JNTO YOU

Store.

n town to buy

ds, Glassware,

; and Sundries.

ains, Large Tin

ron Well Buck-

rs, Saws, etc.

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ers or Depart-

formerly kept

G W. NICHOLS,

McKay's, will

old customers,

ill and see the

TS for 29c.,

eark St Paul, for St John; Parlee, Andrews; Went-

Greta, Longmire.

ch Annie V Ber-

Barge No 2, for

lione, Lunn, for

Silvia, for Hali-

6, bark Edith

ark Star of the

sch Demozelle.

ch Bertha H. Le-

rk Avola, Martin,

nt 3. sch Susan P

6, sch Maggie J

lord, RI. ept 3, sch Nellie

sch Wascano, for

ch Clifford C. for

chr Wellman, for

ig Red Rose, for

bark St Paul, for

d, sch Eric, from

bark Aurorita

g Harry Stewart.

Vinton and En-or Alma; Victory,

Annie A Booth,

Sept 7, bark St

5, bark Cambus-

Unanima, Korff,

, bark Still Wa-

Teresa Rocco,

ship Favonius

Hurona, from

t 7, barktn An-St John; passed

bark R Morrow.

ug 6, ship Gloos-Newcastle, NSW. ark Luigia Roc-

. barktn Skoda

, brig Carrick,

bark R Mor-

bark Manna

7, ship Abbie S Delaware Break-

sch Mola,

see our

of the Tug Maggie M.

B. A. Stames Attributes the Accident to an Error of Her Compass.

(From the Daily Sun of the 12th.)

An investigation is being held by Capt. Smith, R. N., into the cause of the stranding of the tug Maggie M., near Martin's Head, on August 19th. Considerable evidence has already been taken, but the inquiry is not yet over. Capt. Smith, from his remarks stranding of the steamer, is of the which was very much in error. The less of lives he attributes to the fact down. The boat was at Indiantown that the steamer did not carry a prop-

Lahey, the mate of the Maggie M. He of Lahey as to the capsizing of the told all about the passage up to Mar- dory. They did not get out the life tin's Head, and also told of the inspec- belts. They were left on board. The tion of the boat by Mr. Waring. There men who were saved landed at Martug was going about six miles, with the her down to St. John. Witness bad tide against her. She was on a level occasionally steered the Maggie M, but keel, and had no list. At 8.30 she sud- did not know the compass was out. denly struck without any warning. She | B. A. Stamers, teacher of navigation, grounded along for some time before was then called. He prepared candiings were taken. There was a lead on school since 1880, and had prepared on board, but it was not used. Before she an average 50 candidates every year, to keep her head off shore, as there was something the matter in the engine him knew nothing about the deviation slanting rock. One side of the vessel persons got into the boat: some were standing up. When about half a dozen

of the boat and the drowning of the four men. on Monday evening, and it was read over to him yesterday morning, when the investigation was resumed.

lengths away Captain Pitman said they

had better turn and go back to the

Witness then described the upsetting

Capt. Smith called upon Mr. Lahey to proceed, and the remainder of the story is substantially as follows: All the cargo went overboard and some of it was picked up by the people on struck. Made no attempt to get her off. Witness got ashore on a birch fender. He did not see the four menman at the wheel therefore had to steer of their compasses on all points. Unby the compass. There was a chart on less they did, it would be impossible for It was unrolled that day. Did not see weather or in a snow storm. a pair of parallel rulers or dividers,

a table of errors on poard. ing statement: If there had been a clerk for four years. There were eight hausted. would not have gone ashore.

arrangement with the captain. cer. Was frequently on deck from on board the tug. He saw them, but that time up to seven o'clock when he went off duty. Could see the fog,

about five o'clock but it did not shut the shore out entirely. The Maggie M all hands to have saved themselves. frequently went outside. She went up to Alma to tow a vessel last year and on that occasion took up stores for the ship. Could not say whether all the stores on the boat when she stranded

