

## FOR COLD STORAGE.

A Circular Issued in Reference to the Government Grant.

Ottawa, Oct. 26.—I am directed by the minister of agriculture to state that the sum of twenty thousand dollars was placed in the supplementary estimates by the government, and voted by parliament at its last session "towards providing for cold storage and carriage of Canadian perishable food products, and to secure recognition of the quality of such products in the markets of Great Britain in undeteriorated condition." Part of this sum is to be used in assisting the owners of creameries to provide suitable cold storage rooms.

In order to have creamery butter in a perfect state when it is delivered to the consumers in Great Britain, it should be protected in cold storage from one day after it is made. As the government has decided to arrange for what will be practically a chain of cold storage service from the producers in Canada to the consumers in Great Britain, it is necessary that the owners of the creameries, the manufacturers of butter and the farmers who furnish the milk or cream, should all co-operate to bring about the best results. Very few creameries are equipped with sufficient or efficient cold storage accommodation.

The cost of an ice-house and refrigerator room adequate to store the make of butter at a creamery for two or three weeks while awaiting shipment is estimated at from four hundred (\$400) to six hundred dollars (\$600) per creamery. Where creameries there is already an ice-house, and at least a room that goes under the name of a cold storage room. The necessary alterations and improvements to these existing buildings would cost probably from one hundred (\$100) to two hundred dollars (\$200) per creamery.

Plans showing the style of construction to be adopted for the insulation of the cold storage room and the method which is recommended for the storing of ice and the cooling of the room, will be furnished on application to the agricultural and dairy commissioner, Ottawa.

These require that the inside of the walls of the cold storage room shall have two dead-air spaces, measuring together not less than three inches in thickness, with an inside finish of two thicknesses of one-inch lumber, with building paper between. The dead-air spaces can be made most economically and effectively by using a thick, tough quality of building paper. The bottom of the outer dead-air space is to be filled with mineral wool, or sawdust, to a depth of at least six inches, to prevent the admission or exit of air. Where the space can enter or escape from the hollow space in a wall, it becomes a flue rather than a dead-air space, and is not efficient as part of a non-conducting wall.

The hollow and dead-air spaces on the sides of the cold storage room are to be continued on the ceiling, without interruption at the corners; and each thickness of paper used on the sides is to be continued on the ceiling and under the floor. The floor is to be at least two inches thick, with two thicknesses of building paper between the top and underneath boards or planks of the flooring.

The cooling is to be effected by means of cylinders to be filled with ice, or ice and salt, as shown on the plan, or by some other efficient method, to the satisfaction of the department of agriculture. The temperature is to be maintained under 38 degrees Fahr. continuously.

The butter maker must keep up a record of the temperature of the cold storage room, taken once a day. Forms for the keeping of the record will be supplied by the department of agriculture in duplicate for each month; and one copy when filled up, is to be sent at the end of the month to the agricultural and dairy commissioner, Ottawa.

The quantity of butter to be manufactured at the creamery from the 1st of April to the 1st of December shall not be less than 15,000 lbs.

To encourage the owners of creameries to provide the cold storage accommodation which is so desirable, the government will grant a bonus of fifty dollars (\$50) per creamery to every creamery which provides and keeps in use a refrigerator room according to the plans and regulations, during the season of 1897; the government will pay a bonus of twenty-five dollars (\$25) per creamery to every creamery which provides and keeps in use a refrigerator room according to the plans and regulations, during the season of 1898.

It will thus be seen that the owner of a creamery who provides the necessary refrigerator room and keeps it in use, according to the regulations during the years 1897, 1898 and 1899, may receive a bonus of one hundred dollars (\$100) per creamery.

The owners of the creameries, which already have ice-houses and cold storage rooms, will please send specifications of the same, together with a statement of the materials used in construction and a sketch or plan of them. Plans and specifications will then be furnished showing the alterations, additions or improvements which are required to meet the regulations of the department of agriculture.

JAS. W. ROBERTSON,  
Agricultural and Dairy Commissioner.

NOT DEAD, BUT SERIOUSLY INJURED.

Idley Long, whose death was recently reported in the Sun's Mountain Dale, Kings county, correspondence is still alive, and Dr. Armstrong says that the chances for his recovery are favorable. In a runaway smash up, one of the wheels of a heavy wagon, loaded with grain, passed over his chest, breaking four of his ribs and inflicting other injuries. He was unconscious for some time after.

