

The Coast-Guard

Published Every Thursday
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Editor and Proprietor.
Clark's Harbor, Shelburne Co., N. S.
and at Yarmouth, N. S.

The Coast-Guard.

THURSDAY, MAY 5, 1898.

It is learned on pretty good authority that the government will shortly undertake to lay a telegraphic cable between Seal Island and the mainland.

Such a thing has been proposed more than once, but the department never considered the work necessary until the present time. This paper has on several occasions described the island, its large and increasing summer population, the importance of its fisheries and the need of speedy communication with the adjacent coast.

It seemed a great disadvantage for such a thriving place to be in a manner isolated from the chief business centres notwithstanding the regular visits of the little freight steamers. Above all, the frequent marine disasters may have been instrumental in calling attention to the subject, and if, as reported, the authorities have at length decided to act, there will be a general feeling of approval.

The nearest point to the island is Pubnico and the distance across is little over twelve miles. The cost of a cable would not be very great, and its service to more than one interest would certainly be valuable. In case of wrecks, assistance of steam tugs could be readily summoned; and a great saving of property effected. Then as Seal Island is a sort of outpost to Bay of Fundy, a signal station there would be just the proper thing for the Atlantic liners bound to St. John. We earnestly hope that the projected cable may not end in talk.

The stuff that editorial opinion is sometimes made of, when discoursing on such serious things as war, can be clearly seen in the following extract from the St. John Telegraph. The chances of a naval combat are being weighed and the scales tip, according to prejudice, in favor of Spain: "An accident to one or two of the American ships would compel them to seek a dockyard for repairs, and that would give the Spanish fleet its opportunity."

There is no reason in the world why an accident should not happen to one or two Spanish ships—perhaps half-a-dozen of them—as well as the American. In that case they would be compelled to seek a port for repairs, provided they did not go to the bottom at once. But the difference would be, in Cuban waters United States ships would have their own ports and the sea, while the Spanish might be homeless.

REPLY TO MR. FOLBINS.
III.
To the Editor of the Coast-Guard.
SIR,—I wish to ask Mr. Robbins how in the light of present evidence, he can say that the Boston market would bear up to every man had commenced fishing on or about the 15th of March. Shipments for the last month have ranged from 700 crates down to 200 crates, and lobstermen have sold as low as \$8 per crate. This proves conclusively that should every man jump into the business just at a time when the lobstermen are getting more plentiful the market would be completely glutted, and the employers of Mr. Robbins would be able to obtain all the lobsters they wish at very low prices. Now be candid and tell us that a glut is just what you want to see, is it what you are trying to bring about, and that it would be the best thing that could happen for the packers. There is not a doubt but should the months of January and February be taken from the season, nearly the same amount of lobsters would be marketed in Boston during the remaining four months, and who is stupid enough to believe the same prices could be obtained? Moreover Mr. Robbins himself believes it.

Intimidated in the first of this letter that Mr. Robbins sought to convey some false impressions. The first, that the fishermen of Tuskent Wedge are persevering and passing as much energy and push as do the fishermen of Cape Island. He has only to turn to the latest government report to see his error. Just consult the table showing the earnings of the men from two places, and he will be convinced who possesses the "energy" and "push." And when he reflects that a good part of the money was earned by our men right along side of Tuskent and Chacabogue, he will no doubt modify his ideas in this regard. Next he says that their fleet of boats compare favorably with ours. This is too ridiculous for serious consideration, since the government returns show them to be worth \$8 each, just the price of ponds. Then again he says there are no oysters caught around Tuskent. Whether they were caught or not, this same report shows that they were exported to say nothing of what was consumed by the inhabitants.

His next false statement that lobsters shipped from Yarmouth are only 24 hours in transit to New York, when the fact is they are 36 hours. And

still he claims he is a lobster shipper! Now ask if he cannot be trusted to give the public a simple statement of facts, what is to be thought of him as an authority on the lobster question? He very boldly assures us that the people of Tuskent Wedge are prosperous and have all the boats they need, and he winds up his letter by saying that we prosecute the winter fisheries because we have the boats and vessels and other people have not. Did their boats and vessels go out of existence during the winter? In which he was writing his letter, or what has become of them?

As regards "Cape drakes" I would say that we are not especially fond of seals, alouvers or rabbits, we would prefer to charge for a mess of those birds he peddles around, towa providing they are not old hens. Now in conclusion I would say that I have written very hurriedly, and may have missed some of your intended points. I have not the necessary five weeks in which to prepare an answer. But I promise you that should you see fit to reply to this I shall take more time with my next, and I may call in some of my brothers and brothers-in-law to help me out. Thanking you, Mr. Editor, for valuable space, I remain, Yours respectfully,

SMITH A. NICKERSON.

