

EVERYONE KNOWS HIM.

COLLECTOR JAMES R. RUEL AS AN OFFICIAL AND A CITIZEN.

His Work in Public Offices Began More than Half a Century Ago—Some of His Record and a Few of the Characteristics that Distinguish Him.

The one St. John man whose name has been in the despatches all over America within the past few weeks is Mr. James Rhodes Ruel, collector of customs at this port. The despatches had not much to say about him, save that a little Yankee schooner seized for a violation of the fisheries laws had been handed over to his custody. The affair was soon settled, but in the meantime all the continent learned that the city of St. John had such a citizen as Collector Ruel. At any time, he might, as an official, just as suddenly come to the front in a matter of more than passing international importance. Left to himself, however, he would be one of the last of men to seek notoriety of any kind.

Everybody in St. John knows who Mr. Ruel is, and about everybody who is anybody has the pleasure of his personal acquaintance. He has been in active public



life for more than half a century, though his appearance is far from giving a stranger the impression that he is an old man even now. He entered the service of the city, in the common clerk's office, in 1839, and continued to hold civic offices until 1870. During that time he was successively deputy common clerk, common clerk and chamberlain, as well as being clerk of the peace and auditor of county accounts for part of the time. He was a thoroughly efficient officer in whatever capacity he acted, and when he left the service he entered that of the Canadian government as collector of customs and registrar of shipping at this port. This was in 1870, and these are the positions he holds today, and has held through all the years in which political party servers and past active politicians have hungered in vain for the place.

Mr. Ruel is a popular official, because he is a fair man and endeavors to do what is right. There are several official ways of doing things, as everybody who has business at custom houses and other public institutions is aware. He has none of the pomposity and self importance which repels the timid, but is a most approachable man, who soon makes the most diffident caller feel at ease. In private life he is an exceedingly pleasant man to converse with, and well informed on a great variety of topics outside of the current of everyday life.

Mr. Ruel is a native of Herefordshire, England, but came to New Brunswick with his parents when he was eleven years old. He was only nineteen when he entered the services of the city. He comes of a very eminent and honorable family, and is a lineal descendant of Dr. Johann Ruhl, the brother-in-law of Martin Luther. Dr. Ruhl's descendant, Gottfried Ruel, settled in London about 175 years ago, and was the great-grandfather of Collector Ruel. The latter's father, John Godfrey Ruel, was an officer of distinction in the Royal Marines until peace was declared in 1815. Two years later he married a French lady of noble descent and came to this province in 1833. After remaining here sixteen years, he returned to England, where he died in 1852.

Collector Ruel began his education at Monmouth, England, and continued it in the St. John grammar school. It is probable that, like most students, he still feels that it is far from finished. His great labor of love of recent years has been the supervision of the Free Public Library, to which he has given a wonderful amount of care and attention. His familiarity with books has enabled him to make excellent choice of valuable works of reference, and his connection with England has enabled him to secure some valuable acquisitions, which but for his exertions could not have been so easily secured. The citizens owe him much for his zeal in making the library as valuable as possible with the limited means for the purpose.

In all matters relating to the prosperity of the city, Mr. Ruel has even taken a deep interest. Being a man of positive views, he never hesitates to advocate what he believes to be right, no matter how much his motive may be impugned. A recent instance of this was seen in a newspaper discussion in which he engaged, on the subject of a harbor commission. Though sharply criticized by opponents for his views, he persevered in them, and everybody who knew him realized that the good of the city was his one powerful motive. He advocated what he believed would promote the general welfare, regardless of politics, and with the hope of seeing St. John restored to its place as the great commercial port of Canada.

Mr. Ruel does not pose as a newspaper man, but for fourteen years, from 1850 to 1864, he was connected with the publication of the Church Witness, and for much of the time was the sole manager. This paper was designed to counteract the teachings of the "Puseyites," as the Anglican catholics were called in those times. The paper ceased publication in 1864, but it is remembered as a well edited journal. From

Mr. Ruel's connection with it, it will be inferred that he is of the evangelical school of the church of England, and he has very decided views in the matter. He has been an attendant at the Stone church ever since he came to the country, and has been connected with it in official capacities for the last 39 years. For nearly 25 years he has been one of the wardens.

