The Weekly Sun.

SAINT JOHN, N. B., JUNE 2, 1886.

THE GOVERNMENT AND ST. JOHN HARBOR.

The *Telegraph* seems to be of the opinion that Quebec city has received a special favor from the Dominion government, in the shape of the loan to the harbor commission. But the *Telegraph* should know that St. John could have been in a position to receive the same favors and would have received them long ago but for the action of Mr. George McLeod and one or two comrades.

Some years ago steps were taken toward placing the harbor of St. John on commission. Had this scheme been carried out $500,000 would have been advanced by the Canadian government to pay for corporation property. This would have reduced by so much the corporation debt. Further sums would have been advanced for the purchase of private wharf property and for repairs and improvements. Altogether a million dollars would, if needed, have been provided between that time and this, at a rate of interest much lower than that now paid by the city. Sir Leonard Tilley, on behalf of the government, was ready to arrange the matter. A majority of the common council, with the chairman of the finance committee, and the chairman of the board of trade, approved the measure. A delegation went to Ottawa, and the whole transaction was approaching completion, when Mr. George McLeod and certain other wharf owners got up an agitation which prevented an agreement, and nothing has been done since. The dissenting wharf owners were slightly mistaken in their reading of the signs of the times. There has been no change of government, and no George McLeod in parliament. Therefore there has been no opportunity for a profitable transaction in wharves such as that contemplated. Meanwhile large sums have been spent in repairs on the city wharf property, other repairs are needed, and many harbor improvements are called for. The city still pays a high rate of interest on its wharf debt, while Quebec obtains money at low rates. Quebec is in this respect in a much better position than St. John, but it is in no better position than St. John might have been. Let the blame be placed on the right shoulders.

Several things have happened during the past few years. The port of St. John has assumed a new importance. The people of St. John have shown Mr. George McLeod that they do not propose to be represented by him in parliament. It is generally admitted that a great mistake was made in regard to this harbor business. The gentlemen who in the past opposed the movement probably regret their action. There is no reason why the subject should not be brought forward again, and the movement pressed forward to a satisfactory conclusion.

A SATISFACTORY MINISTERIAL STATEMENT.

The language used by the imperial under secretary for the colonies to the last question put to him in parliament on the fishery matter has the right ring in it. If the British government consider the matter "with due regard to the complete maintenance of the fishery rights of their fellow subjects in Canada" they will act worthy of the vocation to which they are called. All that the Canadian subjects desire is the complete maintenance of their rights, and no British statesman is more anxious than Canadians should be that the subject is considered "in a friendly spirit." A general impression which has prevailed across the border that the imperial government would interfere to prevent the maintenance of Canadian treaty rights, has, after all, no foundation except certain articles in English journals, and the precedent set by the Gladstone government at the time of previous disputes. But the London *Times* belongs to a by-gone age, and it is one of W. E. Gladstone's virtues that he has little respect for the precedents which he has himself established.

BABSON OF GLOUCESTER

Captain Babson of Gloucester has been discussing the fishery matter. The Gloucester captain who says he is "as thoroughly informed on the fishery question as any man in America," tells the press that he has visited the provinces and talked with the people there about the bait question. He has discovered that in the "provinces" men, women, and children depend upon the squid they catch. All the money the provincialists get comes, it appears, from the American fishermen. These squid-eating provincialists, Captain Babson observes, are in a species of slavery, in debt to the storekeepers and unrepresented in the Dominion parliament. The knowing captain considers it preposterous "that Sir John Macdonald's government which is on the verge of bankruptcy, and Nova Scotia which is ready to secede,—that such a government which cannot preserve its own autonomy should dictate to the United States." Evidently Captain Babson has obtained his information from the St. John *Globe*, whose treatises on the fish question are quoted with much relish by the Gloucester *Advertiser*. But if it be really true that our government is bankrupt, and unable to rule the land; and if it be further true that the persons injured by the fishery regulations are our own people, the poor squid-fishing slaves; why should Captain Babson of Gloucester grow excited over the matter?

By the terms of the treaty recently signed by Great Britain and Spain, Canada will receive from Spain the most favored nation treatment. The London *Canadian Gazette* hopes that this may lead to further improvements in the commercial arrangements between Canada and Spain. Whether or not there is grounds for such a hope, it is certain that a commercial treaty might be framed which would assist us materially in our trade with Cuba.

THE BAIT QUESTION

Discussed by a Retired Sea Captain.

Captain Doughty and Crew at Halifax.

(FROM A MEMBER OF THE SUN STAFF.