Clark's Harbor.
P. S. Since writing the above I have been handed the following by a school girl; I think it quite suggestive. "Two dollars a day is very good pay for the man who makes hay in the sun's bright ray, But better still within the bill of a house by the mill to take out your fill to help fill the till of the man who will pay the two dollars a day."

How Spanish Pirates Disposed of a Nova Scotia Ship. A Tragic Episode of Cuban Trade Sixty Years Ago.

II.
The prisoners on board the brig passed that long and dreary night without sleep and filled with the deepest anxiety as to what would next befall them. The guards would not permit them to converse among themselves, but they prayed in silence to God for some way of deliverance from that band of brutal men. The terrible hours wore slowly on; daylight came at last, and the pirate chief and his men returned to the brig from the shore. The captives were given something to eat, and then set to work unloading the cargo. As the hogsheads I mentioned were hoisted up, Captain Cunningham was compelled to bear every one of them over the rail by pulling with all his strength. This was very tiring labor, but the chief abused him all day with curses and blows for not working harder.

On the fourth day they finished discharging and got all the cargo rolled together in the yard. Late that afternoon, the chief ordered Capt. Cunningham and all his crew but McLeod and McKay to march to the boat under guard of all the pirates but two, who were left to keep watch over the two sailors. He said they were going in the boat to get ballast for the brig and he wanted to take along with him for his purposes many hands as possible. The pirates then went ashore about three o'clock, having been gone about three hours, but none of the brig's crew were with them. McLeod and McKay at once concluded that all their shipmates had been murdered, and they were overcast with grief, for they knew that they would soon meet with the like fate.

Then following another long and wretched night, in which no sleep came to their eyes, and no relief to the gloomy thoughts which oppressed them. In the morning the chief asked McLeod if he could repair their boat. He answered that he could do so, for he was a carpenter and had built many of the boats in his own country. He was then taken to go to work on the boat, and McKay could assist him at the job. Having asked permission of the guard to get some wood from a pile of old wreckage that was near the boat, McLeod was horror-struck, while looking it over to find on a board the name of a vessel, hailing from Liverpool, N. S. which he had helped to build. He thought of home and friends who a few years before had watched for the return of this vessel, and at last had given her up as foundering at sea, with the loss of all hands on board. Their fate shall never be known, he said to himself, as he gathered some wood and sadly returned to his task.

The guard blamed him for having been absent so long, but his heart was too full of recollections of home and dear ones to give any answer, which made the pirate very angry. Quickly seizing his cut-throat razor, he struck the man, making a deep and painful wound. The chief appeared to be very much enraged, and said that he would give orders to have any cutting tool to be done. He then told McKay to get some water and help McLeod wash and dress his wound, which he was very anxious to do, as McLeod was faint from pain and loss of blood. After a few hours, he was made to resume work on the boat.

(To be continued.)

Lots of Hustling

to keep our stock up to demands. We are constantly receiving new goods so that we can please all.

Is Required

When you find your stock getting low, send us your orders. We will fill them promptly and carefully.

Cook & Stoneman

Wholesale Dry Goods, YARMOUTH, N. S.

S. S. WILFRED C.

Until further notice the above stock will leave Yarmouth every Wednesday at 10:30 a.m. for Port LaVaur, calling at West Harbour and Clark's Harbor, and leaving for St. John every Thursday at 10:30 a.m. for Port LaVaur, calling at West Harbour, Sand Point and Jonas Bay, leaving in time to connect with the Dominion Train through Halifax from all points to Boston may be obtained from the Purser on board.

The Cape Sable Packing Co. Ltd. A. H. POOLE, Secretary.

DENTAL NOTICE.

DR. H. H. MACK, Dentist, will practice his profession in the new building at CLARK'S HARBOR, commencing early in May. Office hours, 10 a.m. to 6 p.m. All kinds of dental work done honestly, efficiently and cheaply. Local anesthetics used. may 5

FOUND IN A FIT.

The man found in a fit is the man who leaves his measure with

C. S. MURPHY,

Sartorial Artist, PUBNICO

Fit and dress second to none. Prices lower than any other. But now in stock a full line of Foreign and Domestic Goods, and prices will get your money's worth. I will get the best quality of goods, and measure for you, and will get the best quality of goods, and measure for you, and will get the best quality of goods, and measure for you.

Dominion Atlantic Railway.

STEAMSHIP SERVICE.

THE DOMINION ATLANTIC RAILWAY COMPANY'S SERVICE will be increased this season by the addition of TWO NEW STEAMERS, NOT TWENTY-SIX, BUT TWO, of the same Company. These two Steamers will be named "PRINCE GEORGE" and "PRINCE ARTHUR" respectively.

