Worcester, Mass.

DEAR MONITOR,—In a recent number of the *Worcester Spy* I noticed quite a budget of Maritime Provincial news and comments, and that has led me to ask space for Worcester comments in the MONITOR. I promise at the beginning that I will not say *we* and *our* in speaking of Americans and American possessions. Perhaps, if I possessed sufficient ability to secure me a place on an "Imperial" commission to the Philippines at a fat salary, I might become a naturalized citizen of the United States, but up to date I have never been offered a price sufficient to tempt me to renounce allegiance to the British flag.

About Worcester, in particular, I scarcely know it by sight yet, so I must speak partly in guide book language.

From its inland position, Worcester has received the name of "The Heart of the Commonwealth." The topography is somewhat suggestive of the Annapolis Valley, in miniature, as the city lies in a narrow valley, through which runs a small river, the Blackstone. The Indians called this place Quinsigamond, and this name is still borne by a village in the suburbs, and also by a lake. Lake Quinsigamond, with its fine scenery, lies within easy reach of the city, and is not only a favorite resort of the citizens in summer, but is known to oarsmen far and near as the scene of many exciting races. It was here that Hanlan lowered the world's record for single sculls.

This city ranks as the second in size in Massachusetts, and the third in New England, and has a population of fully 100,000. Of this number about 10,000 are Swedes.

It is my opinion that there are not so many Maritime Provincialists here as in other New England towns, but I cannot speak with any certainty on this point. It is known as a lively, bustling commercial city, and while there is no special concentration in any one line of production, as in Lynn and other New England cities, its manufacturing interests are varied and extensive. As a result of the recent sale of one manufacturing plant, the Washburn & Moen, to an outside syndicate, the sum of eight million dollars, or cheques for that amount, came into Worcester in one day.

Entertainment? Yes, in abundance, for those who regard attendance at theatres and operas as a necessary adjunct of existence, while for those who feel the necessity of more solid mental pabulum, there are lectures and free reading rooms, and, when the rush of the week's labor closes, there is the privilege of listening to the grand music of the church choirs, and to sermons from clergymen who are not only prodigally endowed by nature, but fitted also by culture to become intellectual leaders.

There is a class of laymen who claim that the clergy of the present day can hear a very faint call, and recognize it as divine, if it is to a field of labor where they will receive an ample stipend, but that Gabriel with a megaphone couldn't make them hear a call from a large salary to a smaller one.

In Worcester, only a few weeks ago, on account of straightened finances in one of the churches, the the aged pastor requested the members to reduce his yearly salary one thousand dollars, but as my letter is already too long it will not range farther in this direction, but will leave it with the class I have mentioned to consider whether their ideas are perverted or whether this is only the exception that proves the rule.

Yours truly,

EXULUS.

Worcester, Mass., Feb. 17, 1899.

Lawrencetown.

Sleighing is good and it is being used to good advantage.

Mr. D. W. Smith, purser of S. S. Prince George, and Mrs. Smith spent a few days among friends here this week.

Mr. C. B. Whitman is confined to the house with the grippe.

Mr. R. E. Feltus says his loss in the Digby fire amounts to $1200.

A large quantity of logs are being put at Mr. E. Balcom's mill here.

A goodly number attended the Band Concert at Bridgetown last evening.

Mr. J. A. Brown did good service with his sidewalk snow-plow during the recent heavy storm.

Canning factory talk is again going the rounds; we do hope that our business men will do something in regard to this matter.

Our creamery has a new sign up; now a coat of paint on the building would be a great improvement.

Street Commissioner Hall has received praise for keeping the river bridge well showed, to help the wood-haulers and lumbermen.

Dr. Hunter the fortune-teller is located here for a few weeks.

The Committee, and all interested in the canning factory, will meet at Mr. John Hall's Saturday evening next.

Upper Clarence.

Mr. and Mrs. Geo. A. Wotton, of Wilmot, visited at A. Wilson's on Saturday.

Miss Eva B. Jackson returned to Truro on Friday.

The monthly meeting of the Literary Club will be held at A. J. Wilson's on Wednesday evening.

Mrs. William Woodworth and sister, Mrs. Godbold, of Berwick, are visiting at S. N. Jackson's.

Mr. E. J. Elliott spent a few days in Halifax last week.

By invitation, the members of Clarence Division, No. 366, met with Glencoe Division on Friday evening. A very enjoyable evening was spent.

We would like to inquire through the Lawrencetown correspondent what is being done to establish a canning factory in that place. We hope an industry that would be of such a benefit to the surrounding country will not be allowed to fall through.

Ten new members have been initiated into Clarence Division, No. 366 during the quarter. The next meeting will be devoted to the discussion of horticultural subjects.

Paradise.

A pleasant change from the zero weather of last week.

Mr. Spurr is recovering from the injuries sustained by falling through the ice some weeks ago.

At a meeting of the B. Y. P. U., Pastor Steeves introduced Miss Edith Balcom as President for the present term.