GRAND MANAN, May 21.—A retired ship captain of large experience, extensive reading and an acute observer, was interviewed by the reporter this morning. He said: "By the war of 1812, our fishery was practically destroyed, and in framing the treaty of 1818, the question of bait was probably never thought of, either by the British or the Americans. I cannot think that its literal observance was contemplated. Literally, it is an embargo, to which no nation could be expected to submit in times of peace. An American fisherman comes in here on the way to the Banks with a torn sail, a broken rudder, a lack of clothing, a lack of provisions or a lack of bait: do not the usages of the world, the common laws of humanity demand that we should supply those wants if we have the required articles for sale and the purchaser is prepared to meet us in the matter of price? I think they do. The contingency that has arisen was never thought of in 1818, and in my opinion a strict interpretation of the treaty would lead to immediate and serious complications between any other nations than England and the United States.

The reporter referred to the case of the Jennie and Julia.

"If the Jennie and Julia is a *bona fide* trader, the collector at Digby has committed an error for which reparation will have to be made.

IF IT CAN BE SHOWN

that she is a fisherman and endeavored to procure a supply of bait by subterfuge, then the collector is to be credited for his astuteness and decided action. The question is, shall the treaty be interpreted literally or not; and in my opinion concessions will have to be made on both sides. The treaty of 1818 was made between England and the United States. It is for England and the United States to interpret it. Deeply as Canada is interested in the matter, she can only place her views before the English government, and that government will see that justice is done. The matter will be settled by arbitration or a commission—a few pig-headed fishermen from Nova Scotia (most of these poachers in our own waters are natives of that province) and a few third-class politicians like Frye, who have no object in life but to gain a little notoriety, are not going to involve two great nations of the same blood and language in war."

The reporter inquired as to the interests of

GRAND MANAN

in selling bait for the American fishermen.

The captain answered: "In the season coasting vessels from Gloucester carry away from here vast quantities of frozen herring for bait. Some seasons as high as $16,000 has been paid for this description of fish in two weeks time, within gun shot of the place where we are sitting. Such an amount is of no small importance to our fishermen and such sales we cannot prevent if we would. If a coaster from Gloucester were to come in here today for bait, no power on earth could legally prevent his purchasing if the fish were here, the holders were willing to sell and he was ready to pay the price demanded. Of course, I refer to a licensed coaster; as the treaty is interpreted, with a fisherman it is otherwise."

Inquiry was made by the reporter as to the present condition of the fishermen of the island.

"In striking in, the fish are remarkably late this season and consequently a great many of our fishermen are idle. None of them are affluent, very many are improvident and live from hand to mouth. Such people are found all over the world. Most of our fishermen might be in better circumstances: poverty resulting from lack of foresight exists everywhere. The times are hard because of the

LOW PRICE OF FISH

and the lateness of the catch. But I do not attribute the depression in the market wholly to the duty imposed by the Americans. In the United States there are thousands of people who are constantly seeking for the cheapest food available. When fish is low the consumption increases and the price advances: then something is found to be cheaper and the price recedes. It has always been so and always will. Thus far the bait question has not affected us, for we have had no bait to sell. The people of the Island are determined to sustain the government, and were fish to strike in plentifully tomorrow, I think very few would be disposed to sell bait to an American fisherman, were one to come in here for the purpose of buying, so long as the government holds the attitude it has assumed."

CAPT. DOUGHTY AT HALIFAX.

HALIFAX, May 25.—Consul General Phelan arrived from Baddeck today with Captain Doughty and crew. Captain Doughty is an intelligent man and fished off this coast twenty years, yet he says he did'nt know St. Anns was a port of entry or he would not have entered, although he has only been required to do so twice before in all his experience on this coast. He was ice bound on Cape Breton coast for a fortnight and was seized because it was impossible for him to get to sea. He had not been warned to leave, as the law requires the collector to give him warning. The men who sold him bait assured him that they could lawfully do so, and his permit made him feel safe in buying. He himself is the greatest loser, as he was the principal owner.

Capt Doughty and crew have made depositions to Consul General Phelan, and will at once proceed to Portland.

NOT SEIZED.

PORTLAND, May 24.—There is some excitement among fishermen here over the reported seizure of a Canadian schooner at this port. The facts are that the captain of the schooner Sisters arrived here last night with mackerel from Yarmouth, N. S. He had neglected to take out a manifest. The United States statutes provide for a fine of $500 in this case. The schooner was not seized but is now unloading. A statement of the facts has been sent to Washington.