Latest news in THE WEEKLY SUN.

## NINETY YEARS OLD.

Death of R. v. Dr. Daniel, the Oldest Methodist Minister in the Province.

He Came to This City from England Sixty-six Years Ago.

By the death of the Rev. Henry Daniel, D.D., which took place at the residence of his son on Sunday morning, St. John loses one of its most honored citizens, and the Methodist church an able and distinguished divine. Few men have lived more in the public eye than did the deceased, and his aged and venerable form and magnificent voice will be much missed at ministerial gatherings and other public meetings of a religious or moral character. Although nearing the nineties, until a very short time ago his seat in the Centenary church was rarely unoccupied, and the regularity of his attendance at the sacramental services and the week night meetings was an object lesson well worth studying. His absence from the preachers' meeting or the Evangelical alliance was at once noticed, and the question would pass from one to another "Is Father Daniel sick?" He was often called to conduct the opening exercises at these meetings, and his clear enunciation in reading the Scriptures, his heartiness in singing and the earnestness and comprehensiveness of his prayers were always highly appreciated by his brethren.

As a preacher he was quite above the average, clear in statement, vigorous



in style and intensely orthodox after the old type. While cheerfully recognizing the good work being done in and through other churches, he was a distinct of the Methodists, and the shadow of the shade of a doubt as to the Scripturalness of the creed and discipline of his church never seems to have crossed his mind. In the enforcement of rule he was more particular than would be popular today, and non-attendance was class he always regarded as a grave offence. With him Mr. Wesley was an authority to be obeyed, and British Wesleyan usage was his guide in matters ecclesiastical. With purely modern ideas and new departures he had little sympathy, and gave his earnest support to what had stood the test of time and practical experience rather than to measures of a doubtful and speculative character. Taken all in all, in physical ability, in intellectual vigor, in the wide range of ministerial experience, and in length of days, Father Daniel has occupied a

unique position among the clergymen of the day.

The deceased was an Englishman by birth, and in early life connected himself with the Wesleyan church. It was soon seen that he was possessed of gifts that could be and should be utilized in the service of the church, and to the call of duty he promptly responded. He began his ministry in London, but additional help having been requested for this province, he was sent here in 1830, his first circuit being St. Andrews. On entering upon his work there he found no church organization, no place of worship, and only six persons who were communicants, but at the end of one short year he had a new church and a membership of thirty persons. Since then he has labored in the following order: In Milltown, St. Stephen, Miramichi, Sussex Vale, Woodstock, Fredericton, Sackville, St. John south, St. John west, Fredericton; St. Annet and Kingswood, England; Sheffield, N. B.; St. Johns, Newfoundland; Charlottetown, Prince Edward Island; and Horton, Bridgeport, Karmouth and Liverpool, N. S. In each of the above named places he did good service for the church of his choice, and left behind him many to whom his ministrations had been rendered a blessing.

After filling the position of chairman of the district for a number of years, he was in 1887 elected to the vice-presidency of the conference. As the chief officer of the church that year was the Rev. Dr. Punshon, who acted as the session closed, the duties of the president devolved upon Mr. Daniel, and the following year his brethren showed their appreciation

of his services by raising him to the chair. In 1870 he retired from active work, and with the exception of a short time in Fredericton after the great fire, he has since resided in this city, and been connected with the Centenary church. He had two sons, the late Rev. Robt. A. Daniel of the Nova Scotia conference and Aid. J. W. Daniel, M. D., with whom he has resided; and three daughters, two of whom survive him. His last illness was not of long duration, and the hope was entertained that again he might appear among his brethren. But it was not to be, and when the summons came he was ready, and his long life of nearly ninety years and his ministerial career of more than sixty-six came to a close. Positions of trust were his and titles of honor were bestowed upon him; but the designation by which he will be best remembered will be the venerable Father Daniel.

With the light of hope upon his face The corporal sprang to the dead man's knee. He knew the gallant station's pace, Rejoicing to bestride him. But ere upon his horse he rode, A hurried glance around he threw, And met the startled eyes of blue, Of the young recruit, beside him.

