

IMPORTANT TESTIMONY,

Touching the Primrose Disaster,
Given at the Inquest.Howard Holder, one of the Survivors,
Elijah Ross and Judge King
Testify.The Difference from Being on a Pleasure
Cruise and in a Race.

(From The Daily Sun of Aug. 29th.)

Eight days have elapsed since the yacht Primrose sank off Mahogany Island. As yet the body of only one of the eight victims of the disaster has been recovered, although everything has been done that could be done to find them. Today the other seven bodies should come to the surface. But where? The bottom is miles in every direction has been dragged with trawls, which should not have passed over anything of the kind. The evenness of the bottom ought to have assisted in the recovery of the men if they were in the neighborhood of the spot where the yacht sank. Diver Frank S. Henrich gave his services free yesterday for a fourth day's search by him to find any of the bodies, or anything that would indicate their presence close at hand. The tug Little took the diver and his assistants down yesterday morning. Henrich went down to the bottom of the wreck of Mahogany Island at 1:30 p.m., and remained under water for an hour and a quarter. He walked fully a mile from a point near where the yacht sank in the direction of Nigger Head. Later on his boat was towed in close to the pole buoy near Nigger Head and Henrich took another dip. The time he spent about three-quarters of an hour.

TRAVELLING FULLY A MILE in a north-easterly direction. The bottom everywhere he has gone is level and is covered with mud, which seems to be on the move all the time. As soon as he touches bottom the mud rises in all directions and makes it difficult for him to see any great distance. Still he can see six or eight feet ahead of him.

The first dip he found a few holes and explored one of them. There was in the vicinity of 12 fathoms of water all along this tramp. He saw some skate fish this dip, also some lamprey eels. When Henrich descended off Nigger Head he encountered a enormous school of herring. He could see nothing but fish. They were near the bottom where he stood, and extended up as near the surface as he could see. It took the school nearly fifteen minutes to pass him. As the fish passed him they split up and swam to either side of or over him. In hot pursuit of the herring he observed a large fish. It was either an albacore or a grampus. This fish was 12 feet long. It was so interested in the herring that it did not notice the diver. Henrich saw a large iron strapping bolt on the bottom of Mahogany Island yesterday, their occupants including Robt. Carlin, Thos. Spaine, Tom O'Brien, Ed. Leahy, Richard Cline, Robt. Fulton and H. Belyea.

ELIJAH ROSS, in answer to a Sun reporter's inquiries yesterday afternoon, after Henrich came up, said: The committee can do nothing more. We have exhausted every means of our disposal in our efforts to recover the bodies. They should float today, and ought to be picked up either along shore or in the tide straits.

The boat used by Diver Henrich is owned by John Collins, the stevedore, who makes no charge for the use of it. Many men have helped to row it and to work the diver's pumps, but none have been paid. George Russell or Hoyt could swim or not. Juror Trainor—Was there any order given to let that jib and halyards? Not of the standing jib. Juror Trainor—Was there any order given to let go the gafftopsail halyards? I did not hear any.

ELIJAH ROSS, the owner of the Maple Leaf, deposed: Am a boat builder. Sailed my boat in the race in which the Primrose went down. It was sailed under the rules and regulations of the Royal Nova Scotia Yacht Squadron. Am a builder of boats. Of late years there have been improvements in the construction of them. Years ago the yachts on this side of the Atlantic were very shoal boats. They are now built deep. The Primrose was built deep. A yacht 30 feet long over all should, in my opinion, have a four foot draft of water. A boat of less draft than that is dangerous. She should measure on the beam at the water line about one-third of her length. A boat 30 feet over all, 9 feet beam, and drawing 1-2 feet of water, would not, in my opinion, be a boat of modern build. The deeper the boat the lower the ballast will be carried and the lower the ballast below the water line the greater power will be required to cant the boat over. The deeper the boat the greater amount of canvas she will carry. A decked yacht is safer than an open one and less liable to fill with water. The Primrose was 26 feet 11 inches over all, 9 feet beam, and drew 1-2 feet 6 inches on the beam. She draws about 2 feet 9 inches and carried more canvas, I think, than the Gracie M. Ald. The latter is a decked boat and the Primrose an open one. I thought the Primrose carried a very large quantity of canvas for a boat of her dimensions. The modern yachts have lead keels. They give a heavy weight with little friction. The lead keel is steady and that means the safety of those on board. Lead keels for boats 30 feet long usually weigh four tons. These lead and iron keels do not seem to impede materially the progress of the boat. Judging from the recent races sailed on the other side of the Atlantic. The Primrose has a wooden keel, about three inches deep. She is not, in my opinion, a modern built vessel to go in. The Maple Leaf carried life belts, seven of them, I think. I took them for use in case of accident. I am told that the Primrose had none. If there had been I think the mortality would have been less. When the top-