Captain Ellis of the schooner has filed a protest against the imposed fine for coming into the port without a permit.

A U.S. STRONG ARGUMENT.

(By Telegraph to the N. Y. Herald.)

HALIFAX, May 22.—Telegraphic advices received from Baddeck, C. B., say that Consul General Phelan, in an interview after his return from Baddeck, stated that one of the strong arguments to be used in defence of both the Adams and Doughty cases will relate to the circumstances and conditions under which "touch and trade" permits were originally issued to American fishermen. The state of affairs has remained unchanged and render the document of the same value at the present time as at any previous period. He said the law under which these permits are issued dates prior to 1830. In that year Andrew Jackson issued a proclamation granting certain commercial rights to British vessels. At the same time the British ministers in power issued a proclamation in the same spirit as that issued by President Jackson. It is claimed that the joint action of the United States and the British governments secure the rights of all vessels sailing under the American flag, the same as are enjoyed by English vessels in colonial ports, subject, of course, to the customs laws. By this argument, Mr. Phelan thinks, the defence will be able to decide positively that American vessels have a right to obtain bait in British waters.

NO OFFICIAL INFORMATION.

WASHINGTON, May 25.—"The state department is neither indifferent nor inactive in regard to the fishery dispute," said Assistant Secretary Ponter to a reporter today. "We have been acting in the matter and have taken very decided interest in the question, but it would not do for us to publish our every 'moves.' No official information has yet reached the treasury department in regard to the seizure of the Sisters by the Portland authorities."

A HUGE RAFT

To Contain About 2,250,000 Superficial Feet of Timber.

Description of the Structure that is to be Towed to New York.

(Amherst Gazette.)

Hugh R. Robertson, a mechanical engineer, has been engaged during the past six years, in connection with the firm of Guy, Bevan & Co., St. John, in forwarding timber in rafts from Martins Head to St. John, a distance of fifty miles. Though the route is a difficult one, as rafting is usually done, Mr. Robertson succeeded by some devices of his own in forwarding 15,000,000 feet with a loss of less than 100,000 feet. His own experience, and the partial success of a

LARGE RAFT BUILT IN RODNEY SLIP, CARLETON,

in August, 1883, by James Murray, now U. S. consul at St. John, for James Grannes, New York, led him to devise an entirely new method for the water carriage of lumber and timber in large quantities. Having elaborated his plans, and obtained for them the approval of numerous practical men, he took out letters patent for the device in the U. States, Canada, Newfoundland, England, Norway and Sweden.

Early last winter he took steps to test the practicability of his plans, by inviting offers to build on the land and prepare for launching into the water a

MONSTROUS PILE OF TIMBER,

410 feet long, 50 feet wide in the middle, and 35 feet deep, to contain about 2,250,000 superficial feet and weigh about 6,000 tons. In B. B. Barnhill of the Joggins mines, he found a gentleman willing to embark in the undertaking. A suitable site was found at the Finger-board, three miles below the Joggins, and there since January last, the huge fabric has been towering higher and higher, until now it lacks only one-third of its cargo.

As the project is of very great moment to our numerous readers interested in the lumber trade, and promises to

REVOLUTIONIZE THE BUSINESS,

we have made an inspection of the raft, and of the plans for building, launching and transporting it to New York.

A substantial cradle was first built which sustains the raft, and conforms to its cylindrical shape. The cradle rests on a foundation made solid with loose timbers, and consists of two series of cross-timbers, the lower series resting on the foundation referred to, and the upper supported above the lower by heavy posts. The cross-timbers are 35 feet long, 16x12 inches, flatted on two sides, and laid 7 feet apart. The posts are of 12 to 15 inches in diameter, and vary from 10 feet in length for those midway between, the variation in their length indicating

THE FORM OF THE BOTTOM,

which is similar to that of a vessel. These timbers are thoroughly braced by shores raking forward from the bottom of one cross-timber to the head of the next one forward, or from the water end towards the shore end. The launchways, now being prepared, will be of hardwood, 14x11 inches, four in number, and will be placed between the two series of cross-timbers. They will extend down the beach 350 feet to a depth of 24 feet of high water. Though the raft will draw about 23 feet and

THE IMPETUS OF LAUNCHING

will cause it to plunge below the surface, there is sufficient depth to prevent its grounding. The top timber and crib-work are to be freed from the raft in the water, and the huge fabric with its net-work of chains will be left to support itself.

For 200 feet of its length in the central part of the raft its sides will be in straight lines, while at the ends it will taper to one-half the central diameter.

