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 dol-lars 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 accom-

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 hun-dred (\$400) to six hundred dollars (\$600) per creamery. At most 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 those 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 deadair spaces can be made most economically and effectually by the use of a thick, tough quality of building paper. The bottom of the outer deadair space is to be filled with minera wool, or sawdust, to a depth of at least six inches, to prevent the admission or exit of air. Where the air 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-conduct-

ing wall. The hollow and dead-air spaces en 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 cellinig and under the top thickness of lumber on 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 departmen't of agriculture. The tempera ture 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. Oftawa.

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 ths.

To encourage the owners of creameries to provide the cold storage accommodation which is so desirable the government will grant a benus 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; and 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 sea-

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 regulation during the years 1897, 1898 and 1899, may receive a bonus of one hundred

son of 1899.

dollars (\$100) per creamers. The owners of the creameries, which already have for-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

JAS. W. ROBERTSON, Agricultural and Dairy Commissioner NOT DEAD, BUT SERIOUSLY IN-

JURED.

Isley Long, whose death was recent. ly 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

conscious for some time after. Latest news in THE WEEKLY SUN. NINETY YEARS OLD.

Death of R. v. Dr. Daniel, the Oldest Methodist Mir ister in the Provine s.

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 al-ways highly appreciated by his breth-

As a preacher he was quite above the average, clear in statement, vigor- his brethren showed their apprecia-

unique position among the clerzymen 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 possess ed 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. Anotell and Kingswood, England; Sheffield, N. B.; St. Johns, Newfoundland; Charlettetown, Prince Edward Island; and Horton, Bridgetown, Yarmouth 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 1868 elected to the vice-presidency of the conference. As the chief officer of the church that year was the Rev. Dr. Punshon, who lefit as soon as the session closed, the duties of the president devolved upon Mr. Daniel, and the following year



ous 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 Methodist of the Methodists, and the shadow of the shade of a 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 popus ne 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

tion 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, doubt as to the Scripturalness of the and been connected with the Centenary church. He had two sons, the lar today, and non-attendance at sided; 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.

CORPORAL DICK'S PROMOTION. Epic of the Egypithan Campaign—By Coman Doyle, C. M., M. D.

The eastern day was well nigh o'er.
When parched with thirst and travel-sore,
Two of McPherson's army corps
Across the desent were tramping.
They had wandered off from the beaten They had wanner a on from the beater.

And now were weartly harking back,
Ever glancing round for the Union Jack,
Which marked their comrades camping

The one was Corporal Robert Dick, Bearded and burly, short and thick, Rough of speech, and in temper quick, A sullea dog and a surly. The other, fresh from his mother's care, Was a young recruit, smooth cheeked at

fair,
With a face as fresh as the English air,
And his flaxen hair all curly. Weary and faint and hunger-torn, They had journeyed on from early morn, And the tired lad walked all fordern With many a halt and stumble. Save a snarding jackal dining alone, And yelping over a half-gnawed bone, Not a sound broke in on the monotone, Of the corporal's muttered grumble.

But see! to westward a tawny cloud, The rolling dust of a distant crowd Darkens the sky like a sombre shroud, Against the background of azure. Rists in the whicking fold reveal Shadowy figures and gilint of steel, Whole the wreaths of sand all else con Like smoke from a fort's embrasure.

The corporal, glancing at the darkened west, Stuck his pipe in his khaki vest, Growled in his beard, and onward pressed, Still gazing over his shounder. "Bedouins, mate!" he custily said; "We'll have some work for steel and lead, And may be sleep in a sandy bed Before we're one hour older."

Side by side, with pain and toll, Ankie deep in the rielding soil, They staggered along, while a wild turmed Rose from their distant formen. In swift pursuit the Arabs sped, Riding a charger, desent-bred, With a vulture flapping over his head, A dark porten ous omen!

Leaving his tribesmen far to rear,
He thundered on in his wild career,
Brandisching high his gleaming spear,
With a smile on his swartiny features.
At the sound of his hoofs the pair faced Dogged and stern they stood their ground, With never a word save a sharp, fierce sound, Like the snarf of hunted creatures.

Says Corporal Dick, with a sullen frown, "First come, first served! We must f him down.

Aim steady and true, or I'll lay you a crown,
That we've reached the end of the chap-

A sputter of fire—a cry of pain, With blue smoke drifting over the plain. The chief is down, and his charger's rein— ils in the grasp of his captor.

With the light of hope upon his face The corporal sprang to the dead man'r place, He knew the gallant stallion's pace, Rejoiting to bestride him.

But ere upon his course he flew,
One hurried glance around he threw,
And met the wistful eyes so blue,
Of the voung recruit beside him.