mast of my boat broke, Wm. Thompson, one of the crew, went aloft. While there he called out to me to look, that Hutton's boat was sinking. I looked and saw the taffrail above water. The mast and bow were under that I went up there too. All the crew seemed to be clear of her then except Mr. Miles, who was in the cockpit. Miles reached out his arm to me and I pulled him out of it and over to windward. We began to swim in the direction of Mahogany Island. All hands were clear of the boat before I pulled Miles over. The boat sank a little sideways and head foremost. I account for the accident in this way, she was struck by a heavy squall when she had no way on. The squall struck her a little off the wind at the time and her main boom took the water and remained there keeping the gaff topsail full of wind. This held the boat down till she filled with water. I considered the Primrose a very good yacht. There was no life saving appliances on board—nothing in fact but a pall. It is nothing unusual for St. John yachts to compete in races without life preservers. I don't know how it is elsewhere. Have been told that Mr. Ross's boat was full of life preservers. I think the Primrose would have been better off if the cleets had been larger in case the sheets had to be let go quickly.

The coroner—Do you think the throat peak and jib halyards were as free as they might have been in case the sheets had to be let go in a hurry? I do not think they were as free as they might have been. I think all the halyards were coiled down ready for running. Have seen the yacht since she was raised. The gaff topsail was off her and I think the standing jib was off. The mainsail was torn right up and down. The cleet which held the main sheet had been broken away. The standing jib sheet was trimmed on the cleet where it was when the boat upset. I did not see the jib sheet. The cleet would not expect to find a well managed boat which had been upset in a squall in the condition in which she was when I saw her. I expected to find her with the standing jib set and the jib sheet trimmed in, the mainsail set with no tear in it, and the main sheet about twenty feet off, the cleet not broken but no rope fastened to the gaff topsail set and the outer jib down and spilling over the end of the jib boom. The main sheet was not fast to the cleet when she went down for I let it go myself. The cleet must have been broken when she was on the bottom or when she was being raised. Mr. Hutton had the tiller when the squall struck her. He was trying to steer her but she had no headway on. I held the main sheet. The outer jib halyards and sheet were loose. An effort was made to strip the vessel of her canvas. Mr. Hutton gave orders to take the outer jib off. When that had been done the squall struck us. That was all we had time to do. Three minutes after that order was given we were all overboard. This did not take more than a minute to lower that jib. Nothing was done to strip the boat till three minutes before she upset. The crew were subject to Mr. Hutton's orders. I cannot say why she was not stripped before. I don't think Mr. Hutton thought the squall would strike us so hard. It occurred to me that sail should have been taken in before. The other yachts were stripped before we began to strip the Primrose that I know of. I think I saw the Maple Leaf loose her balloon jib. I saw the Sun's sail being taken in. Did not see what the Gracie M. Ald. I sailed in the Sun's one. She is an open boat like the Primrose. If the Primrose had been provided with life preservers I don't think there would have been any loss of life. It was impossible for one man to help another. Akerley, one of the drowned men, could not swim. Don't know whether Russell or Hoyt could swim or not.