Mrs. Calnek returned to her home in Granville last week, after a few weeks visit with her daughter, Mrs. Longley.

Mr. and Mrs. G. D. Covert have been spending a few days with Mr. and Mrs. Oakes, of Clarence, who have been ill with la grippe.

Miss Marshall is home from South Farmington, having resigned her position with Mr. Schaffner, which she had held for nearly three years.

Arlington.

Miss Annie M. Young was visiting Mrs. Burton over Sunday.

Mrs. Silas Banks' family have recovered from the measles and we are glad to see them out again.

Messrs. Edwin Marshall, and Daley Saunders, who have been prostrated with pneumonia, are out again and have returned to their employment.

Mrs. Wm. Henry Messenger, who has been very ill, has recovered.

Joseph E. Stark was united in wedlock, Feb. 1st, and is on the old homestead.

Arlington Division, No. 842, is progressing and we have a good jovel time.

Wm. A. Marshall will lecture before the Arlington Division on the evening of Feb. 28th, 1899. Subject: "The world's curse, or the parent of crime." If fine weather, a good attendance is expected.

Hampton.

Fred Hudson and wife of Cliftondale, Mass., are visiting parents and friends here.

Miss Amilda Mitchell, accompanied by her friend, Miss Taylor, is visiting her parents and friends.

Miss Susan Foster is at home again having been with friends in Bridgetown for several weeks.

Our Pastor has been holding special meetings for several weeks.

The paymaster visited us a short time ago and distributed about $800 amongst us.

The arctic weather of the last three weeks seems to be fairly broken.

There is quite a number on the sick list here. Dr. Barnaby has made several visits.

Mr. and Mrs. Thomas Foster, of Bridgetown were with their friends here over Sunday.

Port Lorne.

The basket social held at the hall on Friday evening last, proved quite a success, the sum of fourteen dollars being realized.

Mr. McGill and Miss Marshall, of Middleton, paid a flying visit to Miss Beatrice A. Elliott on Saturday last.

Services by Rev. E. P. Coldwell, Sunday, 26th: Hampton, 10.30; St. Croix, 2.30; Port Lorne, 7.

Double Protection of Oil.

HOW THE CONSUMERS ARE ROBBED.

(Toronto World.)

The Standard Oil Company has now undisputed possession of the Canadian oil industry. They do not own the oil wells, which are in the hands of a large number of private individuals and small companies, but they have a monopoly of the refineries. They fix the price for crude petroleum, and the whole Canadian product is refined and handled by them. This monopoly they secured by erecting a large refinery and instituting such a bombardment of their competitors' business that the latter were glad to accept the Standard Oil Company's terms and retire.

* * * *

The policy of the Standard Oil Company is to handle as much Canadian Oil as possible in the Canadian trade and to shut out from Canada the independent oil refiners of the United States. In this policy they are right in line with the Canadian national idea, and in extending their business and maintaining the good will of the community they are using this national idea for all it is worth. The duty on coal oil is five cents per gallon. Although the duty was recently reduced by one cent per gallon, in order to benefit the farmer, as it was claimed, the price of oil to the Canadian consumer is today two and a half cents per gallon higher than it was before the Standard Oil Company got control of the Canadian oil industry. But as a matter of fact the duty on American oil is more than five cents per gallon. There are two duty imposing authorities in Canada, to wit, parliament and the railways. The parliamentary discrimination in favor of Canadian oil is five cents per gallon. That of the railways is between two and three cents. The latest schedule of duties issued by the Grand Trunk, on the American oil and its products is dated Jan. 4, 1889. It covers twenty-nine products, and includes all the articles manufactured and sold by the Standard Oil Company in Canada. The Canadian Pacific has a similar discriminatory tariff in force. The tariff was passed in joint session by the two railways. The Standard Oil Company signed the bill, and it thereupon became effective. The tariff works out in this way: If one wishes to ship a barrel of oil from Toronto, to, say, Brockville, the rate will be forty seven cents per hundredweight, if the oil is American and twenty-five cents if it is Canadian. This discrimination against American figures up about two cents per gallon. The oil and barrels may be, and for the most part are, exactly the same, but on every barrel with an American brand the railway collects two cents duty per gallon.

Between the government and the railways the most rapacious protectionist can have his desires gratified. If the railway parliament can be induced to impose a duty on foreign planos, organs, furniture, motors, coal and other products, in the same ratio as the tariff they have imposed on American oil, Canadian manufacturers would have a walk-over in their competition with foreign rivals. The railway duty on foreign products added to the parliamentary duty will be sufficient to keep Canadian trade exclusively in the hands of Canadian manufacturers. It is a wonder that none of our enterprising business men have stumbled on this discovery before. As it is, all the credit belongs to the Standard Oil Company, and we are no longer surprised at Mr. Rockefeller's recent statement to the effect that he would willingly pay half a million dollars salary a year to the man who could assume his position and carry on the affairs of his company. To get the Canadian railways to levy duties on foreign products is a feat no Canadian monopolist could dream of, let alone accomplish. Mr. Rockefeller's people, however, have done the trick.