MARTIN'S HEAD DISASTER in bed when she ran ashore having had struck. Witness saved himself by an hour and a half later. As soon as she struck he ran on deck. It was

was almost on her beam ends. He looked about and seeing the rest of the party entering the dory he got The boat was on the starboard quarter. There was quite a roll on at the time. He like the others was afraid the tug was going to sink. The boat was a small one, too small he thought for eight men. Only saw her in the water once before, that was at Musquash. There were two men in her then and she behaved all right enough. He would have trusted himself with four in her even in a heavy roll. Eight people were too much for her though. The dory would have yesterday afternoon relative to the taken four men safely to the shore. Some of the men stood up in the boat. opinion that it was due to her compass, This no doubt helped to upset her. There was room for all hands to sit

was intended now to get a better boat. The first witness called was Fred C. The witness corroborated the evidence was one small boat, 12 feet long, on tin's Head. He came back to St. John board; also three life belts and one in the Maggie M. She floated inshore round life buoy. The boat would carry as the tide rose and he picked her up. four persons and he did not think it There was a rise and fall of tide of would be safe to put more in her. Cap- about twenty feet. That was the diftain Justice Mowry told Lahey the ference between the water at high and compass was two or three points out, low tide. It was about an hours flood but he did not say in which course the when she struck. Witness boarded error was. There was no lookout. the tug when she drifted ashore and The man at the wheel generally keeps put the anchor over the stern. Mr. a lookout. This is the custom on tugs. Armstrong, who lived at Martin's Head It was about 5 o'clock a. m. when the helped him. The mate was too sick tug passed Quaco bell buoy. It was to come out and help them. In the pretty foggy then. He did not see the afternoon he came out however, and bell buoy, nor did he know whether the lent a hand. The tug floated after a others saw it. The whistle of the tug time and later on the water was taken was not blowing at any time. The out of her. The Storm King brought

she brought up. No one seemed to know dates for coastwise as well as seagowhere she was at the time. No sound- ing certificates. Had conducted this struck, the engineer told Capt. Mowry that would make in all some 2,000 men. room: after she struck the tug rolled of the compass. They were not reoff to starboard, and went right on her quired to know anything about it, beam ends. This was caused by the enough to make allowance for it on their charts. The compasses on some was entirely submerged, and water ran of the steamboats at St. John had large into the engine and fire rooms until the deviations at various points, especially vessel was half full. Witness launch- on the easterly and westerly points ed the dory, jumped into it, and pad- He had been engaged to swing the dled around to the starboard quarter. compasses of the government steamer All hands got in. He did not say then Landsdown, and the tug Springhill. there was not room enough. Eight The latter he found had very great oripoints. It amounted to three and a ger an error on easterly courses. These compasses were corrected by him. Witness was on board the tug Maggie M on one occasion. It came about in this way. Capt. Justus Mowry her comamnder, called on him in May last and stated that the compass was

in error. He inquired the cost of having the compass adjusted stating that it had a large error. He did not say soundings round about her after she the latter never called on him again. The compasses on all tug boats in St. John were placed in the same position as regards the funnel and machinery. drown. He was in the water three- All the attraction was abaft the comquarters of an hour before assistance came from the shore. One of the firecame from the shore. One of the fire-men got back on the tug, swimming to her and climbing up on the rudder Tre other fireman clung to the bottom of the dory. It was not till they got on tion. In a fog like that described it shore that they knew where they were.

It was close to Martin's Head. The land for the captain to go by his comshore could not be seen all the way up.
That was on account of the fog. The
tains of all vessels to know the errors
tains of all vessels to know the errors

board. It was kept in the wheelhouse. them to steer along the land in thick J. Wellington Mowry, brother of and sank of course. Witness thought The laboring man of today who is a such as are used in making a course. Arnold Mowry, said he was 16 years it possible for all hands to sit down. "skilled laborer" receives a much Capt. Mowry never showed him on the of age. He started up on the Maggie This would have kept her upright and larger instalment of money for his serchart what course the boat was steening. Never knew Capt. Mowry to cnto do the work on that tug, but would
deavor to acceptain the express of the deavor to ascertain the error of the not be competent to perform that duty and several of the men clung on to it, satisfied with his condition and becompass by the bearings on prints of the men clung on to it, satisfied with his condition and becompetent to perform that duty and several of the men clung on to it, satisfied with his condition and becompetent to perform that duty and several of the men clung on to it, satisfied with his condition and becompetent to perform that duty and several of the men clung on to it, satisfied with his condition and becompetent to perform that duty and several of the men clung on to it, satisfied with his condition and becompetent to perform that duty and several of the men clung on to it, satisfied with his condition and becompetent to perform that duty and several of the men clung on to it, satisfied with his condition and becompetent to perform that duty and several of the arguments which have been but she rolled to the competent to perform that duty and several of the arguments which have been but she rolled to the competent to perform that duty and several of the arguments which have been but she rolled to the competent to perform that duty and several of the arguments which have been but she rolled to the competent to perform that duty are the performance of the competent to perform land. Don't know whether there was hired him for the trip, but there was next to impossible to remain there able and existence a miserable bore." offered by socialists. It is the popular compass by the bearings on points of on a larger steamer. The engineer nired nim for the trip, but there was no agreement as to wages. Prior to long. He saw the four men drown. Accordingly they band themselves to-Lahey then volunteered the follow- this summer he worked as a grocery

