainer-Hit him like a nail. Pugilist-Like a nail? Trainer-Yes; on the head. -Syrac