A novel feature in its construction is the system of chains by which it will be held together, and these are so skilfully arranged that no undue strain will be borne by any one. A 2-inch chain, with links 11x7 inches, run through the centre from stem to stern. From this, cross-chains of 1¼ inch chain extend laterally every 7 feet, not opposite each other, but alternately arranged. Near the bow and stern are three bridle chains of 1½ inches, extending from the central chain in herring-bone form, at distances of 20 feet apart. When the raft is completed, the projecting ends of all these lateral chains will be made fast to the chains 58 1½ in. which are to encircle the whole fabric, binding together the whole mass. The breaking strain of the main chain is 80 tons, of the encircling chains 24 tons, admiralty test. The chains will weigh about 54 tons. They were imported by Wheeler, Thorne & Co., St. John, for the purpose and cost $2,600. Hard wood saplings, laid across the timbers at each tier, also act as binders. The circling chains will be

HOVE TAUT BY A DRAGGING JACK

capable of taking a strain of 15 to 29 tons, designed by Mr. Robertson, and made by Levi Young, St. John Bolt and Nut Works, expressly for this purpose. Chocks along the centre of the raft enables the centre chain, which is also the tow chain, to have a spread of 12 inches, and a marked feature of the whole system of chain work is that the pull on the centre chain in towing causes the strain to be equally distributed among all, and tends to lighten them still more.

In the winter, while the timber was hauled in, it was raised by an immense derrick, operated by a 12 h. p. engine. Since that time it is brought along shore in rafts, and

DRAWN FROM THE WATER BY TROLLIES

on a tramway which extends along the top of the completed portion of the raft its whole length, and is elevated as the building process progresses.

Mr. Barnhill, it is understood, will have the service of Isaac J. Olive, of Carleton, St. John, for five years master builder for D. R. & C. F. Eaton, to put in the launchways and prepare for launching. Mr. Robertson, under whose inspection the raft is built, has employed James Stackhouse, the Carleton shipbuilder, as inspector of the launch way in behalf of the owners, and on his satisfactory report, Mr. Barnhill's contract will have been concluded.

The raft will be launched in the ordinary way, and with the descent of three quarters of an inch per foot it is expected to dive under water and rise bodily after proceeding two or three lengths. The cradles can be replaced on shore for another raft, and as Mr. Barnhill has now every facility and a large acreage of timber, we trust that the work may continue.

Henry Gaskin, of Portland, St. John, is the surveyor, and we are indebted to him for his very lucid explanations of details. The stevedore is A. J. Cates, Joggins Mines, whose experience seems to be used to excellent advantage in stowing the immense cargo.

CAMPOBELLO.

(FROM A SPECIAL CORRESPONDENT.)

CAMPOBELLO, May 22.—All the temperance people of the islands were hoping that Thursday, the 20th, would prove a fine day, and, doubtless, many were disappointed on rising to behold the dense fog which prevailed over land and sea, shutting all from sight. But the sun soon dispersed this winding sheet, and hope revived. But why all this hoping? Because that was the time for the Island District Lodge, I. O. G. T., to meet at Leonardsville. The lodges assembled were called to order at 10.45 by W. Counsellor. The morning and afternoon sessions were spent in business. The committee on the good of the order made arrangements for a public meeting in the evening.

At 7 p. m. the four lodges represented, namely, Victoria, Go Ahead, Le Atterail and Lorne assembled at the temperance hall, and, forming a procession, marched to the church near at hand. At 7.20 the Worthy Counsellor, W. W. Calder, called the meeting to order, when the following programme was presented:—Singing by the choir; prayer, Rev. Wm. Lawson; open address, W. W. Calder; singing, choir; address, J. E. Gosline; singing, choir; address, W. S. Thompson; singing, choir; address, Rev. Wm. Lawson; singing, choir; address, R. F. Dixon; address, James Leonard; singing, choir; address, J. E. Conley; reading, Miss Bessie Leonard; singing, choir; address, J. P. Nowlan; singing, choir; benediction.

A large audience listened to the foregoing programme and by their applause testified to the truths spoken.

At 9.45 the congregation dispersed to meet with Le Atterail Lodge, on Indian Island, the third Thursday in August. Before closing this brief note permit me to make a few remarks regarding the temperance sentiment in this section of N. B. Temperance has made rapid strides in the past year.