fog alarm at that place I think we men on board, six of whom were enwould have heard it. Then the boat gaged on the boat. The other two, Capt. Smith-Vessels are supposed to Dr. Russ, must have been passengers. do something themselves. We could Witness was on deck at times. It was went on board several other tugs and the rise of this power in the last six at all. The effect of this foolish tives, was only sixty-seven pages not have fog alarms all along the very foggy. Did not see the land at their compasses were all out. The years. This movement had manifest-The witness—There was an alarm at the boat struck. The engineer told same direction at the time yet the committee on finance creasing assistance to the progress of filled 162 pages and ammounted to 40,—Martin's Head, but five years ago it him just previous to that that there passes pointed in different directions. The advent an inflated idea of injustice on the filled 162 pages and ammounted to 40,—The contains the boat struck. The advent are inflated idea of injustice on the filled 162 pages and ammounted to 40,—The contains the boat struck. The advent are inflated idea of injustice on the filled 162 pages and ammounted to 40,—The contains the boat struck. The advent are inflated idea of injustice on the filled 162 pages and ammounted to 40,—The contains the boat struck. The advent are inflated idea of injustice on the filled 162 pages and ammounted to 40,—The contains the boat struck are inflated idea of injustice on the filled 162 pages and ammounted to 40,—The contains the boat struck are inflated idea of injustice on the filled 162 pages and ammounted to 40,—The contains the boat struck are inflated idea of injustice on the filled 162 pages and ammounted to 40,—The contains the boat struck are inflated idea of injustice on the filled 162 pages and ammounted to 40,—The contains the boat struck are inflated idea of injustice on the filled 162 pages and ammounted to 40,—The contains the boat struck are inflated idea of injustice on the filled 162 pages and ammounted to 40,—The contains the boat struck are inflated idea of injustice on the filled 162 pages and ammounted to 40,—The contains the boat struck are inflated idea of injustice on the filled 162 pages and ammounted to 40,—The contains the boat struck are injustice on the filled 162 pages and ammounted to 40,—The contains the boat struck are injustice on the filled 162 pages are injustice on the filled 1 was removed to Apple River. Don't was a small leak in the valve spindle. The captain of one beat said he found of socialism in the great republic of part of the laboring men, which in in length, in the record of the enwas removed to Apple River. Don't was a small leak in the record of the enknow whether Capt. Mowry knew of It made a noise and steam was escapits removal or not. He may have been ing. The engineer said he would like 11-2 to 2 points out on the easterly and ists, means no end of trouble for the course to the growth of socialism. keeping in shore in the hope of hearing a chance to put some more packing in, westerly courses. He knew that to be national authorities in the near future. Hence the introduction of socialism to the crew of the boat did not sign but he did not say he was going to so and had it recorded in a book. He The purpose of socialism is to transfer the American public. The situation impossibility in copying so many any articles. It was a simple verbal stop her. About 8.30 in the morning, could thus make allowance for the instruments of production from in-Arnold Mowry sworn, stated: Was hole, he felt the boat strike, and shed the bay in thick weather. This man The adherents of this system of govern- discord is inevitable. one of the firemen on the Maggie M began to roll over. The engineer was Capt. Smith found to understand the ment or "administration" as they have when she stranded. Had been on her at his post and stopped the engine at matter thoroughly. He found the been pleased to term it, claim that the six years in all as deckhand and fire- once. The tug was abandoned, as all error of his compass by taking the laboring men should have a larger man. She usually carried one fireman hands feared that she was going to bearings of certain objects in a line share of the profits of production. By That was when at work, in the harbor sink. The dory was headed for the when he knew their correct magnetic transferring the acministrative power but if she went outside to be gone any shore he thought, but he could not say bearing. If all tug boat men did this to the national government they claim tength of time 'wo were take i. None in what direction she was rowed. It they would be able to record the errors that the equality of labor will be esof the even on board have signed any appeared to him that there were too in their compasses which would be of tablished. They cry out against the articles. He remembered the deparmany in the dory for the heavy roll great benefit to them at certain times. capitalist and monopolies, little dreamture of the boat for Alma. He was in which was on. She capsized while she bed when she left the harbor but got was being rowed back to the tug. It that the compasses on all steamers goup soon afterwards. It was about 2.30 was not very far from the steamer. ing outside should be swung in order more powerful than any which now on Sunday morning when he was call- Four men were drowned. Witness saw Could see Black Point and Cape Spen- men had life belts. There were belts in charge of the beats could steer grievance, without being guilty of treacould not remember where it was. If