CROSBY & BAKER,

Dealers in Boots, Shoes & Rubbers, Yarmouth, N. S.

Goods at right prices. Custom-made Fishing Boots. First quality Rubber Boots. At Lowest market prices.

Home Manufactured Goods a specialty. Mail orders solicited and promptly filled.

J. A. Craig,

DRUGGIST. YARMOUTH.

P. S.—Orders by Mail will always receive Prompt Attention.

The eastern storm last Thursday was very heavy and besides the damage to lobster gear, there was considerable loss among fishing boats. At Clark's Harbor a large new boat belonging to Thomas Duncan dragged ashore and was almost completely wrecked. She was almost completely wrecked. She was almost completely wrecked. She was almost completely wrecked.

All New and Nice

Mrs. George Phillips,

Having returned from the great Millinery opening in St. John, has opened, in addition to her establishment at Lower Clark's Harbor, front rooms in the residence of Mr. Jas. Kenney, Upper Clark's Harbor.

Both places are required for her carefully selected stock of

Spring & Summer Goods

consisting of SAILOR HATS, In all the latest styles, Paris and London.

WALKING HATS, DRESS HATS.

All the Latest Novelties in Trimming, Etc.

PRICES ALWAYS RIGHT. Call Early and Avoid the Rush.

GREAT ATTRACTION.

SUPERB MILLINERY DISPLAY.

The Subscriber, having attended the American Opening, is now the OLD STAND, CLARK'S HARBOR, with a full line and fine stock of

New American Sailor Hats.

Everything new and neatly in DRESS HATS

Handsome Variety in CHILDREN'S HATS.

NEW FEATHERS, FLOWERS and RIBBONS, Choice Assortment of LADIES' WHITE WEAR

Old Hats dressed over to LOOK LIKE NEW. Call and inspect.

M. W. JENKINS

We Keep

a Full Line of Watches, Clocks, Jewelry, &c.

SPECIAL ATTENTION given to repairing of Fine Watches, Clocks, etc.

Beware of Extortionist Peddlars when in need of spectacles. Have your eyes properly tested by

Ophthalmoscopic Test.

We carry a full line of superior spectacles in Gold, Silver, Nickel and Steel Bows.

Selling at about one-third of Pedlar's price.

Mark Farrell,

Jeweler, &c. BARRINGTON.

Buyers of Lamps

will find our goods

M. G. NICKERSON & CO., Clark's Harbor.

JAS. C. McGRAY, Centreville. D. SMITH & CO., Port LaVaur. A. W. WILSON, Barrington. NICKERSON & SMITH, Wood's Harbor.

Selling at Yarmouth prices.

If you come to Yarmouth, come in and see our large and handsome assortment of

LAMPS.

G. J. MORTON & CO., Yarmouth, N. S.

BARGAINS.

CLOCKS from \$1.25 to \$25.00. SILVER WATCHES from \$8.00 to \$25.00. GOLD-FILLED WATCHES from \$10.00 to \$25.00. SOLID GOLD WATCHES from \$25.00 to \$50.00. A few CHEAP WATCHES at \$1.50.

Also line of Rings, Earrings, Chains, Pins, etc.

OLD GOLD.

made up into rings, etc., or bought at highest market prices.

If your watch or clock is out of order, send it up and we will repair it and guarantee to return it safely.

Chas. F. Dyke.

FRUIT JAMS!

Strawberry, Raspberry, Pears, Peach, Plum, Apricot, Apple, 7, 14, AND 30 LB. PAILS

Lowest Market Rates.

Edward Allen, Yarmouth.

WHEN YOU PAINT If you desire the very best results at the least expense you will use THE SHERWIN-WILLIAMS PAINT.

SOLD BY W. L. ROGERS, 273 Main Street, Yarmouth, N. S.

We have in stock a full line of

STAPLE GROCERIES.

Hay, Oats, Straw, Lime, Brick, Shingles.

We would also call your attention to the Business, King & Co's Flour Prepared

Paints, which have given universal satisfaction for House and Vessel Painting; also, Their Celebrated FLOOR Paints. (Dries hard in one night.) Send for sample color card.

Lovitt & Lovitt, Yarmouth.

Dominion Atlantic Railway.

On and after THURSDAY, Feb. 3, 1898, the Steamship and Train service of this railway will be as follows:

Express leaves Yarmouth for Halifax at 8:25 a.m. Accommodation leaves Yarmouth for Annapolis, Mon. Wed. Friday, 12:00 a.m. Express from Halifax arrives at Yarmouth at 3:35 p.m. Accommodation from Annapolis arrives at Yarmouth, Tues., Thurs., Saturday, 12:00 a.m.

