

THE REVIEW.

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RICHIBUCTO, N. B., JUNE 25, 1891.

MR. CROCKETT'S DISMISSAL.

People generally were not taken by surprise by the dismissal of Mr. Crockett from the educational chief superintendency. It has for quite a time been largely understood that the relations between the superintendent and the Provincial Premier were, for one cause or another, in a strained condition. Dismissal was seen to be a likely enough occurrence. The act, however, seems regrettable. Mr. Crockett was a good Superintendent. He was well fitted for the position. He had the scholarship, the knowledge of the teaching art, the mental energy and the zeal requisite for the effective discharge of the duties of the office, and he discharged them well. But it appears he has a son, the editor of a political journal, who does not see eye to eye with Mr. Blair, and who in, in fact, has been rather conspicuous in his opposition to the Blair régime. This seems to be the main cause of the dismissal. It cannot be regarded as a justifiable one.

DR. INCH'S APPOINTMENT.

Dr. Inch's appointment as Dr. Crockett's successor at the head of the educational office, judged on its merits, commands, we should suppose, general approval. Dr. Inch is now well on in middle life, but in full possession of mental and bodily vigor. His whole life from boyhood has been devoted to educational matters as pupil or teacher, or as a school manager. He has more than competent scholarship and a very wide experience as a teacher. As president for many years of either a seminary or a college, he has given proof of capacity for organization and the administration of discipline. He will be expected to prove a highly efficient superintendent. His heart will, no doubt, be in his work.

LAURIER'S FIRST MOVE.

Mr. Laurier seems to be about to make his first strategical move against the new Cabinet, if new it can be called. He appears to think that a few Liberal Conservative Quebec votes may be captured in a division on a motion regretting that on either race or creed grounds the right man was not appointed to the premiership. That seems to mean that on race grounds Sir Hector Langevin was shut out from the coveted leadership, and on creed grounds, Sir John Thompson. The motion is intended as a want of confidence one. It does not seem likely to carry. It may even be dropped, if the outlook for success continue unpromising. Mastery leadership is scarcely to be looked for from Mr. Laurier. He is an ornamental man, who cuts a showy figure on dramatic occasions when danger is not present, and he has his uses.

A MENACING OUTLOOK.

At the moment of writing, things dealt with by the Privilege Committee of Parliament have a threatening appearance for Mr. McGreevy. A former member of a contractor company has sworn point blank that, to his personal knowledge, said company paid large sums to McGreevy for his influence with the government. At the moment of writing the witness had not passed the ordeal of cross-examination. He is spoken of in terms of unmitigated contempt. If his testimony is found true, McGreevy merits swift and severe condemnation. If it is shown to be false, the witness is almost as guilty as if he had attempted to take McGreevy's life. At the moment, the one thing beyond denial is that the investigation should be as thorough as it can be made.

Mr. Chapleau is disappointing the hopes entertained of him by opponents of the Abbott government. He was counted upon to make a serious division in the government ranks, which might be turned to good account in behalf of the Opposition. But he is not getting up the faction fight looked for. On the contrary, he seems to have fallen into line with his comrades, and to have heartily accepted the situation. Such disappointments make the hearts of politicians sick.

The Dominion government bill dealing with the deckload question, has been published for the study of owners of Dominion shipping property. No doubt it will be well considered by those concerned.

It is now said in Toronto that Rev. Mr. Wade told a friend the other day that Barchell had confessed to killing Benwell and that a second party had been implicated.

A CYCLONE AT SEA. Terrible Experience of the Crew of the Bark Exile.

NEW YORK, June 19.—The steamship Sophie, which arrived at the bar this morning from Cardiff, Wales, June 2, brings the following account of a wreck at sea:

The Sophie had strong south and south-east gales, with a heavy cross sea, for the first six days; barometer rather low. Between the nights of June 8 and 9 she met a revolving storm, veering to the west on the 9th and blowing with hurricane force, with a frightful sea from all quarters. The ship's head was kept in the sea as much as possible, but she was boarded by several heavy seas, one of which stove in the port lifeboat and did other damage.

At 7 a. m. of the 10th a vessel was sighted with a signal of distress flying in the mizzen rigging. She proved to be the bark Exile, of St. John, N. B. with main mast over the side and foretop gallant mast, mizzen topmast and mizzen mast-head gone; bulwarks, rails and stanchions all gone, and the ship level with the water. The sea washed entirely over her. Her port quarter was also smashed in, and all her boats gone. The crew were on the poop deck, lashed to the rails. The port side of the deck was carried away and all clean swept, the gale being heavy and a tremendous sea.

All of the Sophie's crew were called together and volunteers asked for to try to rescue the wrecked ship's crew, who were in danger of being washed overboard by the heavy seas which were continually boarding the wreck. The officers, who were Germans, instantly volunteered, but the crew, which were Italians, would not go. It not being deemed prudent to let all the officers go, for fear of losing them all, the Sophie steamed down to the bark, and her captain told the bark's officers that he would try to get them off as soon as the weather was a little more moderate.