Fortified as the Standard Oil Company is in having two protective schedules in its favor it has other schemes by means of which it hopes to still further strengthen its position and weaken that of its competitors; for, in spite of the railway discrimination against the latter, there are still a few of them in the field. Among these schemes is one for getting the law amended so as to allow coal oil to be sold from storage tanks directly into distributing wagons. This would give them control of the oil pedlers. Another thing the company is working for is permission to import oil into Canada in tank vessels. In neither of these schemes has the company been successful, but its officers are boasting that both these concessions will be obtained in a short time. If the company is allowed to import its oil in tank steamers it will be still more able to dictate terms to the railways and compel them to discriminate still more unfairly against the company's competitors.

If allowed to carry out its intentions the Standard Oil Company will soon control the distribution of the entire coal oil consumption in Canada. Then it will get after the oil producers, and large and small these will be forced to accept starvation prices for the crude oil produced by them.

The Standard Oil Company has not been in business long in this country, but sufficiently long to show that it intends to make Canadians pay the maximum toll on every gallon of oil used by them. It has already forced the price of oil two and a half cents above what it was under a higher tariff. And this is only the beginning of its Canadian programme. Unless the government interferes and clips off its tentacles the octopus will soon get us so tightly in its grip that there will be no escape. And it is not only Canadian oil that the Standard Oil people seek to corner. They are in the country for copper and other products. In order to obtain their ends they are prepared to bribe legislatures, corrupt municipalities and even defy the courts. These gentry should be given to understand at the outset of their career in this country that the methods practiced by them in the United States will not be tolerated in Canada. The first thing the government must do is to bring the Canadian Pacific and Grand Trunk railways to their senses. The only body that can impose duties on foreign goods is the Parliament of Canada. At the very first opportunity that body should assert its exclusive jurisdiction in this respect, and enact such legislation as will prevent the railways from again assuming such arbitrary and indefensible authority as they have been induced to exercise at the bidding of that great enemy of the public, the Standard Oil monopoly.

Parker's Cove.

Mrs. Loran Turner is visiting her mother, Mrs. H. Achilles.

Our school has been closed for a time, the teacher Miss Roney being sick with the measles.

Rev. H. Achilles, Mrs. James Oliver and Mrs. Susan Milner are on the sick list.

Mr. James D. Nass has moved to Granville Ferry where he is keeping a meat market.

The ladies of Lake Brook knitting circle intend holding a basket social on Wednesday, Feb. 22nd, at the hall; proceeds towards repairs on the hall.

Death has again visited our community and we mourn the loss of Mr. Israel Hudson and Mr. Norman Rice. The former departed this life on Tuesday, Feb. 14th; the latter on Sunday the 19 h. Mr. Hudson's companion, or companions, as he has been married twice, have preceded him to the better land, and his children are grown up, the youngest being in his sixteenth year. Mr. Rice leaves a wife and a family of small children to mourn his loss.

Lawrencetown, Halifax County.

The name Lawrencetown has been applied to this district since the year 1754, and it would involve considerable difficulty and for a time perhaps misunderstanding to have it changed. But changed it must be sooner or later, and the sooner the easier and the more readily people will adapt themselves to it. The amount of mail matter is steadily increasing. A considerable portion of it is continually going astray to Lawrencetown, Annapolis Co. It is vain to expect the district in Annapolis Co. to have the name changed, and if this intolerable nuisance is to be removed the people of Lawrencetown, Halifax Co., must do it. It might be a wise move to drop the syllable "town" and simply call the place Lawrence, this would preserve the name of the governor in whose honor the place was named. The name then would distinguish the place from all other places, which is the first purpose a name is supposed to serve.—*Cor. Atlantic Weekly.*

Change in Marriage Law.

The Nova Scotia government are contemplating changes in the marriage law of this province, and Premier Murray has introduced a bill to give them effect. The law now requires bondsmen as security of the good faith of the applicant for a marriage license. This has been found almost worthless, and it is proposed to substitute an affidavit by the person applying for license. If he swears falsely he can be proceeded against for perjury. A certificate will be issued when banns are used. The present license form names some particular clergyman as the man to perform the ceremony. The new negotiation addresses the form to any clergyman. Other minor changes are proposed, giving to the same custom the sanction of the law.

First Ride Upon a Newfoundland Railway.

A Journey by the French Shore Upon a September Morning.

(From a Traveller's Diary.)

At 10.05 we are at Robinson's Station. At Robinson's Head, a little way back, we had a fine view of the entrance to Bay St. George. Upon a high hillside across an arm of the water, is a prettily situated village, surrounding one large church, which we believe to be R. C. In this country nearly every community seems to be all of one religious faith, the strongest must survive and the weakest die out or migrate; all misgivings must be of a private character. And yet the next community may be of a totally different cast of religious thought and practice. As we run beside Robinson's Brook or river and then upon a high elevation farther on, we have a fine view of the vale of the district of Robinson's Brook, of the sweep of the land beyond and a range of rocky hillocks far out by the sea. By our track the soil seems deep and fertile and not too stony—not more stony than is necessary to give strength—except as to the huge bowlders about, of which we do not now understand the use.