the belts or buoys had been used it Some of our harbor tugs have davits would no doubt have been possible for It enables the tug to carry larger The dory was deep down in the water boats as the davits permit of their bewith the eight men in. Every time ing handled with greater ease. she rolled down she took in water. As occupants of the boat bailed it out. now. It is larger than the dory which correct basis of economic freedom. It pair wish them a happy voyage

gone off duty at 7 o'clock. She struck swimming back to the tug. He was taken off by a small boat.

Investigation into the Stranding foggy. He could see the water run- recalled. He said the cargo was put ning in over the rail of the boat which on board the Maggie M. by men from the shore. She was lying at South saw the most of the cargo go over- Market wharf. Witness tallied it in board. Having put his clothes on he and signed all bills. Mr. Watson, her agent, cleared her at the custom house. There were about 100 barrels, including the flour, sugar and meal. In addition to this she had on board 8 casks of lime, 4 barrels of oil, 2 hogsheads of molasses and a lot of small packages of tea, candy, tobacco, etc. The greater part of this stuff was for the store keepers at Alma. The tugs Storm King, Dirigo, Neptune, Lillie, Wm. H. Murray, and all of Tapley Bros' steamers were supplied with good boats. The Maggie M.'s dory was on the small side; it was not big enough to carry a number of people. With a larger boat all hands would have been saved. Captain Justus Mowry was a careful man. He could not clear the tug for up the bay with his papers, so he got his brother, Capt. John L. Mowry, to clear her and go up now, and the tug was there too. It

in her as commander.

George Kennealey, sworn, said: He had a mate's certificate and went up to the scene of the stranding of the Maggie M. on the Storm King two days after the casualty. He went to after Capt. Pitman's interests. The tug was up on the beach near where she first struck. She had come off the rock on which she struck and drifted in shore about half a mile. He saw Mr. Lahev and Dr. Russ. From what the latter said witness gathered that those on board the tug thought there was a fog whistle at Martin's Head, and that they were trying to pick it up. There was a whistle at Martin's Head at one time, but it was removed five years ago. Capt. Mowry should have known this. He should have made himself acquainted with any changes that had taken place in lights or alarms. The chart of 1890 did not give any fog signal at Martin's Head.

Capt. Smith called attention to the chart of 1890 on which no fog signal is Witness-Captain Mowry should

have known that there was no alarm at Martin's Head. Any one who applied at the marine office here could get a list of the lights, signals and buoys. No charge was made for

(From the Daily Sun of the 13th.) Capt. Smith has about completed the investigation relative to the Maggie M disaster. All the evidence that could be got has been given, but Capt. Smith ment of marine.

quarter points. This was caused by the verticle iron about the compasses ly all the time, being in the bunk. The by means of the dividers. The head- saving of the little means at their comlands were occasionally seen under the mand. Parents are not unfrequently man seemed to be looking after the by. Sacrifice coupled with assiduous navigation of the tug. The engineer industry may permit in two or three Martin's Head. They did not take soundings round about her after she war information he sought, but off shore as something was the matter manufacturing with the accumulated with the machinery. Dr. Russ energies of their fathers and by means thought the packing had come out of improved methods of production and struck. Nothing was seen previous to itimate means.

