tories are Won.

Lord, what a change within us one short hour Spent in Thy presence will avail

make! What heavy burdens from our bosoms takel

a shower! We kneel-and all around us seems to lower.

Stand forth in sunny outline, brave clear.

We kneel-how weak; we rise-how full of power! Why, therefore, should we do our

strong? That we are ever overborne with care; That we should ever weak or heart-

Or others-that we

less be. Anxious or troubled; while with us is prayer,

And joy and strength and courage are with Thee? -Southern Messenger.

A Modern Voyage to China.

BY JAMES H. WILLIAMS.

sailor who has done more for the other. abolishing of the "crimping system' than any one else in the United States. eleven years old, except for a period way to India. But de Lesseps has of years between 1894 and 1900, when actually shortened the distance to he remained ashore and helped or the Orient one-half with the aid of the ganize and build up the Atlantic steam. Coast Seaman's Union. Two years The United States is, without doubt, ago, however, he returned to his old the greatest buying and selling nation occupation, and the following article of the world to day, and England is is a description from the sailor's the greatest carrying nation. Ameristandpoint of his last voyage. He is a can goods, ranging from c'othes' peg "co nmon sailor," and we print it to locomotives, and from pin cushions exactly as he penned it-EDIT R of to parlor couches, are carried all over the INDEPENDENT.]

I cannot claim that the "Besant" was my choice, for I was not the archi we find it cheaper to employ foreign tect of my own fortunes at the time. ships for the distribution of our wares The deep water sailor, as a rule, has than to operate fleets of our own, just ship than with the selection of his as the individual often finds it cheapno more to do with the selection of his er to hire a cab than to keep a horse. parents. His ship is his fortune, that's Thus it is our once proud merchant all. As a general thing in such mat- marine has been gradually permitted ters, the sailor proposes and the crimp to "rot in its own neglected brine," disposes. For the crimp controls both while the fleets of foreigners, notably the sailor and the ship, and neither is the British, are allowed to earn rich free to depart without his sanction. 1 dividends by trading on our neceshad often run the " Easting " down, sities. And the American youth with and weathered Cape Horn on my er- a taste for adventure is left to take rands to the Orient and back. But I his choice between serving on a forhad never passed through the Suez eign ship or "braking" on a freight Canal, nor served in an ocean steam- train. ship. Hence my eagerness to join the "Besant "and go out via de Lesseps spike job, and an old sailor, such as of coal, which was transferred to visited. Lane. As luck would have it, this time I have been, making a long traverse, my intention was to be gratified in re- must get back to proper bearings at gard to both ship and voyage; so 1 once. obediently signed away my first month's wages to the crimp and my personal liberty for the next two years, more or less with a clumsy flourish

and a smile of resignation. On the following morning I was conducted on board with the other unfortunates, under convoy of the usual force of crimps and jackals, and duly turned over to my new proprietor. the skipper.

We were soon mustered along the starboard rail, carefully counted like a herd of steers, and gruffly ordered to "go for'ard and stand by."

As soon as the crimps had secured the captain's endorsement to our advance notes, they climbed nimbly ped out to an ancorage in the stream, to forestall any lurking inclination on our part to desert, before our "dead to the series of the horse," or price, per head had been worked up.

"Blue Peter" was now lowered from the fore truck to the cap, to indicate immediate sailing, and those of us who were sufficiently recovered from our boarding house debauch were turned to work, while waiting for a pilot. We soon had our decks cleared up, our mooring chains and hawsers stowed below, hatches bat tened, and everything shipshape and ready for sea.

As soon as our pilot arrived we pro ceeded to "get under way." Getting under way in a steamer is a much simpler operation than the term im plies on a sailing ship. You miss the flapping of suddenly loosened sails. the rattling of chain sheets and brace blocks, the excited bawling of cranky officers on deek, and the quick, cheery responses of clambering sailors aloft,

There is no backing of yards or head sails to" get her off the wind, " no ringing chorus on the windlass brakers or fish tackle fall as we get our anchor, no rousing chanties as we mast head our topsails, and no farewell song as we haul in our hawser. Everything seems automatic, prosaic, unratural. As the steam windlass rumbles in the anchor chain, the stokers stir their fires; the smoke pours from the big funnel in a heavy black column; the engineers stand by their shining levers, and the able seamen stand by in dumb amazement

at the whole proceeding. "Anchor's apeak, sir !" bellows our chief mate from the forecastle head. " Break her out, sir ! " comes the surly response from the bridge. The wind las struggles again for a few moments wi ne clanking chain, and the ship's head surges up ward perceptibly

The Place Where Vic- American, and we are off for China, ten minutes after "whistle blow." By dusk we had left Norfolk far behind and were well out to sea, with Cape Henry, dimly visible astern, pointing like a long, white finger to direct our course, and its tall lighthouse sends us a farewell gleam.