Trains run on Eastern Standard Time. (Sundays excepted.)

Royal Mail S.S. Prince Edward,

BOSTON SERVICE.

By far the finest and fastest steamer plying out of Boston leaves Yarmouth, N. S., every Monday and Thursday, immediately on arrival of the Express Train, arriving in Boston early next morning. Returning, leaves Long Wharf, Boston, every Saturday and Wednesday at 4:30 p.m.

Royal Mail S.S. Prince Rupert,

ST. JOHN AND HIGBY. Leaves St. John 11 a.m. on Monday, Wednesday, Thursday and Saturday; returning same days, arriving in St. John at 4:00 p.m.

S. S. Evangeline

Plies between South Shore Point and Yarmouth, making close connection for passengers and freight with the Prince Edward.

Through Tickets on sale at stations, where Time Tables can be obtained, and at the City Office: 111 Prince William St., John, N. E. 125 Hollis St., Halifax; 225 Washington St., Boston, Mass.; and W. & O., 217 Main St., Yarmouth, N. S.

W. R. CAMPBELL, General Manager

P. GIFFINS, Superintendent.

T. F. DOLAND,

HOUSE PAINTER, PAPER HANGER, GLAZIER, Etc.

Special attention given to church work Clark's Harbor.

March 28.

The Subscriber, having purchased the store at Barrington Passage lately occupied by R. Belcourt Brown, has opened therein

A RESTAURANT & BAKERY

and would respectfully solicit the patronage of the public. All orders promptly attended to and executed in first class style.

EDNA M. TREFFY, Barrington Passage, Feb. 22.

For Sale.

The subscriber offers for sale his house and place at CLARK'S HARBOR, with Barn, Outbuildings, etc., all in good condition. The site is an eligible one. House sold with or without furnishing.

W. DOWNEY NICKERSON, Clark's Harbor, Jan. 15. Minard's Liniment the Lumberman's friend.

In addition to our large stock of Dry Goods

we have just received a lot of

Flannelette, Print, and Gingham Remnants

which we offer very low by the yd. or lb.

To arrive early in March, a full line of Spring Goods comprising:

WALL PAPERS, BORDERS, OILCLOTH, CARPETING, CURTAINS, SHADE BLINDS, PAINTS, VARNISHES, WOOD STAINS, ETC.

In fact, everything necessary for the annual house-cleaning.

Our stock of

BOOTS, SHOES, OVERSHOES & RUBBERS

has been carefully selected and cannot fail to please the most fastidious. Prices right.

Balance of Seasonable goods at unheard of prices to clear.

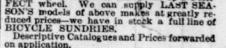
3 Cars Flour & 50 Tons Coal Hay now in stock which we offer at low prices for cash or approved credit. Wholesale and retail.

Cape Sable Packing Co. (LIMITED).

CLARK'S HARBOR.

Columbia. Hartford.

B. & D. Special Crawford.



THE above makes of BICYCLES are leaders in the trade on account of acknowledged superiority in all points that make up a FINE FACT wheel. We can supply LAST SEASON'S models of above makes at very reduced prices—we have in stock a full line of BICYCLE SUPPLIES, such as

Descriptive Catalogues and Prices forwarded on application.

S. A. CROWELL & CO., YARMOUTH, N. S.

WHOLESALE COMMISSION MERCHANTS

IN ALL KINDS OF Fresh Fish.

No. 1 FULTON MARKET, New York City.

Prompt attention to Consignments, Halibut and Lobsters a specialty.

Stencils, etc., on application A. S. SWIM, Agent, Clark's Harbor dock.

A STIRRING STORY—The beautiful Life of Frances Willard, by Anna A. Gordon, for 21 years her private secretary, introduced by Lady Henry Somerset. The only authentic life story written by Frances E. Clark, president Christian Endeavor Society; Margaret Bottoms, president King's Daughters; Dr. Parkhurst, Moody, Mrs. Stevens, president W. C. T. U.; Bishop Vincent, Canon Wilberforce and a score of other celebrities. The only book authorized by the Woman's Christian Temperance Union. It will be fully illustrated. No one can afford to miss the inspiration of this stirring story. The Eagle Publishing Company of St. John will supply agents with prospectus copy and complete outfit to take orders for this book. There will be no other authorized memorial volumes, and the work will be sold only by subscription. Price: Cloth, \$2.00; Half Morocco, \$2.75; Full Morocco, \$3.75. When writing mention this number.

MINARD'S LINIMENT is used by Physicians.

