ST. JOHN N. B, SATURDAY, AUGUST 17, 1895.

HALIFAX RIFLEMEN.

Officers and Their Friends Said to Have Availed Themselves of Free Tickets For Junketings-Misconduct In One of the Swell Companies Recently.

HALIFAX, August 15.—History of a certain kind is being made pretty fast in militia | There is no check upon their use-no way circles in Halifax. The indications are of knowing whether cr not they are used that some people who are prominent in the as intended or given away or sold. The service already, will attain yet greater pro- only guarantee the D. A. G. has is the minence, though not of the glorious kind. honor of the officer who makes the requisit-There are two reasons for thinking this, ion and the honesty of the rifleman into ordinary seaman did navigate a small brig which Progress has no hesitation in stat- whose hands they pass. It is this loose-

range for twelve days that they might Requests emanating from this source have camp out. This request, of course, was been made to the D. A. G. asking that

range, however, with curtailed privileges | the D. A. G. considered that the officers' and have its camp. No investigation was honor was a sufficient guarantee that all was needed so far, but the cause of trouble soon | right and neglected to take further precaucame. Captain King's is the swell com- tions. Following on that inaction the P. R. pany of the 66th, which makes this all the A.threatens to refer the question to Ottawa more remarkable, Residents of the neigh- with the demand for an investigation. borhood complained of the noisy if not diswith the reported misconduct, that the D. King's company so confessed its weakness and inability to maintain discipline that a couple of their prisoners had to he handed over to a guard from another regiment which should have had no juriswas'reported to the caretaker of the D. A. | stopped. G. This company is composed of lads, at least one-third of whom are below the standardiage of 18, and perhaps it is not strange that this calibre of men should act as they free over the I. C. R., and the number of did, regarding the prisoners. The second | free passes is strictly limited to riflemen reason for thinking that history will be who shoot at the Rideau range. Last made in militia circles in Halifax is, the use or misuse of free railway tickets on the Intercolonial railway from Halifax to Bedford. In this matter, too, the 66th has a

travelling from Halifax to Bedford, and thence to the rifle range has an interesting history. No other branch of the militia force in Canada enjoys a like privilege with the citizen soldiers of Halifax, and prejudice the bona file riflemen, who honhence it should be very carefully guarded against abuse.

prominent part to play.

Before confederation, when the Nova Scotia railway was being built, an argument in favor of the new enterprise was that the volunteers would be carried to the range without cost. This free transportation was in vogue when the Intercolonial railway came into being, swallowing up the | year. Nova Scotia road, and the privilege was continued, so that now for nearly thirty wars the riflemen going from Halifax to Bedford for shooting have never been charged for transportation.

It may be said, "oh, the Intercolonial is a government road and it costs nothing to carry the soldiers anyhow." But it does cost. For every rifleman that travels from this city to the range and back, the militia department pays out 28 cents to the railway. It is believed the investigation into the abuses that are charged in this matter will show that not far from 1,000 tickets chus paid for by the militia department | the owner will be advised to have it adevery season which were never used by justed. There are watch adjusters in New riflemen at all, but were many of them, used by 66th officers and their friends who went to the Bedford range at all times and seasons, and for all purposes,-from the enjoyment of poker or wine parties downexcept for the legitimate purpose of rifle He knows its constitution as a physician eral hours under the two lower topsails and

practice. For years the abuse of this ticket priviledge has been known to exist, and from time to time the privilege has been cancelled, to be renewed on promise of better behaviour in the future. A couple of weeks ago, the department stopped the issue of free tickets. This action was taken on the report of conductors that men and women, colored and white, who had no more interest in rifle shooting than the man in the moon, presented these tickets on the railway. It was the conductors report that temporarily ended the free ticket business. The order came while Captain's King's company were on the range and those soldiers telt keenly the fact that here- reply of the professional explorer.

TOO MANY DEADHEADS. | after they would be compelled to pay as | they daily travelled up and down between MISUSE OF TICKETS GIVEN TO the city and the range. Subsequently the old priviledge has been restored by Hon. A. R. Dickey, but the abuses will be look-

The ticket are given out by the D. A. G. Whenever a requisitiou is made for them by an officer commanding a company. men who might wish to use the targets. so that it can be known to whom all tickets The company was allowed to go upon the are given and how they are used. It seems

That the honor of the officers is not all orderly conduct of those militiamen. The that is necessary to guard against abuse of crisis came one night when the disorder | the ticket privilege may be taken as estabwas so great that the authorities of the lished from the fact that the department company had to exert physical strength to | cancelled the arrangement, on the report secure peace. Weakness was confessed of the railway officials, that every Tom, of the crew deserted. Next the second most lamentably at this juncture; after a Dick and Harry had been found presenting officer, who had joined the vessel at New couple of roisterers were arrested by the the tickets on the railway. The tickets got York, thrashed one of the crew and was company men on duty, they instead of re- into wrong hands in some way. How was it? | compelled to lock himself in his cabin for taining a charge of them, and maintaining | A yet more interesting development is discipline, took the peace troublers to Bed- that which has been openly talked about in ford, a mile and a-half away, and handed militia circles. It is that some of the them over to the look-out party of the officers of the 66th, who are notoriously Liverpool regiment of regulars for safe- indifferent to rifle shooting, if not hostile keeping. It is this action together to itt who are constantly throwing cold water on the P. R. A., have made heavy A. G. has been requested to investigate | demands on the D. A. G. for free tickets. He will find out how much misconduct It is alleged that convival parties made up there was, and why it was that captain of those officers and their friends have frequently gone to Bedford on a good time bent, and that their transportation consisted of those free tickets, for every one of which the country paid 28 cents. This is the kind of thing that must be stopped, and that the diction whatever in the matter. The case P, R. A. officials are determined shall be

In line with this irregulaity is the experience of last year's rifle team to Ottawa, members of the Rideau ranges are carried year, by hocus pocus, the gallant colonel of the 66th, and three of his officers travelled to Ottawa on these free passes. The records of the meeting show that not a shot was fired by one of the quartette of This free ticket privilege to riflemen officers. This matter, too, has been des cussed by the P. R. A., and it is possible that they may add this to the list of investigations asked for, as they feel that this very questionable use of the passes may estly accept passes for the purpose intended.