On three islands there are five lodges of this order and one of the Sons of Temperance. In the five lodges there are at the very least 350 members, besides those belonging to the Division Lodge. All are doing good work—the amount cannot be estimated. Go Ahead, at Welshpool, carries the banner for efficient work. Probably it is because she has such a field in which to work. While she may be proud of her conquests, for conquests she has made, yet I hope these are the dawn which speak of noon tide yet to be. One year and a half ago there was no lodge; they now number more than 100 names. One lodge outnumbers them. But beside the names enrolled and the men saved from this curse public sentiment has grown wonderfully strong in so short a time regarding this question. The islands can boast temperance in all things and are prepared when duty calls to go beyond their own domain to extend the same principles.

A BAY IDYL.

There were a good many handshakings and a great many good-byes and a few tears.

And a shiver ran through the Cumberland as she swung out from the wharf. And from aboard and ashore arose a confusion of voices.

"Good-bye Hannah—tell John to take my reticule—good-bye Amelia—be sure and get the morning paper—goodness Jack you ought to be—Susan—ashamed to—give me the baby—kisses to Maria—good-bye—good-bye—good-bye."

And then the air grew white with handkerchiefs; and then the beacon was passed, and the passengers gathered in groups, here and there, and chatted together unconcernedly, as if farewells were matters of every-day occurrence.

It is well that we so soon forget. If one's sorrows clung to him through life, he would be buried beneath a mountain before he arrived at middle age.

"Well, old boy!" It was the giant in the hold of the Cumberland that spoke to the giant on Partridge island.

"*Bon Voyage*," answered the Island giant, and the children wondered that with the sky so blue, and the air so soft and the grass so green, his breath should be so full of frost.

Then the Cumberland passed the green hills of Pisarinco, and the broad marshes of Musquash, and the gray cliffs extending westward.

"Hi, up there!" bellowed the Cumberland giant.

"Good morrow!" answered a gruff voice from Point Lepreaux.

They were looking at the gray Wolves that lay on the water a little distance to the left.

"I have always lived on an island," she said.

"I have read of the Fortunate Isles," he answered; "but neither history nor legend tells us of their Queen going abroad to mingle with common mortals."

The reporter closed his eyes and professed to sleep, for, he said to himself, "the compliment is bravely paid, and I would not be so discourteous as to seem a listener."

Dreamed she ever of the Hesperides? of the Island of the Seven Cities? of Atlantis with its eternal summer, floating in an unknown sea? When the moon is at its full, and the little waves laugh as they roll over one another on the beach, and the soft winds come whispering about her casement, most likely there come to her ears an echo of song and laughter, and to her eyes a glimpse of the old forests and green fields and pleasant cities of those islands so very far away.

She answered gravely: "My island is a plain little island, with some rocks, and some meadow plots, and some little gardens, and some groves of spruce and cedar, and a good many pleasant walks, and a beautiful view of the bay. I can walk all the way around my island in one or two hours."

"Very circumscribed."

"Every tree and every rock, and every brook, and every spring, and every flower, and every bird on any island has for me a welcome when I approach them."

"I don't wonder."

"Neither do I," said the reporter to himself.

"Dear as my island is, and I am sure I could never be brought to consider any other place my home, I am sometimes oppressed by a burning desire for a wider view of the world. Shiller, I think it was, on his death-bed grew wild because he had seen so little of God's mighty works. Life is so short, and death is so near, and we learn so little and see so little in our few days! May it not be that when freed from all mortal encumbrances, we shall spend eternity in exploring this and the millions of worlds, which look down upon us in the night time, millions of which are so far distant that they are always invisible?"

And then the Cumberland drew up to her wharf at Eastport, and the two strolled away by the 'Passamaquoddy' to the hills that overlook the town, and an hour or two later the two separated to go their several ways.

APOHAQUI NOTES.

(FROM OUR REGULAR CORRESPONDENT.)

APOHAQUI, May 24.—A right royal holiday is this. One of those sunlit, breezy days when all nature invites to pleasure; a day when for a little, if we will, we can remove from our eyes the dust of the world's cares, and see in all their freshness the beauties that surround us. Pity that so fair a world should be darkened by the shadow of man's vice.

Yet vice there is, and our little village is not without its portion. Within a fortnight a young man, a stranger, has rented a mean little shanty by the roadside and proposes to get a livelihood at the people's expense by selling certain villainous compounds, popularly, but erroneously, styled whiskey, brandy, &c. Whatever excuse may be urged for the sale of liquor where there are plenty of customers, there is absolutely none for introducing it where the sentiment of the community almost to a unite is directly opposed to it. No liquor has been sold here for a year, and the last man who tried it, in the same place, was literally starved out. The present occupant finds his chief, almost his only customers among the Indians in the vicinity; and who, both men women, have been more or less paralyzed ever since his arrival.