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Judge of the Supreme Court of Canada, said he was the referee in the race which was started on the 21st inst. He named the boats which started and the course, and he said he with the other officials was on board the tug Little. When the boats neared Mahogany Island some dark clouds appeared and then came rain and hail but this did not seem to extend out far. The wind came up next and a squall developed into a severe squall. Soon after it came upon us, Geo. Holder told me that he thought we had better go out to the yachts. The squall had not reached its height at that time. The boats had not been disabled. I told the mate of the Little who was at the wheel to turn so as to head her out. He did so and about the time it got fairly well turned I heard the cry that Hutton was over. I saw the Maple Leaf passing through the squall but my attention after that was entirely directed to the turning of the boat. I did not see the Primrose go over. Capt. Pease took the wheel and the tug was driven out as fast as she could be towards where we supposed the Primrose was. The air was not entirely clear, but presently it became so, and we could all see that the Primrose was gone. Others doubtless saw it before I. I heard him say she was over. As I went out I heard Mr. Holder say, there are the men in the water. They were ahead of us and on the starboard bow. I called to the City to go out to the men's assistance. Then, or shortly before I said the boat should be lowered. It was on the tug's house, and Edgar Fairweather did what he could to get the boat loose. I got assistance and the boat was got off. Mr. Holder and the mate went off in her. There might have been others. While the boat was being got out the others on the tug were throwing life buoys to the men in the water. I saw one man in the water who did nothing to help himself. A buoy was thrown near him and some one called out to him to catch hold of it. The men who were in the water and to whom life preservers had been thrown got out at that time. The City, the tug remained where she was for a time. I conversed with those on board, including one of the survivors and after satisfying ourselves that the others were drowned we came away. I am inclined to think from what I have heard that if the Primrose had sufficient headway on her she might have come up in the wind and been all right. She seemed to be a boat that could be handled easily. With all her head sails set and no headway on her she would be in a

pretty hard way to be caught in such a squall. I think she might have run races for years without any casualty happening to her. She seemed to heel over no more than the others, in fact, less than most of them. A shallow boat is not as stable as a deeper one but she seemed as deep as any of them except the Gracie M. and Maple Leaf. She seemed no loftier than the Sun's although her mainsail was larger. The Primrose is a fair sample of the boats in general use in the United States in comparatively recent years. I would have gone out in her. I did sail in the Sun's in one race. Probably if the Primrose had not met the weather she did and as she did she would yet have been considered a good racing boat. It would have been well if she had had life buoys. The result would have been different. I think there are rules and regulations of yacht squadrons which require boats to carry life preservers. If the Primrose had had a greater draft of water and had been fitted with a lead keel, I think she would have been knocked down by this squall if caught as she was, but she would have righted. If the large modern yachts only could sail here we would have no racing because we have no such boats. Lead keels cost a lot of money. The Sun's is the same class of boat as the Primrose, and I considered her safe enough to sail in. The squall which sank the Primrose was an unusual thing in our waters in the summer.

We were in a race. There is great difference between people in such an event. If Mr. Hutton had been sailing a race that day don't think that squall would have drowned any of his crew. If I am in a race I would run risk that I would not take on a pleasure trip.

The coroner—What risks were run that would not have been run in a pleasure trip? Mr. Hutton was from half to three-quarters of a mile to the leeward of me and he must have seen me getting this squall before he got it. Perhaps when he saw me worry through the squall he thought he could do it too.

The coroner—Had he time and might he have removed more canvas than he did?

I think he had time. If more had been taken off, the Primrose would have been safer.

The coroner—Was the judgment of the sailing master of the Primrose at fault?

I don't know. Mr. Hutton was in a race.

The coroner—Having human freight on board, was Mr. Hutton justified in assuming these risks?

He did assume risks. The other yachts set by him got more of their sails off.

The coroner—Could Mr. Hutton have stripped his boat as easily as the others did?

He would depend on his crew. I understand Mr. Hutton had only two men who were good men on board a yacht. If the Primrose (with the same sails on) had been struck by a squall like the one which sank the Primrose, the result would have been the same. I think it was a mistake for the Primrose and the other boats not to have carried life buoys.

The coroner—What caused the accident?

I think if Mr. Hutton had not been in a race he would not have assumed the risk he did. That risk was this: If a person had a doubt as to the ability of his boat to go through a wind when he is out for pleasure he will reef his sails or take them in, but if he is in a race and is trying to win he will go further in carrying sail. He will do his utmost to win. When out for pleasure he has nothing to lose by taking off sail. In a race it is different. I think Mr. Hutton went too far and assumed risks that he should not have taken.