The rivers and brooks which we pass are not now carrying a heavy flow of water, but their broad bottoms, the heaps of worn stones piled up here and there in their courses, and the jagged banks all indicate that at times immense forces of water flows down from the great mountain sides. Huge masses of snow must sometimes rest upon these ranges and then these broad heaps will be so exposed that the thawing will be rapid when the warm sun shines out. Even here, the rocks get hot, so they tell us. Crab's Brook, a very broad water course which we are passing, must sometimes be a great, rapid river. And now we are climbing a heavy grade beside a deep ravine, all very picturesque.

On Robinson's Head lies one of the principal coal beds of the colony as yet discovered. Mr. J. P. Howley, F. C. S., director of the Geological Survey of Newfoundland, made an official report of some nine or ten seams, varying from 1 ft. 2 in. to 5 ft. 4 in. of fairly good quality. Of this he said: "Altogether the coal seams contained in St. George's Bay trough that have been as yet discovered aggregate about 27 inches in thickness. . . . To illustrate the importance of what such information would mean, it may be stated that an aggregate of 27 feet of coal, provided the seams maintained their ascertained thickness throughout, should, for every square mile superficial area they may be found to underlie, contain 25,920,000 tons of coal."

At the Red Rocks, near Cape Ray, is a bed of coal, and very large and valuable gypsum deposits are lying all about the Codroy and St. George's Bay.

We ask the oil operator if there is not coal in the vicinity of his oil find? He says not necessarily; that in Russia there are no indications of coal where the best oil wells are located.

Our company tells us we must see the "horse-shoe" for we are at Fishells. We soon learn that the "horse-shoe" means a very decided turn in our road, a horseshoe in shape over a deep gulch by a bridge suspended above the tree tops. As we sweep down the side of one nearly perpendicular mountain, we look across the deep beautifully timbered gully and see the picturesque bridge over which we are to pass, and swinging around parallel to us is our road by which we are to climb up the side of another mountain. As we rise up again we look back at the bridge we have crossed and gaze upon the white gypsum face of the mountain upon the opposite side of this veritable abyss, as grand a bit of scenery as we have ever looked upon. Like most mineral regions it is truly rich in scenery. But ours now is a beautiful day and we are in the humor to enjoy our sight-seeing and our newly acquired knowledge. It would indeed be called a delightful summer day in either New England or Old England, and here we are away in Newfoundland, in the month of September.

Why these great beds of beautiful wild flowers stretching away into the depths of the wilderness to never be seen or cared for by man? Who and what appreciates them? Even there, have they a value beyond even our powers of appreciation? These are mysteries which we one day wish to solve; apparently we cannot here.

Nearing Bay St. George the land about our road-way is same as good, the rock hills are not far away, lying like huge bowlders one upon another.

Sandy Point village is seen in the distance. It lies upon a long sandy peninsula almost an island, quite an island as it appears to us. We expected to see quite a business transacted here with our train. But they tell us that the people at Sandy Point Village use little merchandise—one dollar each week in the year will provide all each citizen requires of the world's goods. The poor, miserable looking creatures trying to handle some freight just landed here, demonstrate the fact that these people lack the necessaries as well as the business of the fellows of their class elsewhere.

There is no station house here and not even a platform, and the oil man's goods are pitched off into a deep ditch; some of the heavy pieces are left out to view in the soft soil, and one is broken in two. It will be no small matter to convey these heavy iron pipes over miles of country where horses cannot travel. But our friend of the oil venture does not seem to mind trifles. He goes forty or fifty miles up the coast. An acquaintance in St. John's with whom we travelled on a jubilee trip in 1897 is a member in an official capacity of an oil well undertaking still farther north on this same coast.

Gliding away from Sandy Point we pass some very extensive sand beaches and the view in landward is very fine. Sandy Point village contains a population nearly altogether engaged in the catching and curing of fish, but we do see, even here, some fine patches of potatoes and other vegetables. Potatoes do well all along this coast where there is any soil. For table use they are twenty-five per cent better than we have seen on the hotel tables of the Annapolis and Cornwallis valleys, or in any part of New England except in Maine.

Sandy Point's population too is largely French and is very much controlled by the French.

TREATY AND TREATY COAST.