that. Immediately after striking the Now there is widespread discontent steamer careened over to seaward. It among the laboring classes about the was possible that this was caused by injustice which is meted out to them the weight of the cargo on deck, but by the so-called "capitalists." he was not sure as to that. He saw do not consider the application to busiall han is get into the dory. She was ness and the privation on the part of headed for the land the loom of which the "capitalist" which made his success was visible under the fog. Three of a possibility. They are unwilling to the eight men in the boat stood up. undergo the privation and give that Witness considered that the cause of degree of application to business the boat sinking, as the little craft | which the "capitalist" and his forewent from side to side taking in water fathers were wont to do. In short over both gunwhales. The boat filled they are unwilling to pay the price. she would have tanded all hands. The vices than did the forefathers of the boat rame up again bottom upwards "capitalist," and yet he is wholly dis-

Maggie M, which is again towing in with the cry of "Socialism." Capt. Pitman of the bark Alert and the harbor. I Te found her compass a Students of the social problems in print, having been written without point or two out. Subsequently he the United States will do well to study any apparent knowledge of the facts very foggy. Did not see the land at bows of the sevetral tugs pointed in the ed itself under the head of "National has been an unconscious but ever in- in the senate committee on finance stop ner. About 5.30 in the increase as witness came up out of the fire error in making courses in any part of dividual control to national ownership. Which calls for early solution or future fact that laws are now printed on correct courses in all kinds of weather. son. Otherwise the navigation of these boats cannot possibly be safe.

A SOCIAL STUDY.

United States. Developement of Socialism in France and Ger-

many in Recent Years. A Sun Correspondent Reviews Current Conditions in America and Europe.

The social condition of the masses in the United States today is decidedly complex. Before the civil war there was a race conflict of color, the white man v. the colored man, in which physical energy and power was made the slave of genius and intellect. The levelling power of war settled these north and south regardless of race or color. The nation now united but incumbered with a huge debt accepted the situation, legislated according to the needs of the people, and adopted a the necessities of life.

With such a policy, i. e., protection to the manufacturers and a war tax for the sustenance of the national treasury, the United States developed and farmed the industries until they no hardship or injustice in such an have become a gigantic success. At the close of the war the factories and ultimate aim it can only be stated as industries of the country were of small account, and in fact occupy no space of any immediate programme." This whatever in the historical accounts of is in brief an outline of the policy of many writers who have dealt with the the nationalists of the United States. period from 1860 to 1870.

of a protective tariff system, which has paper, and in fact a plank here and been abused and slandered by most of there might safely be considered in the European nations. The industries matters of legislation and social rehave flourished. The number of fac- form, but the system as a whole I contories have doubled and increased in sider a monstrosity. volume many times. The capital invested now represents factories of istration of things" which has already about five times the size and extent gained a foothold in the American reof former years. The laboring men receive higher wages proportionate with the cost of living than in Europe. socialist movement in France ought to Capital pays a higher rate of interest arouse national thinkers in America in the investment. These are considerations which call for serious thought, before it has gained the foothold when a change in the tariff policy is contemplated.

have been amassing wealth for the stockholders and the representatives of total of 6,847,000, or 1.30 per cent. Two capital are gradually being added to years later, startling as the statement the millionaire list, the so-called "laboring class" do not seem to have total of 6,275,000 votes, i. e., almost made such rapid strides. Their condition is a much improved one over France. the old world. They have the right of franchise, local, state, and national, if cialists in the election of members to

before the boat struck that he knew of the little luxuries of life in order where the steamer was. Capt. Pit- that their children may benefit therecame up from the engine room a few generations the amassing of a considerminutes before the stranding of the able fortune. Many such as these a one of the vilves, and that thes team | the protection afforded them by the was escaping. The witness described national policy of the government, bethe suddenness with which the boat come highly prosperous by purely legi-

the institution of economic equality. Clement C. Avard of Jolicure. were for the Alert or not. He was No one seemed to know where the tug drowned the four men.

tribution of the industrial products which under the capacity of modern mechanical processes are potentially In the afternoon Fred C. Lahey was The Condition of the Masses in the sufficient to meet the requirements of all mankind by transferring the ownership of the instrument of production from private hands—which now operate them primarily with reference to personal profit, and only secondarily with reference to public service-to the producers themselves, thus organ- Rev. Dr. Carey conducted a half hour's izing production and distribution as national functions, conducted solely O. Gates, J. J. Teasdale, A. Lucas, with reference to the public welfarethe instrumentality of the government being what Mr. Bellamy has so aptly declared to be the hand of the people. To attain these ends the nationalist plan is to encourage all tendencies towards augmenting the business effici- M. Kingston, W. D. Baskin, David ency of the community, whether national, state or municipal. There apstrifes and gave equal citizenship to the pears to be no means of equitably apportioning the returns from industrial production among the members of the community, owing to the impossibility of determining the share to which each is entitled, on any basis of merit protective tariff to foster the few in- or effort. An equal division of the dustries of the country, and placed a products, therefore, appears to be deheavy excise or war tax on many of manded on ethical grounds; and, as under a national organization of industry, there would be ample to meet all demands, for not only the necessities, but the comfortable and reasonable luxuries of life, there would be apportionment. But as this is the an ideal, and does not form a feature Some of the features of this American Note the change under thirty years socialism read rather romantically on