The witness here described the condition of the Primrose now. She was not in the same condition as she was before the diver cut the jib halyard and let it go down. The cleet that is off may have been torn away by the people grappling for the bodies.

Foreman Freeze—Do you think the course round Mahogany Island fit for the modern yachts?

I don't think it is safe for any kind of yacht. There are two ledges off the island on which a deep boat might strike at low tide.

HON GEORGE E. KING,

Judge of the Supreme Court of Canada, said he was the referee in the race which was started on the 21st inst. He named the boats which started and the course, and he said he with the other officials was on board the tug Little. When the boats neared Mahogany Island some dark clouds appeared and then came rain and hail but this did not seem to extend out far. The wind came up next and a squall developed into a severe squall. Soon after it came upon us, Geo. Holder told me that he thought we had better go out to the yachts. The squall had not reached its height at that time. The boats had not been disabled. I told the mate of the Little who was at the wheel to turn so as to head her out. He did so and about the time it got fairly well turned I heard the cry that Hutton was over. I saw the Maple Leaf passing through the squall but my attention after that was entirely directed to the turning of the boat. I did not see the Primrose go over. Capt. Pease took the wheel and the tug was driven out as fast as she could be towards where we supposed the Primrose was. The air was not entirely clear, but presently it became so, and we could all see that the Primrose was gone. Others doubtless saw it before I. I heard him say she was over. As I went out I heard Mr. Holder say, there are the men in the water. They were ahead of us and on the starboard bow. I called to the City to go out to the men's assistance. Then, or shortly before I said the boat should be lowered. It was on the tug's house, and Edgar Fairweather did what he could to get the boat loose. I got assistance and the boat was got off. Mr. Holder and the mate went off in her. There might have been others. While the boat was being got out the others on the tug were throwing life buoys to the men in the water. I saw one man in the water who did nothing to help himself. A buoy was thrown near him and some one called out to him to catch hold of it. The men who were in the water and to whom life preservers had been thrown got out at that time. The City, the tug remained where she was for a time. I conversed with those on board, including one of the survivors and after satisfying ourselves that the others were drowned we came away. I am inclined to think from what I have heard that if the Primrose had sufficient headway on her she might have come up in the wind and been all right. She seemed to be a boat that could be handled easily. With all her head sails set and no headway on her she would be in a

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Special

Announcement.

Owing to the absence of so many upon holidays and the dullness of trade during the hot summer months, the publishers of the Art Portfolio of Canada (which has been announced for some weeks back in these columns) have decided upon suspending publication until Sept. 15th next.

Parts one to eight are now ready and can be had upon application through the Sun office.

Number nine will appear September 15th and one part each week thereafter until series is completed.

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CHURCH DIFFICULTIES.

Leinster Street Baptists have a Heavy
Debt and Small Congregation.Rev. Mr. Baker Resigns and the Building May
be Sold to the School Trustees.

(From The Daily Sun of Aug. 29th.)

Leinster street Baptist church may become a school building at an early date. The St. John school board has offered to purchase the church and the trustees are just now considering whether or not they should accept of it.

Rev. J. J. Baker has tendered his resignation as pastor of Leinster street church and matters are, generally speaking, pretty well mixed up.

It seems that this difficulty originated several years ago, but recent developments have brought things to a crisis. The building itself is one of the most substantial in the city. It was built a year or two after the fire of 1877 and cost of between forty and fifty thousand dollars. At that time large numbers worshipped there and it was considered one of the strongest churches in the city. A large mortgage had to be placed upon the building in order to finish it, but no one had any doubts as to the church's ability to pay off this mortgage in a few years, as its members were devotedly pious and a call for help would have been responded to at once.

But the members of Leinster street church were like the members of some of the other churches. They changed pastors, but there was a feeling among the members which the good men could not induce them to put away and this was the direct cause of this church's decline. A number of the most influential members dropped out, the spirit of enthusiasm which had always prevailed, began to wane, and the church was still worse off than it was. The result was that the church did not seem to improve matters in the least, but very often had just the opposite effect.