Only a look—a fleeting dart! He pierced the rough old soldier's heart; He sprang to earth—"Up, up, and start! Up with you! No palaver! Go! Promotion has been very slow, And this is my chance to win it!" Into the saddle he thrust him quick, Spurred the horse with a bayonet prick, And heard the sharp clatter of his hoofs, As he plunged and sped with him. Away for the desert career! He turned with a sudden glance, Loosened the strap of his cartridge case, While his thoughts went back to the dear old place. In the sunny Hampshire clearing. Saw the young companion, glancing back, Knew the puny's wild attack, And heard the sharp clatter of his hoofs, As he plunged and sped with him. But, as he gazed, already The dark fanatic Arab band, Were merging in an every hand, Until a whirling wreath of sand Concealed them in its eddy. A squadron of British horse that night, Galloping hard through the shadowy light, Came on the scene of that last stern fight, And found the corporal lying Silent and grim on the trampled sand. With his rifle grasped in his stiffened hand, Like a scorpion waiting for its command, "Mid the ring of the dead and the dying."

And when the twilight shadows fall, After the evening bugle call, In bivouac and in barracks hall, They tell the tale of the corporal. His death and his devotion. And when they speak of him they say That he was a little meaning lay In the words he used; and that the day When he rode, he rode away. Was the day that he won promotion.

NEWS FROM HIGHFIELD.

A Highfield correspondent writes: H. A. Vradenburgh of this place pulled from his turnip field this morning four turnips that weighed 47 lbs. One of the four weighed 23 lbs. Mr. Vradenburgh is quite sorry he disturbed this turnip, as he thinks it might have weighed 30 lbs by the close of the season. Its girth is 45 inches.

The Rev. C. A. S. Wainford, Church of England pastor of this place, was inducted as rector on Sabbath morning, Nov. 1st, by Church Warden Geo. Cody.

Lively times are anticipated in the lumber business here this winter. Three parties are talking of putting a portable mill on the Joslyn Brook (so called).

## AT SAND POINT.

The Harbor Improvements of the Past Two Months a Wreck.

The Cause of the Accident One Which Cannot Yet be Solved.

(From the Daily Sun of 9th Inst.)

The C. P. R. plans for wharf building at Sand Point have not proved successful, even though they have been considerably improved since the city council decided to proceed with them for the construction of public improvements. It will be remembered that though the subject of harbor improvements was a live one in March and April last, it was the middle of August before work was undertaken. Part of the intervening time was spent in dealing with the rise and fall of tide as great as in this harbor. Many persons predicted that the work would never stand, and when the council decided that it should be proceeded with, thought that it should only be done under the most favorable conditions. The council concluded to proceed with the wharf by day's work, and were confident that a great saving would be effected. To make the saving greater still, it was decided to build the superstructure of the wharf of hemlock and to adopt with modifications the plans submitted by Mr. Barber of the C. P. R. City Engineer. These plans, however, were given power, to make such changes in the plans as he deemed necessary, that he would undertake the work, but this was not satisfactory. Then Mr. Earle was engaged and given power, subject to a committee, to make such alterations in the plans as he thought requisite. Since that time the work has been pushed on with a fair degree of rapidity, but with considerable doubt in the minds of many citizens as to its permanency. Those doubts, most unfortunately for the accommodation of the projected winter trade of this port, were realized on Saturday night and Sunday morning. A considerable part of the structure, which was pretty well advanced and was hoped to be practically completed in another month, is now an almost shapeless wreck, which will have to be removed before it can be repaired.

To better understand just what has happened a short description of the wharf is requisite. In the first place the basin for vessels to lie in was to be dredged out to a depth of 28 feet at low water. At the side of this basin, where the wharf was to be built, four rows of piles were driven, eight feet apart from the outside to the shore side of the structure. This gave support for a breadth of 24 feet of wharf. The piles were also driven ten feet apart from the outside to the shore side. The expense will be at least as great as that of construction, excluding of course so much of the timber as can be used again. It does not seem probable that the city can afford to risk going any further with the present plan. In case it should be abandoned it will be advisable to construct crib works of birch as was done for the Connolly wharf and sink these on the wharf line so that the piling will come up through the bays. If the piling should be much bent or broken it will have to be removed before this can be done, and if the slide has gone around this piling the bottom will have to be dredged out again, thereby making the removal of the piling a necessity. The prospect is well adapted for this work, though she will be rather expensive for the job.