A drunken squaw, lying upon the hillside in full public view for the greater part of a recent afternoon, certainly could not be called a source of serene contemplation for a respectable community. And yesterday (Sunday) a free fight was indulged in on Indian hill closing with an encounter between two tipsy braves, who with their respective sympathisers adjourned for that purpose to a neighboring field.

If there were no other reason than for the sake of the Indians, every effort should be put forth to close the shop in question. If we cannot improve the Indians we should, at least, not conspire to make them worse.

It is to the lasting shame of our race that we have imparted to them our vices without inculcating our virtues. That is our return to them for the splendid heritage of which we have deprived them.

A committee of citizens has already waited upon the young man and endeavored to persuade him to desist, and there is reason to hope that he will comply. If not, a public meeting will be called, and such measures adopted as may be deemed best to enforce the wishes of the people and the laws of the country.

Rev. G. McDonald is conducting a series of revival services in the F. C. B. church. Owing to the activity of the farming season the meetings are not as largely attended as might be wished.

Messrs. Long & McFarlane display a tempting array of goods in their new store, recently opened.

Parties are still prospecting with the hope of finding coal in this vicinity.

Our genial station agent, W. T. Peters, has developed a mania for gardening. Should the inertia of the wheelbarrow not prove too much for his delicate muscles, the result of his labors will doubtless be in the highest degree pleasing to the æsthetic faculty of the general public.

SUSSEX NEWS.

(FROM OUR OWN CORRESPONDENT.)

SUSSEX, May 24.—The Queen's birthday was observed truly as a holiday. All or nearly all of our places of business being closed, and those emblems betokening the people's loyalty were early unfurled to the breeze, and loyal hearts were full of hope that Victoria would long reign not only over this Canada of ours, but over her vast and prosperous kingdom on which the sun never sets. Following the custom of larger and more populous places, large numbers were early astir, the morning being very fine, giving every indication that it would be safe to go away, whether with rod or gun, or for a drive, and they were not a bit disappointed, for a more beautiful day could not have been desired. The main feature of amusements during the day was the cricket match, which had been arranged between a sturdy lot of good natured fellows from St. John and a Sussex eleven. Shortly after the arrival of the train the stumps were set on a beautiful spot on the grounds of Nelson Arnold, and the game was begun and followed up in the presence of a large number of people, with the following result: St. John, 1st innings, 23; 2nd, 34—total 57. Sussex, 1st innings, 26; 2nd, 30—total 56. Majority for St. John, 1. The wind up was followed by reciprocal cheers.

MARYSVILLE.

(FROM A SPECIAL CORRESPONDENT.)

MARYSVILLE, N. B., May 27.—There is the usual hum here. Mr. Gibson is building a dye house, and intends to build a fine store soon. Mr. Carafa, the Italian railway man, was taken ill this spring and was under the treatment of Dr. Brown of Fredericton, for some time. He boarded at Ben Close's hotel, Gibson. Last week he took a bad turn and thought he would die, and ordered a friend to telegraph to Boston to a chum of his, and two Italians arrived at Gibson last Friday night and started Saturday morning with Carafa to Boston.

W. Macfarlane, of St. Mary's Ferry, is doing good business in his factory. He sold five thousand dollars worth of cant dogs last winter. The bulk of them went to Mr. Wood, a great lumber man in Manitoba. Mr. Macfarlane is now busily engaged making hay pitching forks. He did well the last two years in this line. He has got agents travelling in N. S., N. B. and P. E. I., selling the pitching machines. He also drives a great trade in making hames.

They are opening a new street at St. Mary's Ferry to enable the people there and the travelling public to get to the new bridge more conveniently.

ANNAPOLIS.

(FROM OUR REGULAR CORRESPONDENT)

ANNAPOLIS, May 24.—This was our gala day, and it was celebrated by horse racing in the afternoon and a grand performance at the rink in the evening. A large number of persons are in town and everything is looking gay.

The free for all race was won by Hardwick's Annapolis Boy after a tight race with Odell's Frank. The second race was for horses that never trotted in three minutes, and was won by Egates; second prize by Dr. Withers.

The Annapolis Salvation Army held a grand jubilee, assisted by Capt. Armstrong and five soldiers from Kentville.