Mr. Ruel is a good citizen, and in this estimate Progress and its readers are bound to agree.

REMINDERS OF WITCHCRAFT.

Some Quaint Old Relics of Dark Days in America.

Memorandum for the authorities of Salem written by Cotton Mather, in 1689:

"This rampant hag, Martha Carrier, is the person of whom the confessions of the witches, and of her own children among the rest, agreed, that the devil had promised she should be queen of hell."

From the chronicles of Robert Calex, a merchant of Boston, written in 1648:

"The 30th of June the court, according to adjournment, again sat; five more women accused of witchcraft were tried, viz., Sarah Good and Rebecca Nurse of Salem Village (it was the pitiful fate of Rebecca Nurse that inspired Nathaniel Hawthorne with the theme of 'The Scarlet Letter.'—Ed. The Press), Susanna Martin of Amesbury, Elizabeth How of Ipswich, and Sarah Wildes of Topsfield. All were condemned to the stocks, and were all executed on the 19th July. At the execution Sarah Good was urged to confess, and told that she was a witch, and she knew she was a witch, to which she replied: 'I am no more a witch than you are a wizard, and if you take away my life God will give you blood to drink.'" Sarah Cloyce was soon after condemned to die for witchcraft, because on going out of church the wind blew the door suddenly shut after she went out. Giles Corey pleaded not guilty, but was adjudged a wizard. He was pressed to death. In pressing his tongue being pressed out of his mouth the sheriff with his cane forced it into his mouth again when he was dying. Eight witches and wizards were executed at this time. The sheriff turning him to the bodies, said: "What a sad thing it is to see eight fire brands of hell lying there." As he spoke the sheriff was smoking tobacco. A great puff of smoke at this remark, coming forth, flew into the face of a woman who was praying aloud. She choked in her prayers. The people cried out that she was possessed of a spirit that would not let her pray. She was condemned of witchcraft and presently her corpse was laying beside the friend she was praying over."

Since then I have been shown a pamphlet issued by the company in which the second cabin is described as being situated amidships, and the accommodation is said, (I quote from memory,) to be superior to the first cabin of many other lines.

One of my first duties on arriving in London was to engage a return passage for myself and two others who were travelling with me. Circumstances required us to be back by a fixed date, but it turned out on enquiry that all the lines were so crowded that it was impossible to secure a cabin passage for the date we desired. The only escape seemed to be to take a second cabin passage on the "Labrador," and as, owing to the "superior character of the accommodation offered" there was a great demand for that, we had little time for consideration. I told my companions what I had seen myself, and what I had heard from others, and we decided to accept, and bought and paid for our tickets.

On the day on which the ship was announced to sail we arrived in Liverpool and went at once on board. When escape was impossible our dreams were rudely and roughly dispelled. We found that the company, taking advantage of the rush, consequent in a large degree upon the supposed superior character of the accommodation for passengers of all classes, had filled the portion of the ship shown to me as the second cabin and advertised by the company as such, with saloon passengers who were paying saloon passage money for what was in reality second class accommodation, while the second cabin passengers were assigned to quarters of the most wretchedly rough and insufficient character which had been temporarily fitted up on a lower deck and in the stern of the ship.

Several of the passengers, myself among the number, objected most strenuously to this deception, and demanded the accommodation that we had been led to believe we would receive, and on the strength of which we had bought our tickets, but we were insolently told that we must take what we were given or forfeit our money, that we would get nothing else.

There was nothing for us to do under the circumstances but to bow to the inevitable, but it will be interesting to the travelling public to know what we expect from the Dominion Line steamship company, and how that company fulfills its promises.