The "Besant" is one of those huge, What parched grounds refresh as with ungainly freighters commonly known as "ocean tramps." She is about 3,000 tons register, and capable of carrying about 6,000 tons of dead weight car-We rise-and a'l the distant and the go. She flies the British flig and hails from Liverpool.

A tramp steamship is built on strictly business lines, and amply justifies the faith of her projectors. There is nothing graceful in her design or artistic in her appearance. But altho she may lack the beauty and elegance of the towering wind jammer, or the faultless lines and rakish sheer of the majestic " greyhound, "she is, nevertheless, the ideal of scrupulous economy and practical utility, as applied to maritime ventures, and is justly entitled to distruction as the camel of the seas.

The stage coach era of the world has passed, and the great fleets of sturdy tramps encircling the globe in their constant quest of cargo constitute the oversea freight trains of today.

The application of steam power to shipping has rendered the earth's surface more snug and compact than it The author of the following article was, and brought the nations thereof our readers will remember as the into closer relationship with each

That brainy old navigator, Mercator, made a literal and lasting demonstra-Mr. Williams has followed the sea tion of the seeming paradox, that the ever since 1876, when he was a boy longest way around was the shortest

> the world in British ships, because we have none of our own. As a people

But this is to be a story, not a marlin

There was no trashy gingerbread work or useless a dornment about the Besant." Every detail of her construction is marked by the austere consistency of business economy. She has a stern like a cheese knife, a sheer like an Erie canal boat, and a bridge superstructure about as elegant as a top heavy omnibus. Nearly everything on board, except the flag, is made of iron. Even her decks are laid with broad. rolled plates of that material, or, as my messmate, Spike Riley, called them, "iron planks."

On a well ordered ship a sailor's hands are never allowed to get rusty from idleness. The "Besant" was no exception to this rule, and when our over the ship's side to terra firma, and chief mate could not find work for us lest us to our fate. Our shore fasts be generally made some. Our chief were then cast off, and the ship drop- employment on the passage 'out was to soogi moogi the paint off and then



Don't forget the old man with the fish on his back.

For nearly thirty years he has been traveling around the world, and is still traveling, bringing health and comfort wherever he goes. To the consumptive he

he so much needs. children he gives rich and forssken as the great desert.

strengthening food. To thin and pale persons he gives new firm flesh and joyed delightful weather, and the

rich red blood. old man with the fish are now Of all heathen superstitions, sun grown up and have children worship is porhaps the most justifi. Lady has found still another expres-

of their own. sion of pure cod liver oil-a nothing more remarkable to dis- Conception is to be a rich crown of delightful food and a natural turb the monotony of our lives than gold with twelve stars of precious tonic for children, for old folks the sight of an occasional fellow stones to be placed on the famous and for all who need flesh and tramp. The sudden appearance of picture of the Madonna in St Peter's, strength.

chains parted, but was soon repaired. and we proceeded sturdily on our way The only other accidents during the

giers. We soon took a pilot and went in, for here we were to replenish our now nearly exhausted bunkers with steaming coal, We had made a fairly good passage to Algiers, but nasmuch as most of our bunker space had been crowded with cargo to enhance our owner's gains we arrived with actually less than one day's sup

ply of steaming coal on hand. would to church, without sea boots

coal it is only a pocket.

over the dreary desert, we were night across the city of Rome to his doctors failed, by MINARD'S LINIsoon surrounded by a fleet of own cathedral which throughout his MENT. lighters containing a new supply long reign Pope Leo never once our bunkers with commendable dispatch by an energetic horde ef

was finished, and we at once prepreviously taken on board, for the sponse from the United States. Besant" carries no search light. The light was hoisted to a station ary position at the stern, and the deck and operated by steam supapparatus was in charge of two cench electricians, who came on

board for the purpose.

French pilot took his station on the bridge and gave the order to short turns brought our ship's head ern art. directly between the lines of red and bl ck-and-white buoys which knots speed, which is the regul-

our generation, and well worth going to see.