This is Treaty Coast all the way from Port aux Basque, but not by the Treaty of Utrecht. By the terms of that treaty the privileges given to the French had reference to that part of the coast starting from Point Riche, nearly up to the Strait of Belleisle, and following the coast to the northern extremity, and then south-eastward by the course of the bays to Cape Bonavista. These rights were of a very restricted character and yet the concessions given have been a source of terrible trouble to the British residents ever since. To this point Article viii of that treaty in part reads as follows: "Nor shall the most Christian king (the King of France) his heirs and successors, or any of his subjects, at any time hereafter, lay claim to any right to the said island or islands or any part of them. Moreover, it shall not be lawful for the subjects of France to fortify any place in the said island of Newfoundland, or to erect any buildings there, beside stages made of boards, and huts necessary and useful for drying of fish, or to resort to the said island beyond the time necessary for fishing and drying of fish. But it shall be allowed to the subjects of France to catch fish and to dry them on land in that part only, and in no other besides that of the said Island of Newfoundland."

It has been by the Treaty of Versailles and the fraudulent declaration of George III at that time that the French have rested their case—a Treaty which was a secret document while a sham one was presented to the English house of commons. It was also at this time, 1783, that the famous declaration was made by King George to this effect: "His Britannic Majesty will take all the most posetive measures for preventing his subjects from interfering in any manner by their competition with the fishery of the French during the temporary exercise of it, which is granted to them upon the coasts of Newfoundland, and he will for this purpose cause the fixed settlements which shall be formed there to be removed. His Britannic Majesty will give orders that the French fishermen be not incommoded in cutting the wood necessary for the repairs of their scaffolds, huts, and fishing vessels."

By the terms of the Treaty of Versailles, the French renounced their rights upon the north-east coast extending from Cape Bonavista to Cape St. John. On the other hand the fishery rights from Cape Point Riche to Cape Ray were given over to France in addition to that which was already in their possession, making in all eight hundred miles of what is in many respects the best part of the colony—the virtual possession of a foreign country. Englishmen in a way have always claimed these bays and these harbors as the property of British subjects, but the present Prime Minister of England has been the first to assume the responsibility of declaring that French officers must not take forcible possession of English property upon these waters—to destroy the nets and boats of the Newfoundland fishermen pursuing their lawful industry in their own harbors.

It was in St. George's Bay so recently as in the year 1893 that the commander of H. M. S. Pelican gave notice to English settlers about the Bay that they were prohibited from selling herrings to any other than French vessels, placing the supply at the option of the French purchaser.

Methinks we have come upon a country abounding in tales of suffering and wrongs, of oppressions from both friends and foes, for what more burdensome and cruel than the laws and administration of the Devonshire Fishery Admirals?

The Treaty of Utrecht, the treaty of Paris, and the Treaty of Versailles were but compromises, make-shifts, leaving in Newfoundland, in St. Perrie and in Canada, a dual occupancy upon terms to be varied, intensified or ignored as the varying circumstances might determine, leaving a smouldering fire to burst into flame if the occasion should come.

It is a pleasant reading of history when we come to the story of the immortal Chatham's denunciations of all these unbusiness-like settlements—these compromises with wrongs to colonial subjects. But politicians of the stamp of Bate had their price, and selfish interests prevailed.

"Bay of Islands next," so the brakeman cries. Our Dr. has arranged for us to be let off at the first siding upon the Bay. So we gather our parcels and stand waiting our chance to alight, for we are running at break neck speed, down an awful hill—but the scenery!

Approaching our landing place at Bay of Islands the scenery becomes grand. Blomidon rising over 2,000 ft., stands conspicuous above everything else, but as you sweep around Mount Moriu and catch a view of the Bay lying almost beneath you a distance of five or six hundred feet, the high mountain by the opposite shore but two or three miles away, the pretty villages and churches, and shipping at the base of these, almost perpendicular formations, and close by the water, you have indeed a delightful picture.

All brakes are pressing to their utmost; are we to go plunging into the sea, off a huge rock? We have whirled past our intended "stop off." We do fetch up, and in very quick time are by the road side, with our half dozen pieces of luggage scattered up and down the track for about fifty yards. There is no station, no station master and the train has gone on. The Dr. helps us in our perplexity.

And thus endeth my first chapter on railroading in Newfoundland. It was three days before we were able to get luggage all together for another ride.

NEWS OF THE WORLD.

Jefferies and Fitzsimmons are matched to fight in New York in April or may.

Rear-Admiral Dewey refuses to accept a nomination for the United States presidency.

The Baptists are sending missionaries among the Doukhobors, recently arrived in Canada.

Robert Taylor, of Wyoming, owns 90,000 head of sheep and is the largest sheep rancher in the United States.

More than one hundred Canadian bankers shippers and politicians attended the banquet of the Canadian Club in London.

In the Imperial parliament last week Labouchere's annual motion to abolish the House of Lords, was defeated by 100 votes.

The new Union railway depot in Boston, cost $14,000,000 and covers 35 acres of land. The platforms will accommodate 100,000 persons.

The Ontario government estimates reduce the sessional allowance of members from $600 to $500, and their mileage allowance one-half.

The Young Men's Christian Association has more than 250,000 members in America and its total net property is valued at over $16,000,000.

During 1898, all the Fire Insurance Companies doing business in the Dominion paid out in losses, $104 7-8 for every $100 received in premiums.