Only a look—a fleeting dart!

It pierced the rough old soldier's heart;
He sprang to earth—"Up, up, and start!
They'll be on us in less than a minu
Up with you! No palaver! Go!
I'll bide behind and run the show,
Promotion has been very slow,
And this is my chance to win it!"

Into the saddle he thrust him quick, Spurred up the horse with a bayonet prick Watched him gallop with plunge and with kick,
Away o'er the desert careering.
Then he turned with a softened face,
Licosened the strap of his cartridge car
While his thoughts went back to the

In the sunny Hampshire clearing. His young companion, glancing back, Saw the pusuers' wild attack, And heard the sharp Martini crack; But, as he gazed, already The dark fanatic Arab band Were surging in on every hand, Unitif a whitfiling 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 comporal tying Silent and grim on the trampled sand, With his rifle grasped in his stiffened hand Like a sentry wasting his last command, 'Mid the ring of the dead and the dying

And when the twillight shadows fall,
After the evening bugle call,
In bivouse and in barrack hall,
They tell the tale of the corporal,
His death and his devotion.
And when they speak of him they say
That perhaps a hidden meaning lay
In the words he used; and that the day
When his rough, bold spirit passed 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 mammoth turnips that weighed 97 lbs. One of the four weighed 28 lbs. 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. Warnford, Church of England pastor of this place, was inducted as rector on Sabbath morning, Nov. 1st, by Church Warden Geo.

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 P.INT.

he Harbor Improvements of the Past Two M n hs a Wreck.

The Cause of the secident 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 it sinking in the slip should the whole considerably improved since the city structure give away. Everything council decided to proceed with them possible was done and in this, as in for the construction of public im- the rest of the work, Mr. Thompson provements. It will be remembered exhibited the best judgment and care that though the subject of harbor im- for the city's interests. His whole provements was a live one in March work has been done carefully and and April last, it was the middle of well, and the serious accident is no August before work was undertaken, reflection upon the discharge of any of the intervening time was duties pertaining to him. Part spent in deciding which plan would be the best for the city to adopt. Con- tance of a hundred feet from the uptrary to the strong opinion of City per or western corner of the wharf, Engineer Peters, the city decided for a distance of 300 feet, it had been to build a wharf of a new pattern, pushed out for a distance of five to which had never been subjected to eight feet and the piling close betrial in a port where the rise and fall hind had sunk from 6 to 8 and in of tide is as great is in this harbor. places 10 feet. This settlement is the Many persons predicted that the work most remarkable feature of the case. would never stand, and when the The trestle which carried the cars setcouncil decided that it should be pro- tled with the piling inclining inwards ceeded with, thought that it should toward the street and away from the only be done under contract, as there-wharf, while the piling in and out-by some of the risks might be as-side of the breast work or retaining concluded to proceed with the wharf by wharf. The wharf itself was moved day's work, and were confident that by the connecting ties or braces bea great saving would be effected. To fore spoken of. All the evening while make the saving greater still, it was the tide fell creaking timbers could be decided to build the superstructure of heard, at times with a report as of a the wharf of hemlock and to adopt pistol, as far away as the electric with modifications the plans submitted light station on Union street. by Mr. Barber of the C. P. R. City lights were removed from the wharf Engineer Peters said that if he were and the structure was a scene of ruin given power to make such changes in and desolation. It is impossible to the plans as he deemed necessary, gain any adequate idea of the dethat he would undertake the work, but struction except by observation. this was not satisfactory. Then Mr. Earle was engaged and given power, subject to a committee, to make such is that when the channel was excavat alterations in the plans as he thought ed the inshore bank was not reduced requisite. Since that time the work has been pushed on with a fair de- which earth or gravel will stand. It gree of rapidity, but with considerable will be remembered that all the pildoubt in the minds of many citizens as ing except that on which the wharf to its permanency. Those doubts, stood was driven into the bank of most unfortunately for the accommo- which the slope had not been altered. dation of the projected winter trade of Then, if the bank slid down, as would this port, were realized on Saturday be natural under the weight of gravel might and Sunday morning. A and timber piled upon it, the piling considerable part of the struc-carrying the tracks, which was not ture, which was pretty well addriven as deeply as the rest, would vanced and was hoped to be practi-give away from the foot, and the top cally completed in another month, is carrying the cars, would naturally fall now an almost shapeless wreck, which inward. At the outer part the fall will have to be removed before it can would be much greater and might To better understand just what has drop of the warehouse piling. These