The concert at the rink tonight was a grand success. It was under the auspices of the dramatic club of this town. The piece produced was the Turn of the Tide. The characters were all well taken. Our people have every reason to feel proud of their dramatic talent. The cast of characters was as follows:—

Jonas Aldrich, a Fisherman off the Coast.....J. P Edwards
Capt. Hugh St. Morris, Commander of the Tidal Wave.....Herbert Runciman
Col. Ellsworth, a wealthy ship owner...F. C. Whitman
Herman Clyde, Captain of the Pirates.....W. D Tanton
Bowie Knife Jack, } Pirates.....T. Cowling
Sling Shot Rube, }.....W. Malcolm
Pepper, a colored individual.....LaM. Roache
Aunt Rebecca, the Fisherman's wife—a quiet body.....Mrs. A. D. Munroe
Susie Aldridch, the ocean waif.....Maud Willet
Lillian Lacy, Clyde's deserted wife.....Annie Hall
Frisky, with no one to love.....Bessie Knight

New Brunswick S. S. Association.

A meeting of the executive committee of the above association was held at the Clifton House last Friday, 21st inst. The session occupied the whole day and a good deal of important business was transacted. The members present were: L. W. Johnston, chairman; Rev. T. F. Fotheringham, secretary; Messrs. Jas. Frier, Shediac; S. J. Parsons, Benton; W. G. Gaunce, Fredericton; W. Peters and Geo. A. Henderson, St. John.

But five counties remain unorganised, and three of these have already appointed dates for holding their first conventions. The programme of the provincial convention to be held at Fredericton on Sept. 14th, 15th, was drawn up. Its principal features are an opening religious service with a sermon on the evening of Tuesday, the 14th, and the discussion at subsequent sessions of the following subjects: A Sunday School Time Table, A Model Primary Class Session, The Qualifications and Duties of a S. S. Superintendent, The Teacher's Self-Improvement for his Work, How can we best teach Temperance in the Sunday School. The president of the association, W. G. Gaunce, was appointed to secure speakers to open the discussion of each subject. A proposal was made that counties be asked to hold their annual conventions during the months of July and August each year, for the following reasons: (1) statistics are collected in June, so would be available for use at the county conventions, and their reports to the provincial convention in September would likely be more complete and satisfactory. (2.) It would awaken an interest in the work and induce a large number to attend the provincial convention. (3.) Experience has proved that the winter is not the best time for holding conventions. (4.) It would be more convenient for members of the executive committee were the conventions held in close succession. The secretary was instructed to correspond with county associations in regard to the matter.

The blanks for annual reports are to be issued immediately, and it is hoped that every superintendent who receives one will fill it up promptly and return it as directed. If any superintendent has not received one by the second week in June he will confer a favor by notifying by postal card Geo. A. Henderson, 176 Duke street, St. John. Will the teachers in Gloucester and Albert counties specially take note of this?

Threw Vitrol in Her Face.

A DISAPPOINTED LOVER'S TERRIBLE REVENGE ON THE OBJECT OF HIS AFFECTIONS.

Vitrol was last night thrown in the face of Mrs. Babetta Denninger of No. 84 Seventh street, at the instigation, it is believed, of a disappointed lover, Gustav Tischer, a carriage painter. Mrs. Denninger, whose husband left her nine years ago and is supposed to be living in Charleston, has for some time been annoyed by Tischer's proposals of marriage, and at length turned him out of her house, where he occupied a room. A week ago Tischer again appeared on the scene and made another proposal of marriage, which was indignantly refused. Last Thursday a strange man, who appeared to be a tramp, called on Mrs. Denninger and tried to persuade her to buy a bottle of what he said was hair dye, saying she was about to be arrested and to avoid the arrest would have to change the color of her hair. The man was promptly turned out of the house.

Tischer was noticed hanging about the house all yesterday and forced his entrance into the house about half-past seven in the evening. He found Mrs. Denniger out. An hour or two later the man who had called on Mrs. Denniger with the hair dye appeared at the door carrying a pail wrapped up in a newspaper. He managed to get in and hide himself behind the stairway in the hall. About half-past nine Mrs. Denniger returned to the house in a hurry as she found she was followed by Tischer. She ran into the hall and Tischer whistled. At that moment the man hidden behind the stairway came forward and threw the contents of the pail, which proved to be vitrol, in her face. The two men escaped, and Mrs. Denniger was taken to the Bellevue hospital, where it was said last night she would lose her eyesight. She is terribly burned about the face and neck.—*New York Herald, May 24.*

Starving and Frozen at Sea.