> Here is a conception of the "adminpublic, which ought to be considered to attempt a solution of the problem which it has in France, England and Germany. About 1880 socialism gained While the industries of the country a firm foothold in France. In 1889 the socialists cast 91,000 votes out of a may seem, they cast 549,000 out of a nine per cent. of the total vote of

> > In 1893 note the success of the so-

will get from Inspector Waring some they can read and write and have lived the French assembly. In that year facts as to the steamer's certificate in the country a specified time. Their they increased the number of depu- labor is not in vain in the Lord. before making his report to the depart- children have equal privileges with the ties from fifteen to fifty-now a great ment of marine.

The in the matter of public school edupolitical power.; In Germany we find ing, referred in complimentary terms of Dr. Russ was the only witness excation.

Their rights and privileges a growth in socialistic thought that is to the helpful world of Dr. Macrae amined Wednesday. He was a passen- are one and the same as those of their truly alarming. The social democrats coming as they did from a man of on the Maggie M when she strand- employers, and the man who lives in of Germany cast a vote in 1877 aggregating 500,000. In 1890 the party (so-The distinction then is merely social, cialists) cast nearly 1,500,000 votesthe verticle iron about the compasses turn was kept pretty close to the shore based for the most part on the earnnow the strongest party in the empire.
on the easterly points. The Lanson the easterly points. The Lansdowne's steering compass had originally three and three quarter points of ally three and three quarter points of all three and three quarter points of the purpose of laying down a course. They cast nearly 1,800,000 votes Nor did he see distances measured have been scrupulously ludustrious, and and elected forty-four members of parliament. Think on these results -cold facts-and consider the future fog. Heard Capt. Pitman say shortly willing to deprive themselves of many outlook of the social problem in the United States if socialism is permitted the reception which it has been given in the old world. Some look on these agitators with little concern and give the matter less thought. The majority of the American people," strange as it may appear, do not look into these new movements until they have gained such a foothold that it becomes a matter of national concern. The rise of nationalism, the socialistic labor party, and the populists in the United States means a huge vote by the next presidential election that may possibly have to be considered by the two great parties. Doubtless these elements of varying kinship will unite by that time and hold the balance of power. Information is al-

> these elements of socialism will unite ere long under the banner of the "populist party." The laboring men undoubtedly have some grievances, but they have been painfully exaggerated by writers on the labor question. It must be borne in mind that some men have greater earning capacity than others. But this seems to be counted for naught The survivor's were pretty well ex- gether with by-laws and codes that movement and to decry capital. Ediare as inflexible as the laws of the torials and specially written articles Wednesday Capt. Smith visited the Medes and Persians and rend the air sympathizing with the laborers and union men are constantly appearing in

ready at hand of a scheme to control

the balance of power in the next na-

tional house. It is my impression that

FRANK FENWICK McLEOD. At Penobsquis, Sept. 12th, 1894.

AMHERST.

Amherst, Sept. 10.-A very pretty mariage took place in the English church here on the evening or the 5th inst. The principals were Miss Effa Smith and Clarence Hanwright, both of this town. The ceremony was perthat their deviation may be ascertain- exists, with whom they could not battle formed in the presence of a large ed. The weather was clear then, three of them go down. None of the ed. The errors being known the men or wage war, however justifiable their crowd, by Rev. V. E. Harris, assisted Merwyn Smith and A. L. Cornelius in the Wilson bill, as well as more than Here is a statement of nationalism acted as bridesmaids. The bride 100 paragraphs relating to the adminfrom the pen of a prominent nation- looked very pretty in cream cashmere, is tration of the law) something must alist: "Nationalism is logically formu- made with train, and trimmed with on which their small boats are swung. 1ated state socialism. It completes the lace and ribbon. She wore a bridal scheme of democracy by making the veil and carried a lovely bouquet. political equality practicable through She was given away by her nephew, the water came in three of the eight The Maggie M. carries a new boat It places political freedom upon its many friends of the newly wedded

SUNDAY SCHOOL WORKERS.