happened a short description of the being attached to the wharf could not wharf is requisite. In the first place be thrust out until the connecting 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 chief can be remedied. To make respace, where the wharf was to be pairs will require the removal of the built, four rows of piling were driven, whole superstructure, and of much of eight feet apart from the outside to the piling by which it is supported. the shore side of the structure. This If the theory of a large landslide is gave support for a breadth of 24 feet correct more dredging will be needed. of wharf. The piles were also driven All the inshore piling will also have ten feet apart along the line of the to be removed, including the racks wharf. These piles were all from 32 and trestles. The expense will be at to 36 feet in height from the bottom of the dredging to the first tier of the excluding of course so much of the wharf. In other words, the piles projected from four to eight feet above not seem probable that the city can low water, where they were cut off afford to risk going any further with were of great length and were driven be abandoned it will be advisable to into the mud at the bottom of the construct crib works of birch as was basin as far as they would go under done for the Connolly whatf and sink the fall of a heavy hammer. There these on the wharf line so that the was no tying of these piles together except by the first tier of the crib, If the piling should be much bent or work. This, a 24 foot piece of hemlock, broken it will have to be removed bewas bolted to the top of the four fore this can be done, and if the slide piles forming a section, by an iron has gone around this piling the bottom bolt driven down into the piles in the will have to be dredged out again, direction of their length. At the level thereby making the removal of the of low water, or for five or six feet piling a necessity. The Freeport is above, this was the only bracing or well adapted for this work, though stiffening of the sub-structure. Then she will be rather expensive for the began the superstructure or crib work, job. which consisted of 24 foot pieces of timber extending from the outer face to the innermost pile, and other tiers laid on top of these in the direction of the length of the wharf, alternately, At the upper end of the wharf, that nearest Union street, the crib work had been built to a height of 21 tiers, which is practically 30 feet above low water and over 57 feet from the bottom of the dredging. This height was continued for about 100 feet to the eastward, and then the work had only been completed to a less height, and so on, until at Ring's blocks, some 400 or 500 feet further east, or towards the harbor, there were only about

three tiers. Forty feet back of the wharf proper breastwork was constructed as a retaining wall for the filling, which was being brought in by the C. P. R. from the gravel pit. Back of this were two trestles on piles for carrying the gravel trains. The outer of these trestles was quite close to the

breastwork. Between the breastwork and the wharf a large number of piles had Jamaica Plain; Mrs. Walter and been driven for the purpose of carrying warehouses and other constructions. These piles were, alternately, fastened to the wharf by ties and to the breastwork, by which it was intended to anchor the whole superstructure inshore and prevent it from ever moving under any strain. It was assumed that such strain would only affect the crib work, and if that were kept intact the piling of the sub-structure would never be affected.

On Saturday the scene at the point was, as usual, a busy one, and when five o'clock came and the men knocked off good progress appeared to have been made. Six cars of ballast were left standing on the outermost track ready to be cleared off by the shovellers this morning. About half-past six o'clock some one noticed that the cars were canted inwards and that the trestle was settling. The watchman sent word to the C. P. R. officials and the foreman of the work. Thus. Thompson, and men were sent to the work at once. Out of 200 who stood around it was difficult to get 20 to work so great was the danger. The cars were, however, unloaded and an engine hauled them out of danger, and nothing more could be done that night. The settlement continued, and yesterday morning it was apparent that the wharf was in great danger as all the braces which were designed to add to the strength of the structure were transmitting the thrust

from the settling trestle and breast work to the superstructure, 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 scows removing the ballast from the crib work, so that it could be floated off at the next high tide and to prevent

By evening, commencing at a disned by a contractor. The council wall had canted outwards toward the The cause of the accident has given rise to much speculation. One theory

to a slope of 11-2 to 1, the slope at account for the almost perpendicular braces broke and then they subsided. The next question is how the misleast as great as that of construction, nd the crib work begun. The piles the present plan. In case it should piling will come up through the bays.

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, wen Miss Celia E. Parlee, 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. presents were costly and numerous. Among those present were John Dixon, Boston: Murray M. Frazee Mrs. J. W. White. Miss Ida Frazee Mr. and Mrs. Stickney and Miss Stickney, Mrs. Lee, Miss Bessie Parlee. Everett: Mr. and Mrs. Miller, Quincy: Mrs. Stewart, Miss Stewart. Mr. Parlee, Mr. Stewart, Malden; Mr. Coffin, Miss Boyd, East Boston: Miss Kempton, Somerville; I. M. Haves, Chelsea; Misses Nettle and Fannie Parlee, 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. Buttler, 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

Small Yet Large.

A dollar bottle of K. D. C. is a small thing as regards size, but when its con-tents 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 honestily recommend it, for they have tested its merits. If a dollar bottle of K. D. C. were prepared in fliquid form it would be sufficient to fill a quart bottle, so 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. healithy action.