The "cabin" to which we were assigned, and in which we were to pass eight or nine of the most disagreeable days that it has been my misfortune to experience, was situated on the deck below that on which cattle are usually carried. It was divided from the steerage only by a slight board partition, open at the top, and with nothing to intercept either the sounds or the odors. Access to the cabin was obtained by passing down a steep ladder, at the head of which were several fragrant compartments bearing the letters "W. C." These compartments were usually in a filthy and neglected condition. They were supposed to be for the accommodation of the second cabin passengers, but were used by men employed on the ship, and at times by steerage passengers. The rooms were constructed of deals, covered with a cheap wall paper. Each room was fitted with six rough bunks, and furnished with a washstand containing a cheap and rusty tin basin, and a piece of common yellow soap. Each passenger was supplied with one towel, and this as well as the other linen was expected to, and as a matter of fact, did last during the voyage. The tables at which we ate, and the benches upon which we sat were knocked up of rough boards in the style that one sees in this country at Sunday-school picnics. When the weather was wet and stormy, as it was during a great part of the passage, this palatial saloon was the only refuge that was afforded us. When the lights were not burning the only means of obtaining light was by removing the canvass covering from the hatch above our heads. This hatch also afforded additional and much needed ventilation. It is true that when the canvass was removed, in the absence of any heating arrangements, we were compelled to sit and shiver in the cold, and that when it rained the water poured down without interruption, but these are inconveniences of a minor character, and perhaps should not be noticed.

While on the subject there are one or two other points in connection with the relations between this company and the public that I would like to draw attention to, but they must be deferred.

The discomforts of which I have spoken

Butler's Farm Fancies. Martin Butler, the versatile editor of Butler's Journal contributes some "Farm Fancies" to the last number of his own paper. As a portrait of country life when "everything seems to await the first fall of the snow," it is worthy of preservation.

The long, red-throated turkey pecks. Amid the fields of wheat, And the grasshoppers are chirping In the clover at your feet.

The pancakes hang in clusters Upon the buckwheat stalks, And the hillsides now are dotted with The farmer's heards and flocks.

The yellow pumpkin lays his head Amid his mouldering vines, And through the leafless cornstalks The golden sunlight shines.

The apples in the orchards Have blushed a rosy red, And hang in tempting clusters On the trees above your head.

The swallows have flown southward, The black bird and the snipe; And the golden rod is yellow And the touch-me-nots are ripe.

The leaves are falling from the trees And leaving only buds, And the farmer boy is busy now In digging out the "Spuds."

From lonely trees is heard the shrill Sad cawing of the crow, And everything seems to wait The first fall of the snow.

Strange Indeed. When the railway between Moscow and St. Petersburg was opened an old peasant determined to take a ride on it to "Mother Moscow." The down express and up express met at Bologoe—half way between St. Petersburg and Moscow—and the passengers of both trains were allowed half an hour for supper. Among the people who alighted from the other train, the old peasant recognized a friend whom he had not seen for a long time. They had a delightful chat together over their tea in the restaurant, and then, without any thought of what he was doing, the old peasant boarded his friend's train instead of his own. The talk was very merry for some time, but at last the old man became silent, and appeared to be puzzling deeply over something. At last he broke out: "Ah, Ivan, what a wonderful thing are these railroads! Here we sit in the same car, I going to Moscow and you to St. Petersburg!"—S. F. Argonaut.

Still in the Ring. The Plum season is nearly over, but Crab Apples, Cranberries, Pears, Peaches, Grapes, Quinces, Canned Goods, Potatoes and good Butter are needed and on trade. For these go to J. S. ARMSTRONG & BRO., 32 Charlotte street, next Y. M. C. A.

HOW THEY WERE TREATED.

A Passenger on the "Labrador" Exposes the Treatment of Passengers.

To the EDITOR OF PROGRESS: Shortly before the steamer Labrador, of the Dominion line of steamers reached Quebec on her recent passage from Liverpool, a statement was prepared and signed by a number of the passengers exposing the misleading character of the advertisements and circulars published by the company with a view of attracting business, and showing how widely the actual treatment accorded to passengers differs from that promised to them in such advertisements and circulars.

It was the understanding that the statement should be given to the press immediately after the arrival of the steamer, but as it has not yet appeared, and as I had the misfortune to be one of the passengers on the occasion referred to, and as I think it of importance to the travelling public that the facts should be known I ask the indulgence of your columns to state them as briefly as possible.

As I had heard it stated that the accommodation for all classes of passengers on board the "Labrador" was of a very superior character, I went on board of the ship some time before leaving for England for the purpose of seeing for myself what it was like. My impression from what I saw was that the claims of the company on this point were fully borne out. After looking through the saloon I heard a passenger, who had just come on board, ask for the second cabin. He was directed to go below, and I followed to see what that part of the ship was like. The accommodation was so good that I thought there might be some mistake about it, and asked one of the officers what part of the ship I was in. His reply was, "this is the second cabin."