The Annual Meeting of the St. John County Association.

The annual meeting of the St. John Sunday School association was held on the 18th. The sessions were held in Germain street Baptist church. At the opening of the afternoon session devotional service, in which Revs. G. field secretary of the provincial association, and President J. E. Masters took part. The president then took the chair and the following persons were elected officers for the ensuing year: A. J. Malcolm, president; W. Thompson, H. J. Galbraith, vicepresidents; H. P. Sandall, recording secretary; Alex. Watson, corresponding secretary; Messrs. T. S. Simms. C. J. Morrison, W. J. Parks, Geo. Henderson, Rupert Haley, Rev. T. F. Fotheringham, Miss Fritz, Miss Mary Smith, executive committee

The treasurer, Wm. Lewis, gave his yearly report, and President J. E. Masters gave a complete statement of the work of the year.

At the evening session Rev. A. Lucas, field secretary, led an interesting scripture and devotional exercise. The retiring president, J. E. Masters, then took charge of the exercises and gave an earnest address upon the work to be done among and on behalf of the young. Rev. Dr. Macrae was then called upon to deal with the subject: Our Sufficiency is of God. The speaker thought the mere name of the subject was so exhaustive in itself that he might well take his seat upon stating it. He feared that the multiplying of machinery and plans and managements of one sort or another, excellent though these may be. might yet keep out of sight the need, of leaning upon God. The growing interest in work for the young was traced, and glowing words spoken of the important position of the Sabbath school in relation to the best work of the church and the world. The speaker praised the ladies for their noble part in this work. The work would be decimated if this element were withdrawn. A teacher was referred to who had succeeded in so impressing the pupils under her care that a blessed and most helpful correspondence had grown up between that teacher and the now absent scholar. The speaker appealed to the convention as a praying body to lean on the arm of the omnipotent. "Be ye steadfast, immovable, always abounding in the work of the Lord, for as much as ye know that your

Field secretary Rev. A. Lucas following, referred in complimentary terms with which he is identified. Lucas referred to the great comparative lack of interest in the St. John Co. convention, when he recalled the in-tense interest manifested in many of the other county conventions, far less favorably situated for convention work. The speaker dealt with the co-operation of parents. The boys must be watched. The parents should be brought to school in order that a real need of their own might be met. They would be helped to appreciate the preaching they hear. He had heard the criticism that the preacher preached over the heads of his people. He had to say that the preacher would have to go down cellar to reach the level of some hearers. The pupils need their example. Fathers ought to consider the weight of their influence over their boys. Get the Christian parents. Have you the Christian parents in the school? Have you them all? Have you the children of Christian parents in the school? The school should be the home of the chil-

dren of irreligious parents. Rev. G. O. Gates delivered some most telling remarks in reference to the subjects handled by the previous speakers.

Rev. A. Lucas gave notice of the coming to St. John of Rev. Dr. Hurlbut. He will be in St. John on Oct. 14 and 15, when he will preach, address mass meetings on Sunday and lecture on Monday night, the 15th.

COSTLY MISTAKES OF CONGRESS

The Wilson bill, as reported to the senate by the finance committee last February, contained about 50,000 words. It made a volume of more than 200 of the large pages customary in congressional bills, printed in large type, with ample spacings and margins. By the time the senate got through amending it it was a great deal longer. The McKinley bill, as it came from the house of representa-000 words. Next to the McKinley bill inter-state commerce law, which contained 8,000 words. It is a physical words to avoid making errors. parchment instead of being ingrossed with the pen makes the liability of accident in copying a little less. Proofreading is easier on the printed page. But where every comma has an exaggerated value (and a comma in a tariff act may be worth a million dollars or more to the government), it was to be expected that costly errors would fill the new law. Twenty-five or thirty have already been discovered and more will undoubtedly appear. The costly errors made in the past have not all been attributed to the engrossing clerks either. Where so many subjects are handled (there are 690

be neglected. The treasury department officials who examined the Wilson bill for the senate committee discovered over 400 errors in it. It has come a law, that some errors of consequence escaped even the vigilance of the treasury experts.