Throughout the day and night the weather continued bad, and during the night the Sophie lost sight of the bark. At daybreak she steamed away to leeward, and at about 7 a. m. discovered her about six miles off. It was resolved now to try and rescue the crew at once, and as the Italian sailors again refused to go, the captain of the Sophie ordered his officers to get the starboard lifeboat ready. Henry Meyer, the first mate, took charge, and took with him John Meyer, second mate, Charles Meusing, boatswain, Henry Blifericht, carpenter, and Henry Schmidt, the cook.

About 8 a. m. the captain put the Sophie close under the lee of the bark and succeeded with the greatest difficulty in rescuing the whole crew in two trips, taking seven men each trip. They saved nothing but what they stood in. The captain, George T. Pearce, was badly bruised and cut, having been washed about very badly and nearly drowned, while trying to save the ship's papers and the chronometer, in the cabin.

Captain George T. Pearce of the bark Exile, makes the following report:

We left Pascagoula, Miss., on May 10, for Amsterdam. All went well until Monday June 8, at noon, ship being in latitude 43 deg. 40 sec., longitude 44 deg.; wind S. S. W. and increasing with rain; took in the light sails at 4 p. m. Took in topgallant sails, flying jib and gaff topsail and staysails; wind and sea increasing. Six p. m., wind blowing hard with heavy rain, wind backing to S. E. and a heavy sea rising. Took in upper topsail, main-ail jib and spanker, and set storm topsail, shipping a great deal of water on board. 8 p. m. gale and sea increasing, took in foresail, storm jib, main topmast and mizzen staysails, ship then being under lower topsail, storm trysail and fore topmast staysail, riding it out beautifully.

At 10 p. m. a fearful gust of wind blew the fore lower topsail and foretopmast staysail clean out of the bolt-ropes; at 11 p. m. another heavy gust blew away the lower main topsail, the ship then being under storm trysail, only laying to on starboard tack. At midnight a fearful gale with a most terrific cross-sea running; the ship washing and laboring heavily and shipping heavy seas; barometer 29. On the 9th the gale continued until 4 a. m., when it suddenly moderated, barometer falling rapidly from 29 to 28.40. We were then in the centre of a revolving storm, when we were struck on the stern by a heavy sea, smashing in port quarter and causing the ship to leak badly.

At 4.45 a. m. the Exile was struck by a cyclone from W. S. W., which blew foresail and upper topsail out of the gaskets and to pieces, and hove ship on her beam ends. The ship coming up to the wind brought the sea on her lee bow, heavy seas coming on board. At 5 a. m. a fearful sea boarded her on the lee or port side, breaking all the deckload adrift, and carrying away the whole of the lee rail, bulwarks and stanchions from poop to fore rigging. The deckload then came down on the lee main rigging, which carried away the mainmast short off at the deck, taking with it foretop gallant mast all going overboard to leeward. The main pumps were also broken at the same time. Soon after the bark was boarded by another sea, which washed away the forward house, and gallery, smashing three boats and the wind pump and washing them overboard.

I found the ship settling fast in the

water, and looking down below found the water about two feet below the lower hold beams. At 6 a. m. the ship was full of water and waterlogged, the sea washing clean over her; got all hands on the poop. Shortly after, finding that nothing more could be done for the safety of the ship, went below and tried to save the ship's papers and chronometer, while below the wind flew suddenly to N. W., and the ship coming up to the wind, brought the sea on her lee beam, and was again boarded by another heavy sea which washed the starboard side of the deck load through the poop into the cabin.

The water rushing in with great force completely filled and gutted the cabin before the captain had time to save anything. Finding the captain did not come up, his officers looked down the skylight for him and saw him washing from side to side among the wreckage of the cabin—barrels of flour, bread, sugar, potatoes molasses, oil-tanks, tables, chairs etc. As he was unable to extricate himself lines were thrown to him, and he succeeded in getting hold of one and was hauled up through the skylight, very bruised and cut. He was hardly able to move for several days afterwards. About this time the ship nearly righted herself and was once more on her bottom.

At 7.30 a. m. a little less wind; saw a four-masted double-funnelled steamer to the south, about three miles distant, steaming very slowly to the westward; put the Union-Jack in the mizzen rigging. She steamed on, and took no notice of us apparently. All that day still blowing a hard gale, with a very heavy cross-sea running, washing away the starboard bulwarks, and a lot of the port side of the main deck was forced up. During that day and night heavy seas washed over us on the poop. All hands were lashed to the poop-rail, suffering considerably from cold and wet, the wind being northwest and cold, with squalls.

On Wednesday, the 10th, rather less wind and sea, but still a heavy gale; found water was only half way up on the cabin floor on the lee side; went below and secured some tins of salmon, meat, etc., and having a cask of water on the poop, had sufficient to eat and drink. At 7 a. m. saw a steamer approaching from the eastward; put our flag again in the rigging and she steamed toward us. She proved to be the German steamer Sophie of Geestemunde.

Captain Pearce recites the rescue by the Sophie as reported by the latter's officers, and testifies to the good treatment which he and his crew received on board the Sophie.

The district of Three Rivers, Quebec, is suffering so severely from protracted drought that Bishop Lafèche has issued a pastoral to his clergy ordering them to offer up prayers for rain.

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