Among the persons present at the same time was a very well known clergyman, and a son of one of the agents of the line. I had some conversation with them and they both agreed that they would rather travel "second cabin" on the "Labrador" than "saloon" on many of the other steamers crossing the Atlantic.

Since then I have been shown a pamphlet issued by the company in which the second cabin is described as being situated amidships, and the accommodation is said, (I quote from memory,) to be superior to the first cabin of many other lines.

One of my first duties on arriving in London was to engage a return passage for myself and two others who were travelling with me. Circumstances required us to be back by a fixed date, but it turned out on enquiry that all the lines were so crowded that it was impossible to secure a cabin passage for the date we desired. The only escape seemed to be to take a second cabin passage on the "Labrador," and as, owing to the "superior character of the accommodation offered" there was a great demand for that, we had little time for consideration. I told my companions what I had seen myself, and what I had heard from others, and we decided to accept, and bought and paid for our tickets.

On the day on which the ship was announced to sail we arrived in Liverpool and went at once on board. When escape was impossible our dreams were rudely and roughly dispelled. We found that the company, taking advantage of the rush, consequent in a large degree upon the supposed superior character of the accommodation for passengers of all classes, had filled the portion of the ship shown to me as the second cabin and advertised by the company as such, with saloon passengers who were paying saloon passage money for what was in reality second class accommodation, while the second cabin passengers were assigned to quarters of the most wretchedly rough and insufficient character which had been temporarily fitted up on a lower deck and in the stern of the ship.

Several of the passengers, myself among the number, objected most strenuously to this deception, and demanded the accommodation that we had been led to believe we would receive, and on the strength of which we had bought our tickets, but we were insolently told that we must take what we were given or forfeit our money, that we would get nothing else.

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The discomforts of which I have spoken

weren't endured not only by men but by delicately brought up women and children. So far as some of them are concerned I know that if they had had the remotest idea of what was in store for them when they took passage by the "Labrador," nothing could have tempted them to do so. Every word that I have said can be fully verified, and in view of the facts, having once enjoyed the hospitality of the Dominion Steamship line, I think you will agree with me in the resolution never again to be A VICTIM.

\$100 CHALLENGE. To prove that Simple Short-hand is easiest and quickest learned, most legible and rapid of all shorthands. Our students attain an equal proficiency in less than half the time. If we fail, we give \$100 in scholarships to deserving students. Primer free.

SNELL'S COLLEGE, Windsor, N. S.

CONDENSED ADVERTISEMENTS. Announcements under this heading not exceeding five lines (about 35 words) cost 25 cents each insertion. Five cents extra for every additional line.

SAFE FOR SALE.—MADE by Goldie & 15 months, cost \$218. Just as good as new, will sell for \$150 cash. Apply at 192 Union St. 1-4*

SERGES.—WE would again call attention to our fine stock of Black and Blue Serges, and also to our complete assortment of Trousersings. A. GILMOUR, Tailor, 72 Germain St.

TO THE LADIES OF ST. JOHN.—Having had considerable experience in making Ladies' Tailor Finished Garments, I have started business on my own account, with a perfect system of tailoring I hope to give satisfaction. MISS ADAMS, 215 Waterloo Street. Oct. 15, 24*

FEMALE COMPOSITORS.—ONE or two female compositors obtain steady employment on book-work by applying by letter, stating time business, qualifications, wages expected and where working last. Address—W. H. PROGRESS OFFICE.

STAMPS.—PACKET A contains 25 rare Stamps, including Japan, India, Mexico, etc., price 16 cents. Five approval sheets at 40 per cent. commission. I also buy old N. S., N. B. and P. E. I. stamps in any quantity, paying highest cash prices. E. BURT SANDERS, P. O. Box 309, St. John, N. B. 4-1, 5-10

ADVERTISING, IF YOU WISH TO ADVERTISE, VERTISE anything, any where, at anytime, write to Geo. P. ROWELL & Co., No. 10 Spruce street, New York.

BOARDING, A FEW PERMANENT or Transient Boarders can be accommodated with large and pleasant rooms, in that very centrally located house, 75 Sidney street.—Mrs. McINNIS. May 2.