All this time a heavy mortgage rested upon the building drawing interest at the rate of six per cent. This unsettled state of affairs continued with now and then a slight change for the better, but these changes were always met by a counter influence.

A few years ago, Rev. H. G. Mellick became the pastor of Leinster street church and then there was a light. The church began to improve its results. The pastor, it seems, took a very determined stand in reference to some matters which came up and which it was thought would materially hurt the church. One part of the congregation sided with the pastor, the other part opposed him.

The result of this quarrel was the withdrawal from the church of a large number of its most influential members. This exodus left the church weak numerically as well as financially, and when Rev. J. J. Baker became its pastor he found instead of a strong, healthy congregation of worshippers, a very weak one and one, too, in which there was a spirit not akin to brotherly and sisterly love.

Rev. Mr. Baker, however, was very anxious to increase the membership of the church and it possible bring back many of those who had gone out before his arrival here. He was also anxious to pay off the debt which amounted to something over \$14,000. He has not been successful in paying off the debt, although he has added several to the church. But the members have become discouraged by the financial burden which rests upon them, and have been led to think they can never pay it. It has been in vain that the pastor has urged them to make a greater effort. The people have become disheartened.

Somewhere about the first of July last, Rev. Mr. Baker preached a sermon to his congregation in which he outlined a course of action which he thought should not only result in liquidating the church debt, but should make the building the chief denominational centre of the province. His plan was to take over the entire building, that is those rooms now used for public school purposes, and convert them into reading rooms, lecture rooms for evening classes, an exchange bureau, etc. The room he pointed out, were admirably calculated for such purposes. Then the pastor was to have his residence in the rear part of the church, and besides all these he pointed out that one of the rooms would be converted into a special missionary centre.

In his sermon he stated that with a strong effort and a determined effort, of \$4,000 and thus bring the debt down to \$10,000. In order to do this, he pointed out that it required organized effort; that the church and the Sunday school should be properly well organized and that in addition to this he would apply to the Baptist denomination of the province to help them out and in this way he felt certain they would have no difficulty in raising the amount mentioned.

The rent which they would get for the rooms would pay the interest on the \$10,000 and after the \$4,000 had been paid they would experience little difficulty in finally clearing the church from debt.

A committee was appointed to consider the matter as laid down by their pastor, but after deliberation they concluded that the scheme was not a feasible one.

On Thursday last Rev. Mr. Baker laid his plans before the congregation and asked the members to give them their careful consideration, but before doing so he tendered his resignation in order, as he explained, to give them an opportunity to act freely in the matter. And so the matter stands. The congregation have not given their answer and it is difficult to tell what the outcome will be.

LEINSTER STREET CHURCH.

To the Editor of The Sun:

Sir—I have just read the article on church difficulties, in today's Sun, and must say I do not see any necessity for an honorable and well conducted paper such as The Sun has been, meddling in private matters that do not concern the public generally; but having done so, I regret you did not state it correctly. The following passage (to put it mildly) is very misleading: "A few years ago, Rev. H. G. Mellick became the pastor of Leinster street church and then there was a fight, and

one which had very serious results. The pastor, it seems, took a very determined stand in reference to some matters which came up and which it was thought would materially affect the church. One part of the congregation sided with the pastor, the other part opposed him."

There is no foundation for any such statement, and in justice to Rev. Mr. Mellick, I can say the only "determined stand" he took on entering the pastorate, was to preach the plain, simple gospel of Jesus Christ in a way best calculated to build up the church spiritually and financially, and lead unsaved souls to Christ; and this he did by preaching clear gospel sermons, well thought over, calculated to infuse spiritual strength into the church, and lead sinners to a knowledge of the truth and acceptance of Christ; by conducting a senior class in the Sunday school in such a way that it became the largest we have had in many years, and by so attending to his pastoral work as to bring additions to the church nearly every month, in all fifty-four during the twenty-three months of his pastorate. So we can say Leinster was during that time the most successful Baptist church spiritually in St. John. And, as for finance, our treasurer told us at the business meeting a month after Mr. Mellick left that the finances were in a better state than they had been since he had anything to do with them. All there was to ground the scheme for a fight" a large portion of the church did all they could to help Rev. Mr. Mellick and make his pastorate a success, while a few who were opposed to his coming and proscribed his pastorate, failed, persisted in doing all they could to make it such, and the fruit of their sowing is the harvest we are now reaping. Rev. Mr. Mellick is superintendent of Baptist missions in Manitoba and the Northwest Territory, where he is doing a noble work. Your paper has many readers there, as also in other parts of the world; it is therefore but simple justice that the above should find a place in your columns. Our records and the year book will sustain all herein contained.