WEDDED IN BOSTON.

A Boston correspondent of the Sun writes, under date of Nov. 4th: A very pretty wedding was solemnized here on Thursday eve, Oct. 29th, when Miss Celia E. Farlee, formerly of Millstream, N. B., was married to George R. Stewart of this city. Rev. J. B. Brady of People's Temple performed the ceremony in the presence of a large number of friends of the bride and groom. After the ceremony the guests partook of a bountiful repast and spent a pleasant evening. The presents were costly and numerous. Among those present were John Dixon, Boston; Murray M. Frazer, Mrs. J. W. White, Miss Ida Stokoe, Mr. and Mrs. Stickney and Miss Stokoe; Mrs. Lee, Miss Bessie Farlee, Everett; Mr. and Mrs. Miller, Quincy; Mrs. Stewart, Miss Stewart, Mr. Farlee, Mr. Stewart, Malden; Mr. Coffin, Miss Boyd, East Boston; Miss Kempton, Somerville; I. M. Hayes, Chelsea; Misses Nettie and Fannie Farlee, Jamaica Plain; Mrs. Walter and Charlie Folkins, Cambridge; Miss Folkins, Mr. Haggart, Miss Lent, Mr. Pierce, Mr. Carlson, Mr. Porter, Mrs. Nixon, Miss Green, Mr. and Mrs. Ross, Mr. Nagle, Mrs. Butler, Boston.

The happy couple will reside at 1324 Washington street, Boston.

CUTTING.

(From the Minneapolis Journal.) Colonel Ab Hamid of Turkey has advanced his forefinger in dangerous proximity to the European circular saw.

Small Yet Large.

A dollar bottle of K. D. C. is a small thing as regards size, but when its contents are taken for any form of indigestion, it is then you see its largeness.

It's the Mighty Curer of Stomach Ills.

The great men, the good men of America honestly recommend it, they have tested its merits. If a dollar bottle of K. D. C. were prepared in liquid form it would be sufficient to fill a quart bottle, and you see that while K. D. C. is the best as regards merit, it is the cheapest as regards quantity. Write for a sample.

The K. D. C. PILLS are splendid for the Liver and Bowels and restore them to healthy action.

New Glasgow, Nova Scotia, and 127 State street, Boston, Mass.

K. D. C. COMPANY, Limited.

Subcribe for THE WEEKLY SUN.

from the settling trestle and breast-work to the superstructure, which was being thereby pushed fast towards the channel, bending forward the piles to which it was attached and by which it was supported.

In the afternoon thousands of people viewed the structure, many having gone as usual on a Sunday afternoon to see how the work was progressing and others having heard of the accident. Mr. Thompson had a crew of men at work with saws removing the ballast from the crib work, so that it could be floated off at the next high tide and to prevent it sinking in the slip should the whole structure give away. Everything possible was done and in this, as in for the rest of the work, Mr. Thompson exhibited the best judgment and care for the city's interests. His whole work has been done carefully and well, and the serious accident is no reflection upon the discharge of any duties pertaining to him.

By evening, commencing at a distance of a hundred feet from the upper or western corner of the wharf, for a distance of 300 feet, it had been pushed out for a distance of five to eight feet and the piling close behind had sunk from 4 to 8 and in places 10 feet. This settlement is the most remarkable feature of the case. The trestle which carried the cars settled with the piling inclining inwards toward the shore and away from the wharf, while the piling in and out of the breast work or retaining wall had canted outwards toward the wharf. The wharf itself was moved by the connecting ties or braces before spoken of. All the evening while the tide fell creaking timbers could be heard, at times with a report as of a pistol, as far away as the electric light station on Union street. The lights were removed from the wharf and the structure was a scene of ruin and desolation. It is impossible to gain any adequate idea of the destruction except by observation.

The cause of the accident has given rise to much speculation. One theory is that when the channel was excavated the inshore bank was not reduced to a slope of 1-1-2 to 1, the slope at which earth or gravel will stand. It will be remembered that all the piling except that on which the wharf stood was driven into the bank of which the slope had not been altered. Then, if the bank slid down, as would be natural under the weight of gravel and timber piled upon it, the piling carrying the tracks, which was not driven as deeply as the rest, would give away from the foot, and the top carrying the cars, would naturally fall inward. At the outer part the fall would be much greater and might account for the almost perpendicular drop of the wharf line. These being attached to the wharf could not be thrust out until the connecting braces broke and then they subsided.