STAMPS WANTED, USED before collection, or in federation, on the original envelopes, preferred, I also want pairs and blocks, on and off envelopes for my collection. Actually the highest prices paid. Particularly want some New Brunswick 7 1/2d. provisional (rate to Great Britain). Send list of what you have for sale. Sheets of stamps sent on approval to collectors. H. L. HART, 71, Gorington street, Halifax, N. S. June 11-14

To the Electors OF THE City of St. John. GENTLEMEN.—Last week we individually published cards asking your suffrages at the coming election for Representatives to the Local Legislature. From such cards it was apparent that our aims and objects were the same, viz: to give to the Blair administration that fair and honest support which its past record merits and its future conduct may warrant and to advance by every means in our power the interests and welfare of the City of Saint John.

Since then our friends have requested, and it seems to us desirable, that under the circumstances, holding the same views, supporting the same administration, and being actuated by like desires for an economic government legislation that will develop the resources of the Province, and a fair and impartial administration of the law, we should combine our interest and form a ticket upon which to appeal to you. This we have done. Our individual cards have been withdrawn and in lieu thereof we substitute this joint request for your support.

Dated this tenth day of October, A. D. 1892. We are, yours faithfully, ARTHUR I. TRUEMAN, JOHN L. CARLETON, W. C. RUDMAN ALLAN, GEORGE A. HETHERINGTON.

To the Electors OF THE COUNTY OF ST. JOHN. GENTLEMEN.—The House of Assembly being dissolved, you are now entitled for the first time to choose two members for yourselves for the County, independent of any connection with the city as heretofore, and we, as residents of the County and at the request of many friends, have concluded to offer as candidates for the two seats.

We believe it will be of advantage to the County to sustain the present government, and if elected we shall accord to the administration a fair support, using our best energies and abilities in your service. We have the honor to remain, gentlemen, Your obedient servants, A. T. DIXON, JOHN McLEOD. 3rd October, 1892.

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WORDEN & WILLIAMS, Have opened with a choice Stock of Groceries, Meats, Fish, etc. 80 and 84 Charlotte Steet, corner of Princess. TELEPHONE 543.

Breech-loading Shot-GUN. SCHUTZE Smokeless Powder. It is clean; there is no Recoil; it is Smokeless. One pound is equal in Power and Bulk to two pounds of the best black powder. It is the POWDER OF THE FUTURE for Sportsmen. Single and Double Barrel Breech-Loading Guns, MUZZLE-LOADING GUNS, RIFLES, REVOLVERS, CARTRIDGES AND FITTINGS OF ALL KINDS. W. H. THORNE & CO. Market Square, St. John, N. B.

THIS handsome New Franklin is called The Coronet. It is lined with Heavy Fire Brick, and will burn Hard or Soft Coal or Wood. It is made in three sizes. A feature about this franklin is that the price is lower than any franklin of equal size and style on the market. We are also showing Base Burners, Base Heaters, and Surface Burning Stoves. COMPARE PRICES. EMERSON & FISHER, 75 to 79 Prince William Street, Wedding Presents!

BEST STOCK IN THE CITY OF Butter Coolers; Oyster Dishes; Cake Baskets; Coffee Spoons; Tea Services; Etc., Etc. Call and examine the variety. BURPEE, THORNE & CO., 60 and 62 Prince Wm. St., ST. JOHN, N. B.

Heating Stoves. 50 SIZES AND STYLES TO SELECT FROM. ALL GOOD HEATERS. AND THE PRICES WILL SUIT YOU. J. H. SELFRIDGE, 101 Charlotte St. (Opposite Hotel Dufferin.)

Season, 1892. Guns, Rifles, Revolvers, Ammunition, and all SPORTING REQUISITES. T. McAVITY & SONS, 13 AND 15 KING STREET, - ST. JOHN, N. B.

Great Cash Bargains. Pants from..... \$3.00 up. Overcoats from... \$13.00 up. Reefers from..... 8.00 up. Gent's Suits from 14.00 up. MADE TO ORDER AT SHORT NOTICE. PANTS MADE WHILE YOU WAIT. W. H. McINNIS, Tailor, 127 and 129 Portland Bridge, Mill Street.

OUR LARD in four pound tins is choice. Our Pork Sausages—just try them. Chicago Beef. JOHN HOPKINS, 186 UNION ST. 133 Telephone.