JAMES E. MASTERS.

LESSONS FROM HARD TIMES.

H. N. Higginbotham, well-known as the president of the late Columbian Exposition, in an interview lately said: "This business-depression is the best thing that could happen to this country, and I don't think we should look for a revival of business too hurriedly. The collapse of business houses all over the country, and the shutting down of factories, has taught the business men of the land a lesson." As a business man his opinion carries weight, but the lesson to be learned from the hard times is not only for the business men, but also for the laboring man, both of the United States and these provinces. There is no question that on the part of those who have no capital to invest in business, there has been too much of a tendency to rush into the towns and cities. And the present state of affairs tends to show that what has the result been? Good wages, and large expenditure for rent, clothing, luxuries, amusement, far more for each and all of these than if the wage-earner had spent his days and years in the country. And the further result is that when his employer closes down, in most cases, his earnings are gone, and want stares him in the face.

When, had he ever content to spend the years in the country, though there had been less stir and less amusement, the little farm well tilled would have given him a living, and he would have been improving his surroundings year after year, and making his home more homelike and more comfortable. The one great cry against this is, "Oh, there is no money in that." We admit there would not be so much money handled from month to month, but what benefit is it to receive money and pay it out as fast as received. The mere handling of money is no real benefit. The benefit is in getting money's worth and having the permanent enjoyment of it in the home, so as to make home more comfortable. And in all this province there are the possibilities of comfortable homes for those who are willing to till the soil and enjoy the quietness of a good country home that is constantly improving. Here in the county of Charlotte there is land that can be cultivated to great advantage if persons would consent to do so. The cry with many is "no market," "we need free trade." And yet every year our butchers have to import beef cattle from Nova Scotia to feed the people of our little towns. It would be interesting to ask the butchers of St. Stephen how many head of beef cattle they have imported in the last few years. It would be far better if more of our young men would settle down on the fertile lands of the country, and make comfortable homes for themselves than crowd into the towns and become dependent on others for the privilege of earning enough to enable them to live. It is to be hoped that the hard times will help wage earners to learn a lesson, and lead them to turn their hand to independent labor, and the improvement of their own homes, where free from the oppression of the employer who cares only for his own gains, they will enjoy the results of their work in constantly improving farms, with no fear of being thrown out of employment by the turn of fortune's wheel, and where, too, he can look forward to years of, at the least, moderate prosperity in a comfortable home.

ST. GEORGE.

UPHELD BROOKINRIDGE IN THE PULPIT

Lexington, Ky., Aug. 26.—The famous evangelist, George O. Barnes, delivered a sermon in the court house here tonight which electrified his large audience, as it was a powerful appeal to all Christians to vote for Colonel Breckinridge for congress. He cited Bible authority to prove that he was right, and said he called the preachers who had so little of the spirit of Christians in them as to denounce the colonel. These remarks created a wonderful effect on the hearers. About twenty of them got up and went out, and one man asked Barnes in a loud voice, "How much do you get for this?"

Ex-State Treasurer S. G. Sharp, who was a strong Breckinridge man, went to the interpreter and told him to hush. He soon left. For a while it was some time before any cheering the preacher and others condemning him, and all wrought up to the high pitch. Such a scene has seldom been witnessed here at a religious meeting, but quiet was finally restored, and Barnes concluded his address by begging his hearers to be foregoing.

Leadville was called California Gulch from 1850 to 1854. It was then a gold producing point and from 1854 to 1874 was almost abandoned. The discovery of the great beds of carbonate gave it new life.

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