The next question is how the mischief can be remedied. To make repairs will require the removal of the whole superstructure, and of much of the piling by which it is supported. If the theory of a large landslide is correct more dredging will be needed. All the inshore piling will also have to be removed, including the tracks and trestles. The expense will be at least as great as that of construction, excluding of course so much of the timber as can be used again. It does not seem probable that the city can afford to risk going any further with the present plan. In case it should be abandoned it will be advisable to construct crib works of birch as was done for the Connolly wharf and sink these on the wharf line so that the piling will come up through the bays. If the piling should be much bent or broken it will have to be removed before this can be done, and if the slide has gone around this piling the bottom will have to be dredged out again, thereby making the removal of the piling a necessity. The prospect is well adapted for this work, though she will be rather expensive for the job.

MAINE MATTERS.

Barb Kings, Capt. Henecheta, which sailed from Maine Sept. 10 for London, has put into Yigo, looking for a pilot, and is badly damaged. Her cargo, 400 tons of lumber, is all water-rotted and is being taken off and is being taken off and is being taken off.

Sch. Leone, from Halifax for Louisburg, C. B., with a general cargo, 400 tons of lumber, is all water-rotted and is being taken off and is being taken off.

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## SUFFERED FOR YEARS.

THE EXPERIENCE OF MR. GRANT DAY, OF HARROWSMITH.

He Suffered Much From Rheumatism Especially During Spring and Autumn—Following a Neighbor's Advice Bought About a Cure.

(From the Kingston Whig.)

One who has been released from thirty years of suffering is always grateful to the person of the medicine that has been the medium of release. It is therefore safe to say that one of the most thankful men in the vicinity of Harrowsmith is Mr. Grant Day, who for years past has been a sufferer from rheumatism, but has now been released from its thrall. To a reporter Mr. Day told his experience substantially as follows: "I have been a sufferer from rheumatism for upwards of twenty-five years. It usually attacked me worst in spring and fall, and at times the pain I endured was intense, making it difficult for me to obtain rest at night. From my hips down to my feet every joint and every muscle appeared to be affected, and the pains appeared to chase one another until at times I was nearly wild, and mind you, this was my condition for upwards of twenty-five years. During that period I tried many remedies, and while I obtained temporary relief from some, I could get nothing in the way of permanent benefit. But last year the pain did not come back, and they have not returned since, and this is the way it came about. One day while telling my neighbor, Mr. W. C. Switzer, how badly I was feeling, he said: 'Get half a dozen boxes of Dr. Williams' Pink Pills and use them according to directions, and you will find they will do just what they are advertised to do—cure you. I know this from experience in my own family.' Well, I got the pills and used them, and the rheumatism has been driven out of my system, and last winter and spring for the first time in more than twenty-five years I was entirely free from my old enemy. But there is one thing more Dr. Williams' Pink Pills did for me, and that was, it tonified me a little. Over forty years ago I had a severe earache, and used a liquid preparation in the hope of getting relief. It nearly ruined my hearing and for all these years since I have been partially deaf. After I took the Pink Pills my hearing came back and my ear is now all right. My wife and sister have also found much benefit from Pink Pills when run down by overwork, and it is safe to say that they will always be found in our house."

Dr. Williams' Pink Pills strike at the root of the disease, driving it from the system and restoring the patient to health and strength. In cases of paralysis, spinal troubles, locomotor ataxia, sciatia, rheumatism, erysipelas, scrofulous troubles, etc., these pills are superior to all other treatment. They are also a specific for the troubles which make the lives of so many women a burden, and speedily restore the rich glow of health to pale and sallow cheeks. Men broken down by overwork, worry or excesses, will find in Pink Pills a certain cure. Sold by all dealers or sent by mail postpaid, at \$10 a box, or six boxes for \$50, by addressing the Dr. Williams' Medicine Company, Brockville, Ont., or Schenectady, N. Y. Beware of imitations and substitutes alleged to be "just as good."

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