the morning service at yterian church yester-tended congregational , the object being to exto Rev. A. B. Mel-the pastorate of the by the pulpit for one he has already so won onfidence and affection on that the meeting of ithout further delay. s pastor, and the sas ed to prepare the call in resent it to the Pock

which meets at Milan Meldrum was born at nd, Sept. 9, 1857. His bert Meldrum, was the rehant vessel between ig Kong, and was lost rew and all on board in when the subject of et in his infancy. Mr with his mother Knox college, Toronto.

s pastor of St. John's his studies in that city, the theological seminary in 1884, was ordained urch and continued to ntil the latter's death in He was then appointed distinguished Dr Scott nstalled. He remained May, when he received come to Rock Island.

is a man whose natural llectuai attainments are ge for him a most sucrker. He is fearless in of evil, and as a speakand brilliant. There is erica more ably supplied he Central Presbyterian Island. Mr. Meldrum preached

"A Wise Fool," his text

Luke 12:16 21 :- The ertain rich man brought, and he thought within What shall I do, be-room where to bestow he said. this will I do vn my barns and build ere will I bestow all my oods, and will say to my s; take thine ease, eat. erry. But God said unfool, this night thy soul

said that from a worldly there was much in the in the parable to be comwas industrious, frugal, atic, and had by his own nulated a vast fortune. ot, in the community in he was much respected, uence, and was looked wise man, as he probably s day, and it is likely that o, as there is nothing to as not an honorable and nan. It may be conceded matters he was a wise

n then went on to show ht be all that this man life be a failure. Man's "to glorify God and enr," no life not devoted to preparation for the life be the life of a wise man. a beautiful and impresone might gain wealth. ie, and yet his soul be last unfinished and unprethe presence of to Maker. bute to (many's dead, he said, id all the pils of this life, t found ritual needs as ill as the of life. He was a Chrisherefore truly a see man, autioned his hearers not endeavors and ambitions, goods, the claims the

Stephen's Parsonary Gode-Monday morning inst., Geo. W. Racey, 11 mbent,

s, for by neglecting these is but foolishness.

-At Goderich, at the resi-er of the bride, on the 28th of Rev. Dr. Ure, Mr. James ina, second daughter of Mr. of Goderich.

of Goderich.

At Goderich, at the reside's father, on the 28th of rv. Dr. Ure, John Eigin Tom, blue Schools, to Maggie C. er of James Dickson, Esq., aty of Huron.

y—On the 28th inst., at the pride's parents, by Rev. Jas. o. H. Mallough, of West iss May D. Way, of Hullett.

BIER.

rne, on Monday, March 26th, ged 63 years, 1 month and 8

street, on Saturday. March n., to St. Peter's church, and

the fuel used for smokmewhat imparted to the LIFE ON A PILOT BOAT.

IT IS NOT SO PLEASANT AS SOME MAY THINK

What Kind of a Man a Pilot Must Be to Be Successful-The Long Years of Waiting and the Hardships Endured-Inci-



ered during the recent blizzard. recent blizzard.
A New York corssed a number of years at sea, and who has taken a number of trips on a New York pilot boat, writes us what he knows about their hardy

I remember a short conversation which took place between the pilot and the cap-tain of a ship I once sailed to Liverpool in, which illustrates the duties of a pilot better than anything I know of. The pilot boarded our ship in St. George's channel, and was a short, stumpy man wrapped up in the short beaver coat which is generally worn by English pilots. After he was taken on board the captain

which is generally worn by English pilots. After he was taken on board the captain called the chief mate aft and gave him an order. The pilot, who was walking the poop deck, turned short, gave the captain a withering look and said: "I am in charge of this vessel. sir."

"'Very well, sir," said the captain, and the order was countermanded. When a pilot boards a vessel the captain's responsibility ceases. He is virtually nothing more than a passenger until the vessel comes to anchor in port.