Felix Faure, president of the French Republic, died last Friday night, after an illness of three hours. The cause of death was an apoplectic fit.

New York's official salary list will be $35-000,000 this year—thirteen millions more than was anticipated by the Greater New York advocates.

The appeal for ten million dollars in connection with the Chinese imperial five per cent gold loan, has been subscribed five times over in London.

Advices from Samoa report that anarchy and rebellion still prevail there. The provisional government persists in interfering with British subjects.

The Hamburg line will put on seven ships to ply between Hamburg and Halifax, between April and June, carrying immigrants, Galicians and Hungarians.

In a six day bicycle race at San Francisco, last week, Miller, the New York champion, won, covering 2192 miles which constitutes the record distance for the time.

A serious conflict has taken place between the Russians and Chinese at Talien-Wan, 300 of the latter being killed. It is said to have originated in a question of taxes.

The anniversary of the blowing up of the battleship Maine, Feb. 16th was marked at Philadelphia, Pa., with the beginning of work on the powerful man-of-war which will bear the name of the historic battleship.

Hali Adali, the Turkish wrestler, last week, at Milwaukee, Wis., defeated Captain Tom Shields, Bert Scheller and Tom Cannon, inside of ninety minutes, according to agreement. The bouts were catch-as-catch-can.

A new gold discovery, which is said to be the most wonderful of its kind, is reported from Cripple Creek, Col. The discovery is in the Isabella mine, a vein having been struck which runs from $20,000 to $50,000 per ton.

The Quebec Board of Trade has petitioned the Federal government to carry out Sir William Van Horne's scheme of a first class trans Atlantic steamship service, urging that it will pay the country even if it should cost a million dollars a year.

Canadian exports for January were valued at $7,667,000, a decrease of $2,987,000. The imports totalled in value $10,485,000 an increase of $598,000. The exports of seven months show a falling off of $4,704,000, while imports have increased nearly $10,000,000. The duty increased $2,250,000.

Maine has been aroused by the activity of some of the Canadian provinces in making preparations for an elaborate exhibit at the New York Sportsmen's show next month, and will endeavor to beat out Canada. Maine is afraid that the Canadian exhibit will draw a large number of sportsmen away from that state, and proposes to spend several thousand dollars on the big show.

PROVINCIAL PARAGRAPHS.

A paper mill is to be established at Dartmouth.

The well known wholesale grocery firm of Davidson Bros., Halifax, is in financial difficulties.

It is stated that the gold mines at East Chezzetcock, Halifax Co., will be extensively worked during the coming summer.

Dan McLood, the champion catch-can wrestler, who defeated Hali Adali, the Turk, at St. Paul, is a Lyon Brook, Pictou, man.

Mr. J. N. Armstrong, of North Sydney, has been appointed to the vacant seat in the Legislative Council, since Premier Murray's retirement from that body.

J. E Orpin, collector of customs at French Cross, Kings county, died last week very suddenly without any previous sickness. He was ninety years of age.

Halifax has decided that any manufacturing industry investing at least $10,000 in plant shall be exempt from all taxation except one per cent. on real estate.

The second party of Doukhobors, numbering 2002, sailed from quarantine at Halifax, last Saturday for St John, and were promptly forwarded to the western reservation.

The annual fire insurance premiums in Nova Scotia aggregate about $400,000, and the losses for January and February, to be paid by insurance companies, total nearly $230,000.

Two mines at Goldenville, worked by the Blue Nose Gold Mining Co., produced a brick for the month of January, weighing just 462 ounces and worth over $9,000 of which fully $5,000 is clear profit.

A number of Worcester, Mass., people have organized a company to be known as the Standard Mining and Reduction Company. It has a capital of fifty thousand dollars and proposes to operate a gold mine in East Rawdon, Hants County.

Capt. Peter Coffin died at Petite Reviere last week, aged 95 years, at the residence of his son, Rev. J. S. Coffin. He was born in Barrington in 1804, and sailed in his father's vessels for several years, and later in his own. Afterwards he was pilot for the Cunard Line between Halifax and Boston.

School Question in Cuba.

Havana, Feb. 18.—The Bishop of Havana has published a warning to heads of families not to trust the education of their children to other than Catholic teachers. This has always been the duty of Catholics, but the bishop says there is great danger that now, owing to the advent of many Protestants and new liberties in the matter of creeds and worship, the obligation will be neglected.

MORE BARGAINS

—AT—

STRONG & WHITMAN'S

We will continue our GRAND CLEARING-OUT SALE during the month of February on all lines of goods already advertised, together with other lines on which we are giving prices as below. READ THEM.