Emerging from the southern terminus of the canal early in the forenoon, we anchored long enough to discharge our pilot and electricians with their apparatus and then pro-

Red Ses. Our n xt destination was Singapore, at the end of the Malay peninsals, some four thousand miles away For six days we proceeded to the southeastward through the Red Sea, now catching distant glimpses of brings the strength and flesh the African coast, and again survey. ing the bald, arid tops of the desert To all weak and sickly islands in our track, as parched and bring to the ground M. Combes'

Across the bright, gleaming waters of the Arabian Sea we en glorious phenomena of sunrise and sive nuns. Children who first saw the subset were besutiful in the extreme

put it back again. The tools of our school of startled flying fish, darting trade were a soogi wad and a paint like silver winged arrows through the air to escape the eager jaws of On the sixth day out oneof th tillere the beautiful but voracious dolphirs We skirted the shores of the frag

rant Ceylon for some hours, er joying the spicy breezes. Then, takvoyage were two broken arms and a ing a new departure from Point de broken head. These have not been Gaul, we shaped our course for the Molaccapass. Reaching in due Our first land fall was one of the season, the entrance to the Pass, a Azores, Fayal. I should judge, from further run of three days brought us whence we shaped our course for Cape to its southern terminus, and one St. Vincent. From this point we pleasant Sunday morning, we is ued made for the straits, passing almost from between the verdant heights within bailing distance of the Rock of at the end of the peninsule, when Gibraltar, rising like a mighty sentinel the flourishing city of Singapore with a challenge from the eternal sea. burst suddenly upon our vision Early on the sixteenth day of our voy- like a dream of the Arabian Nights. age we arrived off the harbor of Al- Here our misery commenced with our three mouths' itinerary of the coast of Asia.

(To be continued.)

Items of Interest.

Some years before his death Lec XIII. chose the Cathedral Church We were lucky this time, so the of St. John Lateranjas his last restquestion of good business manage ing place. In 1895 the Perugian ment does not arise here. But the artist Luchetti received orders to sailor who would go to sea, as he prepare designs for the sepulchra Take it down to the kitchen at once." and oil skins, would be a fool and be executed through the generosity Aunt Clara; 'cause I heard papa his shipmates would call him so of the sixty-one surviving Cardinals saying when you kick the buck we'd The most impressive thing about who owe their creation to the late get \$5,000. Algiers is the intensely artificial Pontiff. The monument is to cost appearance of the water front. The about £7 000 sterling. It will be harbor itself is formed by artificial erectd according to Pope Loo's breakwaters running in juxtaposi- orders at the basilica entrance to tion to each other, and built of the sacristy, situated on the leftartificial stone. A narrow passage hand side of the great choir, thubetween them, like a hole in the occupying a position symmetrical wall, serves for the passage of with the fine tomb erected by Leo XIII. to Innocent III. in'1892 from The houses ashore seem to be designs sketched by the same artist. nostly of artifical stone, and all Pope Innocent's remains were on built on the same plan. Except that occasion translated from Viterfor a small clump of trees near bo Cathedral, where they had reits center, the built up sameness posed for six centuries. The Leo-

of the water front is most oppres nine tomb will differ from that of To the wealthy tourist, in Pope Innocent in that the figure, inearch of health or pleasure, Al. stead of recumbent, will represent giers may be all right. But to Leo XIII. seated with his hands exthe itinerant sailor in search of tended, as in the act of gathering the people of the earth into unity Leaving Algiers with full bunk- with the Church. There will be rs, we proceeded through the two argels at the base bearing inbright, tranquil waters of the Med- scribed scrolls. In niches in the terranean to the gateway of morn- lower part of the monument on ing, Port Said. We passed the either side of the dooway will stand colossal statue of Ferdinand de statues of St. Thomas Aquinas and Lesseps, which marks the entrance St. Francis of Assisi. As soon as to the canal. Just as the dawn of the new monument is finished and a glorious May day was touching the requisite twelve months from the reflective pinnacles of the great date of burial have expired, the delight tower and stately can'al build- ceased Pontiff's body will be reing like a beavenly benediction gus in St. Peter's and carried at I was Cured of Diptheria after

At a recent meeting held at Nordirty Arabs with their hand bask folk House, the Duke of Norfolk ets. By three p. m. our coaling presiding, in aid of the Cardinal New man memorial church fund it was pared for our passage through the stated that \$14,000 were in hand or canal. As most of the passage promised. The Archbishop of West was to be made at night, a powerful minster said that one of the most en electric light generator had been couraging things was the great re-