Pilots, take them as a class, are the best sailors in the world. They are obliged to be thoroughly familiar with every rig of vessel, from a Dutch gallot to a man o' war. As a rule they are better sailors than sea captains, for it is much more difficult to navigate a vessel near land than it is out at sea. A sea captain's cuty is to bring his vessel from one port to another, but when he gets in sight of land and is boarded by the pilot his duty ends. I well remember an instance which illustrates how good a sailor a pilot must be. The entrance to Mobile bay is a narrow channel about 400 feet wide. The shirt was no arrived at the bay is a narrow channel about 400 feet wide. The ship I was on arrived at the wide. The ship I was on arrived at the entrance of the channel at the break of day. There was a light breeze from the northward and it was dead ahead; that is, it was blowing directly out of the bay, so that the vessel, in order to get through the channel, would have to make several short tacks. The channel was so narrow and the wind so light that the captain considered it would be impossible to get the ship under headway enough to tack the ship under headway enough to tack. Then there was the danger of running aground. The captain's wife was very sick and it was expected that she would die at any minute. It was almost a case of life or death, for if the ship could get inside the bay it would be comparatively easy to get a doctor. The pilot boarded the ship and the case was explained by the captain, who was almost beside himself. At first the pilot shook his head, but finally he called all hands to "man we could feel her bottom graze on the

sand, but the undertaking was successful and the captain's wife was saved. But to return to the New York pilots. The number of pilot boats licensed to run out of New York harbor is fixed by law. The boats register from forty to seventy tons, and their number is about thirty. They are all numbered with enormous black figures on their mainsails, which can be seen almost as far as the boat it-self. There are about 200 pilots of differsent grades running out of New York. The would be sailor who wants to become a New York pilot must begin at the lowest round of the ladder—before the mast. After he has thoroughly mastered the duties of the seaman, if he is fortunate he may succeed in being promoted to the po-



OVER THE SIDE.

sition of boatkeeper. The boatkeeper is the captain of the boat. None of the pilots have anything to do with the pilots have anything to do with their boat unless in case of necessity. The boatkeeper must serve three years before he can be admitted to be examined for a license. If by accident or misfortune he loses his position he must begin all over again. His examintion is a very rigid one. He must have a thorough knowledge of the coest tides etc. for hyndreds. edge of the coast tides, etc., for hundreds of miles around New York harbor. But of miles around New York harbor. But even after he has successfully passed his examination he has not arrived at the summit of his ambition. The first year of pilotage he is granted a license to pilot vessels drawing under sixteen feet, the next year vessels drawing eighteen feet or under, and in the third year he is obliged to pass a further examination, after which he is entitled to pilot vessels of any e is entitled to pilot vessels of any raught, and is then called a branch or

full pilot.

The pilotage differs according to the draught of vessels, vessels of small draught paying much less than vessels of large draught. Consequently it often happens that there is much maneuvering between captain and pilot. The captain, who wants his pilotage to be as small as possible, will try to make the draught of his vessel appear small, while the pilot, on the other hand, will endeavor to find out the true draught without appearing to doubt the captain's without appearing to doubt the captain's word. It would not do, of course, to give the captain the lie when the actual truth of the matter is in doubt. It happens, therefore, that the pilot, in addition to his other admirable qualities, must have the art of diplomacy. He must be a keen Judge of human nature, and it is remark-

able how successful some of them are in thwarting the designs of the captain. It must not be inferred, however, that sea captains are as a class dishonest. As a matter of fact there is not a more honest set of men engaged in any profession than sea captains, but there are, of course, ex-ceptions to every rule.

set of men engaged in any profession than sea captains, but there are, of course, exceptions to every rule.

The length of a pilot boat's graise depends entirely on how quick her crew of pilots succeed in picking, up ressels, or, rather, how quick they succeed in having vossels pick them up. Seven pilots go out in each boat, and it is remarkable how sharp the competition is among the boats. The moment a pilot boat gets out into the harbor ceaseless virilance is the order of the day and night. A lookout is placed at the mast head, and the moment an inward bound vessel is sighted all sail is made. When two or three boats sight the same vessel at the same time an exciting race takes place. It will easily be seen from this that the life of a pilot alternates excitement and monotony. In idle moments they pass their time away in playing cards, reading and spinning yarns. But the moment a sail is sighted everything is dropped. The man whose turn it is to be taken off the boat gets out his valise, shaves, puts on a boiled shirt and prepares to go back to two. It often valise, shaves, puts on a boiled shirt and prepares to go back to town. It often happens that the vessel sighted has a