LADIES' AND MISSES' SWEATERS.
Fancy Plaids and Stripes.
Former prices: $1.49 and $1.39. Your choice of the lot for **Only 99c. each**

BLACK CASHMERE & RINGWOOD GLOVES.
Black only. Plain and Fleeced Lined.
Former prices: 22c., 25c., 28c. and 30c. Your choice of the lot for **Only 19c. per pair**

FEATHER RUFFS. FEATHER RUFFS.
Former prices: 20c and 25c. Your choice of the lot for **Only 11c each**
Former prices: 45c. and 55c. Your choice of the lot for **Only 25c. each**

FEATHER BOAS. FEATHER BOAS.
Colors: Black and Black and White. 2¼ yards long.
Former prices—98c., $1.20 and $1.25. Your choice of the lot for **Only 65c. each**

LADIES' JACKETS.
Former price, $2.75—4 left. To clear at only **$1 50 each**
" " 3.60—1 left. " " **1 99** "
" " 7.25—1 left. " " **3 75** "
" " $9 00—1 left. " " **4 50** "
" " $15.75—1 left. Sable Trimming & Braid, **7 00** "
" " $18.00—1 left. Fur-lined Cape. **12 50** "

CHILDREN'S BERLIN CLOUDS.
Former price, 20c. Colors: White, Pink and Blue. To clear at **Only 9c. each**

LADIES' CLOTH UNDERSKIRTS.
Former price, $1.25. Colors: Brown. To clear at **Only 79c. each**
Former price, 98c. Colors: Myrtle, Navy and Black. To clear at **Only 69c. each**
Former price, 75c. Colors: Cardinal, Navy, Green, Brown and Black. To clear at **Only 49c. each**

WINTER SHIRT WAISTS.
Former price, $3 25—1 only, All-Wool Plaid, To clear at **Only $1.99 each**
Former price, $1.50—10 only, All-Wool Plaid, To clear at **Only 99c. each**

FINE BLACK JERSEY WAISTS.
Former price, $2.75. Two only, in black. Braid Trimmings. To clear at **Only $1.49 each**
Former price, $1.60. Two only, in black. Braid Trimmings. To clear at **Only 99c. each**
Former price, $1.40. One only, in black. Braid Trimmings. To clear at **Only 99c. each**

MEN'S AND BOY'S CLOTH CAPS.
Former price, 25c, 30c, 35c, 40c, 45c — **Your choice of the lot for 19c. each.**
Former price, 45c, 50c, 55c, 59c, 60c, 75c — **Your choice of the lot for 29c. each.**

Rare Bargains. - Don't Miss Them.

Watch for More Next Week.

STRONG & WHITMAN.

Church Services, Sunday, February 26th.

CHURCH OF ENGLAND.—Rev. F. P. Greatorex, Rector. In St. James', Bridgetown: Service with celebration of Holy Communion at 11; Sunday-School at 2; Evening Service at 7. Service on Wednesday at 7.30. In St. Mary's, Belleisle: Service at 2.30. All seats free.

GORDON MEMORIAL CHURCH (Presbyterian).—Rev. H. S. Davison, Pastor. Public worship every Sabbath at 11 a. m. and at 7 p. m. Sabbath-School and Pastor's Bible class at 10 a. m. Congregational Prayer Meeting on Wednesday at 7.30 p. m. Y. P. S. C. E. Prayer Meeting on Friday at 7.30 p. m. All seats free. Ushers to welcome strangers.

BAPTIST CHURCH.—Rev. F. M. Young, Pastor. Bridgetown: Sabbath Class at 9.30; Sabbath-school, 10 a.m.; Preaching Service at 11 a.m.; Evangelistic service 7.00 p.m. B.Y.P.U. Wednesday evening at 7.30 o'clock. General social service Friday evening at 7.30. Service at Granville Centre on Sunday afternoon.

PROVIDENCE METHODIST CHURCH.—Rev. J. Strothard, pastor; F. B. Curry, assistant pastor. Preaching at 11 a.m. and 7.30 p.m., Sunday-school at 2 p.m. General Class every Monday evening at 7.30; Prayer-meeting every Wednesday evening at 7.30; Epworth League every Friday evening at 7.30. All are cordially invited.

Granville: Preaching every Sabbath at 11 a.m and 3 p.m., alternately. Prayer meeting every Tuesday at 7.30 p.m.

Bentville: Preaching every Sabbath at 3 p.m. and 7.30 p.m., alternately. Epworth League on Tuesday and prayer meeting on Thursday at 7.30 p. m.

Mountain Mission: Preaching fortnightly, Durling's Lake at 10.30 a.m., Hill at 2.30 p.m.

ROUND HILL.—G. J. Coulter White, pastor Preaching service on the 1st Sunday of the month at 11 a.m., and on other Sundays at 7 p.m. Prayer-meeting Tuesday evening at 7.30 o'clock. Sunday-school after morning service, other Sundays at 2.30 p.m.

Births.

STRONACH.—At "Glenburnie," Clarence, Feb. 13th. to Mr. and Mrs. W. N. Stronach, a son.

Deaths.

LANGLEY.—At the home of Mr. Walter Gilliatt, Granville Centre, on the 15th inst., Mrs. Helen Langley, aged 83 years.