Signor Pietro Vanni, of Viterby, generator was placed on the main presented to the Pope bis picture, "The Funeral of Raphael Sarzio." plied from the ship's boilers. This This fine painting, which meas ures 23 feet by 13 in its splendid frame, gained Signor Vanni the gold medal at the International When all was complete, the Art Exhibition at St. Petersburg in 1902 Pius X., in thanking the donor, styled his gift a truly regal let go. We started off slowly at one and ordered that the picture dead slow ahead" across the basin should be hung in aprominent posiat the head of the ditch. A few tion in the Vatioan gallery of mod-

Father Oremons, a priest whe mark the channel edge on either died in Milan under mysterious side. Then we started off at five circumstances, turns out to have been the victim of a vendetta. The ation gait through de Lesseps Line. priest was called up to administer The general direction of the canal, the sacraments to a girl who was from Port Said to Suez, is about reported to be dying. He rose S uthwest, and the route is fairly and fellowed the stranger who had straight and even all the way. called him. Wneu, however, be The Su z Canal has seen too much a rived at the house, three men written about to need more than at acked him in a ferocious manpassing mention from a novice like per, one plunging a knife into his me. It is certainly a gredit to right side.

M Combes has received a rebuff. The "bloc" on which he has hith- "Weel, sir, it makes ye mair impreserto relied for support, has split sive an ye need it a sir-ye need it asunder, and be finds his majority in the French Chamber weskened ceeded on our journey down the and precarious, A number of moderate Republicans, grown disgusted Distemper. with his anti-clerical policy, have intimated that they do not intend to follow him in suppressing the last few remnants of religious liberty in France. A group of Social. ists, stern opponents of M. Jaures, are acting with these liberal minded moderates, and together they may long lease of power. Should be meet disaster, no Christian in the world will regret the fate of the persecutor of ignocent and inoffen

The Holy Father's devotion to Our able. Onward, across the Indian sion. One of the memorials of the He stands for Scott's Emul- Ocean, we pursued our way, with present jubilee of the Immaculate tramp. The sudden appearance of picture of the Madonna in St Peter's, a patriarch whale, grunting and blowing in rich content as he rolled these stones—a magnificent diamond Cough and all Painful Swellings. as the steadfast anchor lets go of Toronto, Ontario, Ontario, I blowing in rich content as he rolled lazily in the luxuriant brine, or a recently presented to him.

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SCROFULA

MISCELLANEOUS

Aunt Clara (to her young nephew, who has just brought a bucket into the parlor where she is sitting) -"Good gracious, Tommy, what are you doing with that bucket? monument which is now about to Tommy-" I want you to kick it,

Muscular Rheumatish.

Mr. H. Wilkinson, Stratford Ont., says: "It affords me much pleasure to say that I experienced great relief from Muscular Rheum a ism by using two boxes of Milburn's Rheumatic Pills." Price 50

Willie: "I say, pa, why is a girl called a 'miss?" Pa: "She is probably so called, my son, because she is unable to hit anything she throws at."

Minard's Liniment cures Dandruff.

"So you quarreled with your whife?"

" No, Sur-she quarried with me ." "Don't you ever answer back?" Jedge," replied the witness, "I'm orty years old!"

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I was Cured of contraction of muscles by MINARD'S LINIMET. MRS. RACHEL SAUNDERS. Dalhousie. Hicks.-It's a funny thing that

when you drop a collar button, you will find it unper the bed or under the bureau away out of sight. Wicks .- That's all nonsense I dropped a collar button last week, and I haven't been able to find it

Minard's Liniment cures Diphtheria.

A Western teacher testing a class in composition said: "Do not attempt any flights of fancy; be yourselves and write what is in you." The follow ing day a bright pupil handed in the following: "We shouldnt attempt any flits of fancy, write what is in us. In me there is my stomach, lungs, heart, liver, two apples, one piece of mince pie, three sticks of candy, a hull lot of peanuts and my dinner.

Sprained arm.

Mary Ovington, Jasper, Ont. writes: "My mother had a badly sprained arm. Nothing we used. did her any good. Tree father got Hagyard's Yellow Oil and it oured mother's arm in a few days. Price 253.

Young Minister-" I don't think I need put on the gown, John. li's ongl by an encumbrance."Beadle-

Minard's Liniment cures

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