pilot on board already, or that another pilot boat gets to the vessel first, so that the man whose turn it is has prepared himself needlessly. In this case, be re-

sumes his every day gerb and puts away his town clothes as unconcernedly as if the were a matter of course. There is a tradition among pilots that one man, in years gone by, shaved and dressed himself seven teen times before he succeeded in catching a vessel. This would be exasperating if it did not relieve the monotony. Steamers are considered the best vessels to board, because they draw more water than salling vessels, and also because they move faster and with more certainty than a sailing vessel, which is subject to the wind, unless a tug is called into use. The weather around New York harbor is as stormy at certain seasons as in any part of stormy at certain seasons as in any part of the world, and it follows that a pilot boat must be a stanch and seaworthy vessel. They are also very fast, and it takes a good yacht to overhaul them in almost any sort of a breeze. One of the most dangerous parts of a

to the deck bottom up. They are launched by means of tackle fastened to the masthead. The pilot boat is such a small craft that in a heavy sea she lurches and rolls frightfully, and when the yawl is launched in heavy weathers. in heavy weather her crew, which usually consists of two men beside the pilot, must act very quick in getting into the boat. When the steamer is reached another difficult task lies before the pilot. The long swells rush along the side of the vessel with rush along the side of the vessel with ceaseless rapidity. Sometimes the little cockleshell of a boat is lifted up and brought almost in reach of the steamer's deck, then down she goes into the trough of the sea almost out of sight. A rope ladder is thrown over the side and the pilot has to watch his chance and jump for it. In calm weather another difficulty is encountered. A pilot boat may be several miles away from a sailing vessel in a calm. In this case the only way to reach the vessel is by the yawl. way to reach the vessel is by the yawl.

This is often a very dangerous and hazardous undertaking. In one instance, which occurred several years ago, a bark was sighted from a pilot boat. She was about eight miles away. There was a dead calm, and it looked as though it would continue. The pilot whose turn it was to board determined to take his chances. He started off in the yawl, with no food or water, to row to the bark. No food or water, to row to the bark. When within two or three miles of the vessel a breeze sprang up and the bark sailed away. The pilots on the boat supposed the yawl had been picked up by the bark and it and its inmates were left to the mercy of wind and tide. The breeze freshened, and night came on. The yawl was put before the wind and finally landed on the New Jersey coast with the loss of one man.

sey coast with the loss of one man.

A cruise in a pilot boat in the summer time is very pleasant, especially if the pilots are congenial, and this is almost always the case. It is but one remove from a yacht cruise. But imagine the life of a pilot in the winter. Think of the ter-rible sufferings of the New York pilots during the recent bad weather, and those of us who are able to sit at home and snug the fire will be thankful that our lot is not the lot of these brave men

Kaiser Wilhelm's Funeral. The body of the dead waiser has been laid to rest, and the sympathy of the German people—the whole world, in fact—



impressive, and the throng present was filled with real grief. We give a bird's eye view of a portion of the city of Ber-lin, showing the route taken by the pro-

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ENGAGEMENT OF

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G aduate of Philadelphia School of Oratory The Program will be selected from the following:

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Mangies—Mammouth, Long Red, Intermediate and Globe.
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Cabbage Seed of all kinds by the ounce or

PARREST AND BEST STOCK

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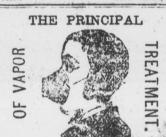
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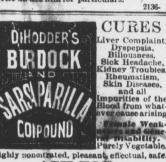
G. H. OLD.



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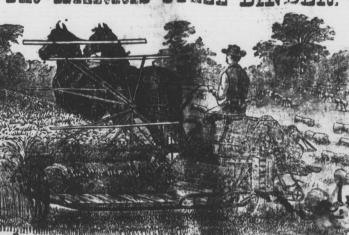
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have a full assortment. New goods constantly arriving, and goods not in stock ordered at short notice. The public's obedient servant,

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The stock must and will be sold out to m
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