WHITMAN.—At the home of his father (Mr. Silas Whitman), on the 17th inst., Robie G. Whitman, aged 34 years, of consumption.

WALKER.—On the morning of the 18th inst., of cancer of the stomach, Mr. W. H. Walker, aged 82 years.

CHIPMAN.—At his own home, Centreville, on the 18th inst., Mr. D. S. Chipman, aged 55 years, of cancer.

HUDSON.—At Parker's Cove, Feb. 14th, of pneumonia, Mr. Israel Hudson, aged 66 years.

RICE.—At Parker's Cove, Feb. 19th, of cancer of the liver, Mr. Norman Rice, aged 48 years.

HIS OWN FREE WILL.

DEAR SIRS,—I cannot speak too strongly of the excellence of MINARD'S LINIMENT. It is THE remedy in my household for burns, sprains, etc., and we would not be without it.

It is truly a wonderful medicine.

JOHN A. MACDONALD,
Publisher Arnprior Chronicle.

Remember the Maine.

Washington, Feb. 16.—A statement prepared by the auditor for the navy department yesterday (the anniversary of the destruction of the Maine) shows that the total number of claims filed to date on account of that disaster under the act of March 10, 1898, is 325, amounting to $123,342. Of these 92 are claims for indemnity by survivors amounting to $35,086. The records show that the total number of persons on board the Maine at the time of the explosion was 355, of which 261 were killed and 94 survived.

Perfectly Cured

Weak and Low Spirited—Nervous Prostration—Appetite Poor and Could Not Rest.

"I take great pleasure in recommending Hood's Sarsaparilla to others. It has been the means of restoring my wife to good health. She was stricken down with an attack of nervous prostration. She suffered with headaches and her nerves were under severe strain. She became very low spirited and so weak she could only do a little work without resting. Her appetite was poor, and being so weak she could not get the proper rest at night. She decided to try Hood's Sarsaparilla, as we had heard it highly praised, and I am glad to state that Hood's Sarsaparilla has perfectly cured all her ailments." G. BELLAMY, 321 Hannah St., West, Hamilton, Ontario. Remember

Hood's Sarsaparilla

Is the Best—in fact the One True Blood Purifier. All druggists. $1, six for $5. Get Hood's.

Hood's Pills are tasteless, mild, effective. All druggists. 25c.

FERRY'S SEEDS

were famous years ago—their fame grows every year—as the seeds most to be relied on—always the best. For sale by leading dealers everywhere. Five cents per paper and always worth it. Insist on having them. Run no risk—buy Ferry's. 1899 Seed Annual is free.

D. M. FERRY & CO.,
Windsor, Ont.

Canned Goods

CORNED BEEF,
SALMON,
OYSTERS,
FINNAN HADDIES,
SCALLOPS,
TOMATOES,
CORN,
WORCESTER SAUCE,
YORKSHIRE RELISH,
AND A FULL LINE OF

GROCERIES.

R. SHIPLEY.

SHERIFF'S SALE!

1899. 1897 "A" No. 9147.

In the Supreme Court,

BETWEEN J. JOHNSTONE HUNT, THOMAS RITCHIE and WILLIAM M. CONNELL, PLAINTIFFS,
—AND—
LAURA CHIPMAN, - DEFENDANT.

To be sold at Public Auction by the Sheriff of the County of Annapolis, at the Court House in Annapolis, in the County of Annapolis, on

Friday, the 10th day of March, A. D. 1899, at two o'clock in the afternoon,

Pursuant to an order of foreclosure and sale made herein and dated the 10th day of September, 1897, unless before the day of sale the amount due the Plaintiffs on the mortgage foreclosed herein for principal, interest and costs, be paid to them or their Solicitor, or to the Sheriff, or into Court, all the estate, right, title, interest and equity of redemption of the above defendant, or of the mortgagor at the date of the making of the mortgage foreclosed herein, or at any time since, or of any persons claiming by, through or under them, of, in, to and out of all that lot of land, situate lying and being at Middleton, in the County of Annapolis, and more particularly described as follows:—

Beginning on the Annapolis river, at the south-east corner of lands formerly owned by Daniel Clark, and now owned and occupied by T. A. Nelly; thence running north ten degrees west sixty chains to a stake and stones; thence north eighty degrees east twenty chains unto lands owned by T. C. Wheelock, Esquire, to a stake and stones; thence south ten degrees east to the Annapolis River; thence by the course of the said river to the place of beginning, containing by estimation one hundred and twenty acres, more or less, saving and excepting a piece of land given to the trustees of the Wesleyan Methodist chapel, and excepting also a lot of land next to the said chapel, sold and conveyed to G. E. Chesley; also three acres deeded to the assignee of Phinney and Slocomb and now owned by the Chesley heirs; and also a piece of land containing one acre, now occupied by Isaac Thomas, on the south side of the Windsor and Annapolis Railway enclosed by a fence; and also a piece of land in the north-west corner containing four acres, with boundaries staked out, bought by Michael Wadman;