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

K. D. C. COMPANY, Limited. New Glasgow, and Nova Scotta. 127 State St., Boston, Mass. SUFFERED FOR YEARS.

THE EXPEREINCE OF MR. GRANT DAY, OF HARROWSMITH.

He Suffered Much From Rheumatism Especial y During Spring and Astumn -Following a Neighbor's Advice Brought

About a Cure.

(From the Kingston Whig.) One who has been released from thirty years of suffering is always grateful to the person or 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 thraldom. 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 is spring and fall, and at time 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 pains 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 lozen 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 what astonishes 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 the 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

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they will always be found in our house. Dr. Williams' Pink Pills strike at the coot of the disease, driving it from the system and restoring the patient to nealth and strength. In cases of paralysis, spinal troubles, locomotor ataxia, sciatica, rheumatism, erystpelas, 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 excerses, will find in Pink Pills a certain cure. Sold by all lealers or sent by mail postpaid, at 50c. a box, or six boxes for \$2.50, by addressing the Dr. Williams' Medicine Company, Brockville, Ont., or Schenectady, N. Y. Bewere of substitutes alleged to be "just as

overwork, and it is safe to say that

MARINE MATTERS

".boog

Bark Inga, Capt. Henschein, which sail-from Metis Sept. 10 for London, has put Bark Inga, Capt. Henschein, which sailed from Metis Sept. 10 for London, has put into Vigo, leaking.
Sch. Leone, from Hallifax for Louisbug, C. B., with a general cargo, is ashore at Canso. Her cargo is being taken off and it was thought she would be floated. Steamers Indiana, for Philadelphia, and Majestic, for New York, which sailed from Liverpool on the 4th, were detained in the Mersey by fog.

Liverpool on the 4th, were detained in the Mersey by fog.

Sch. Sugan P. Thunlow, from Bay Chaleur, arrived at Portumbuth on the 5th and reported during the passage her deckbad, consisting of 150 ties, was lost, and vessel's salls badlly torn.

Daniel Apit formerly mate on the steamer New Brunswick and a veteran steamboat man. has been appropried mate on the

man, has been appointed anote on the steamer St. Croix. Mate Charence Thomp-son recently resigned from the latter posi-Ship General Jordan, from Sydney, N. S. W. for London, which was spoken Oct. 28, lat. 46 N., lon. 24 W., had on board the crew

Jat. 46 N., fon 24 W., had on board the crew of the German bark George Linck, from Quebec for Grimsby, which had been abandoned as before stated.

Brig Rapid, Capt. Dudhene, at North Sydney, N. S., from Honfieur, is badly damaged and has five feet of water in her hold. She struck a reef off Cape Charles, Labrador, and remained fast 46 heurs. The first mate and two other men desented when she struck, and four men had to work the disabled vessel to North Sydney.

Sch. Maggie Abbott, which went askers on Warch Hill Reef Oct. 23, is now a derei'ct, floating about in three sections, mear the mouth of Long Island Sourad. Wreckers will remove them as a menace to navigation.

tion.

Bark George Linck, Capit. Veniselew, from Quebec Sept. 11 for Grimsty, is reported abandoned at sea, and all on beard saved.

Sch. Maggie Abbott, which went ashore on Watch Hill reef, Oct. 23rd, is now a derelict floating about in three sections near the mouth of Long Island Seamd. The wreckers will remove them, as they are a recovered to previously. wreckers will remove them, as they are a menace to navigation.
A London cable of yesterday says: The British ship General Jordan, from Sydney, N. S. W., for London, which was spoken Oct. 28th in lat. 46 N., lon. 24 W., had on board the crew of the German back George Linck, from Quebec for Grimsby, which had been abandoned.

Barkin Frederica, now in port, has been fixed to carry deals to Newport, Oardiff er Swansea at 53s. 9d.

Sch. Ravola will load lumber here for Grenada.

THE MAGGIE DISASTER

St. Johns, Nfld., Nov. 7 .- Further disclosures concerning the marine tragedy today indicate that after the steamer Tiber abandoned all efforts to save the viotims of the collision with the schooner Maggie, just below the entrance of the harbor last night, she continued her voyage, and within half an hour nearly ran down another vessel, which escaped only by the merest chance. The police have been dragging for the bodies of the persons who went down with the schooner Maggie, but so far without success. An inquiry is now being held before the city magistrate to learn if the evidence warrants the arrest of the captain of the steamer

She was married to her third husband, and they had a quarrel. guessed how it would be, William," she said. "You're as bad as the oth-

ers."-Judy. Subscribe for THE WERKLY SUN.