GLOUCESTER, Mass., May 22.—Angus McEachorn, one of the crew of the Cecil H. Low, who was cast away in a dory, arrived home today in an emaciated and suffering condition. On March he was in a dory with his mate, James McDonald, and during a sudden squall and fog they were lost from their vessel. Six hour after they found two of their crew—Angus McDonald and Colin Chisholm—in a dory astray from the vessel. They embarked in one dory, to pass through sufferings seldom experienced by men. On the fourth day James McDonald died and his body soon froze hard.

On the 7th Angus McDonald died, after suffering untold misery. Keeping to the westward the survivors found open water, and finally searched an island near Louisburg, C. B., where they were taken to a hospital. Colin Chisholm still remains there, unable to leave his bed. His feet and hands were frozen, McEachorn did not sleep for four nights after he reached land. Today he feels very weak. His body from his breast down was frozen. His feet are slightly crippled and his hands are stiff. His companion survivor may have to have his toes amputated.

Presentation.

Robert Wills, Past District Master of the District L. O. Lodge of Saint John, being about to depart from this province to England for a short visit, his brothers in connection with the L. O. association presented him with an exceedingly handsome and expensive gold-headed cane.

The presentation services were performed in the presence of a large number of the members of that order. The address of presentation was made by R. A. C. Brown, county master, and expressed most appropriately the high esteem in which Mr. Wills is held by members of the association, and the hope that he would enjoy his visit to the mother land and return in safety to his adopted country and friends.

Mr. Wills made an apt and suitable reply, thanking the donors for their kindly act, which, though to him wholly unexpected, kindled at once the warmest feelings of thankfulness in his heart, leading him to hope that in the future he would be able to show that the confidence placed in him would not lead to their disappointment, but that he would be able in all his walks hereafter to show that their gift was not his only support, but the broad principles of charity and brotherly kindness of the institution were his continued reliance and would be exemplified by his life.

The cane, a handsome ebony, had engraved upon its head the following inscription:—

Robert Wills, Esquire,
P. D. M. of No. 1 District,
L. O. L., of Saint John,
By his brethren.

ORANGE BLOSSOMS.—A Shubenacadie correspondent of the Halifax *Herald* says: Our usually quiet village presented a gay appearance on Thursday morning, on the occasion of the marriage of Miss Emma Snide, only daughter of Chas. Snide, to Douglas A. Marsters of Cornwallis. The marriage was celebrated in the Presbyterian church, which was tastefully decorated for the occasion. As the bridal party entered the church, the organist, Miss Annie McKay, played Mendelsohn's wedding march. The bridesmaids were Miss Killam of Moncton, N.B., and Miss Jessie Campbell of this place—Vernon Marsters, cousin of the groom, acted as best man. The bride was attired in a travelling suit of brown, hat to match. The bridesmaids wore corresponding suits of brown. Both bride and bridesmaids carried tasteful bouquets. Masters Graham, Campbell and Willie Holsworth acted as ushers. After the ceremony, which took place at 8 a. m., the guests repaired to the residence of the bride's father, where a repast awaited them. The presents were numerous and valuable. The happy couple left by train for St. John, attended by the best wishes of hosts of friends.

NOVA SCOTIA POLITICS.—In Nova Scotia the preparations for the elections are going on. Conventions are called for the Halifax nominations. In Guysboro, Jonothan Parsons, barrister of Halifax, and Captain Hadley will oppose Weeks and Fraser, the present members. Richmond has two independent candidates in the field. LeBlanc, a member of the government, representing that county, will be appointed to a seat in the legislative council. A Liberal Conservative convention has been called. The government candidates in Hants are Dr. Haley, one of the present members, and Archibald Frame. The government candidates in Kings are Leander Rand and A. P. Welton. The Grit conventions in the various counties are accepting the secession policy of the government.

The girls in the public schools of Brooklyn, N. Y., are compelled to commit to memory the constitution of the United States.

The U. S. Congressional Record cost over $125,000 last year, while the sales amounted to only $1,604.

A hotel is talked of in Florida, which with its grounds will cost $10,000,000.

Col. T. W. Pierce, who died at Topsfield, Mass., not long ago, left an estate worth $7,000,000.

The fund for the benefit of the Chicago police injured at the anarchist massacre has now reached nearly $60,000.

David Grant, whose recent death is recorded, was one of the best known of contemporary Scotch poets.

It is now said that Mary Anderson has become the latest object of the amorous Senator Jones' infatuation.

King Kalakaua is an active member of the Honolulu fire department. He runs to fires with the engine, and is an expert operator of the pump handle.