WATCH ADJUSTERS.

Men Who Study Timepleces as Physicians Study Their Old Patients.

Perhaps the most highly skilled and best paid men in the watchmaking business are the watch adjusters. One adjuster, in a great factory used to receive \$10,000 a

The adjuster's work is one of the important elements of cost in the making of a fine watch, and a \$10,000 adjuster should be competent to perfect any watch, whatever its delicacy and cost. It is the business of the adjuster to take a new watch and carefully go over all its parts, fitting them together so that the watch may be regulated to keep time accurately to the traction of a minute a month. Regulating is very different to adjusting and much simpler. A watch that cannot be regulated so as to keep accurate time may need the hand of the adjuster, and if it is valuable, York working on their own account and earning very comfortable incomes.

To the adjuster every watch that comes under his hands gets to have a character of its own. He knows every wheel and screw and spindle that help to constitute the watch. knows that of an old patient. He can say what the watch needs after an accident, and can advise as to whether it is worth

No new watch can be depended upon until it has passed through the hands of the adjuster, for however admirable the individual parts of the works, their perfect balance is to be obtained only by such study and experiment as it is the business of the adjuster to make. The adjuster is a highly skilled mechanic, with wide knowledge of his trade, and the utmost deftness in its

His Greatest Difficulty.

"What is the greatest difficulty you encounter in a jonrney to the Arctic re-gions? asked the inquisitive man. "Getting back home," was the prompt

#### BOYS AND WOMEN ATSEA

INSTANCES WHERE THEY HAVE NAVIGATED VESSELS.

Strange and Thrilling Experiences of a Life on the Ocean Wave Where There Were no men to Navigate-Examples of

Great Courage and Endurance. Readers of Jules Verne will remember how the "Boy Captain" brought a ship across the Pacific all by himself. I do not know if nature copied Mr. Jules Verne in this particular, or if Mr. Judes Verne copied nature, but some years ago a young or schooner into the Mauritius by his own ness in the system that promise to makes efforts. The rest of the crew-officers and The first is the investigation which has sensational trouble. The council of the all-had succumbed one after another to been demanded regarding misconduct in provincial rifle association has trequently fever, and in the end the boy had been left Captain King's company of the 66th P. L. F. discovered the ticket question, feeling that alone. He did not waste much time crying on Bedford range. It seems this company | the abuses existing imperilled the interests | over the hard fate that had left him in this asked permission for the use of the Bedford of the honest rifleman and the P. R. A. predicament, but set to work to save his life, if that should be possible. He succeeded by keeping very little sail on his refused, as it would shut out all other rifle- a system of checking be established ship and by taking very little sleep, in saving both the vessel and himself.

The youth of nineteen who, last year, found himself by the death of his superior officers from fever contracted at Batavia, in command of a four-masted bark, and contrived to bring her sately to Melbourne with a mutinous crew, performed a feat scarcely less remarkable and well deserved the substantial recognition his bravery obtained for him from both Lloyds and the owners of the vessel. The ship was the Tratalgar. Capt. Edgar died at Batavia, and the chief officer took command. Three carry their threat into effect to "throw his carcass everboard to the sharks," he asked for and was reluctantly granted his

Soon after leaving Batavia one of the A. B's died. Capt. Roberts was the next victim. Mr. Samuel Norwood, now first officer designate, was compelled to lay up about the same time. He was almost prostrated by fever, and beyond making an occasional entry in the log book he was unable either to take his watch or to assist in directing the ship on her course. He also died six days later, and just before him went Joseph Full, the ship's carpenter. Capt. Roberts then lost possession of his reason and succumbed shortly before mid-

Thereupon a young man named Shotten an apprentice just out of his time, who had been acting as third mate, undertook to direct the ship. Hugh Kennedy, the sailmaker, was the only person besides Shotten who had the remotest idea of the duties of an officer or sufficient confidence to undertake the guidance of the bark while Mr. Shotten snatched a few Lours' rest from his long and weary duties. One of the seamen was transferred to the poop deck merely for the purpose of taking watch occasionally. His knowledge of navigation was of the most rudimentary character, and the task of sailing the ship to Melbourne seemed hopeless, but Mr. Shotten never lost heart.

Fortunately the winds experienced w re not of very considerable force. While there were no prospects of a hard blow, Mr. Shotten clapped on as much sail as he could induce his inert, somewhat refractorily inclined crew to spread to the favoring breezes. In the Indian Ocean Daniel Sneehan, the cook, took sick and died. He was the eixth and last victim of the passage. Mr. Shotten then attempted to induce the crew to clean and overhoul the ship and get her in good condition by the time she reached har destination. All his efforts were of no avail. Beyond assisting to sail the ship they would not lend a hand to do more than was absolutely necessary to secure the safe passage of the vessel to port. A day or two after passing Cape Leenwin-tamous cape of storms -the Trafalgar was overtaken by a gale, starting from the northwest and setting in

There was only one way, in Mr. Shotten's opinion, to weather the storm, and that was to run before it. Nearly all the hands were ordered on deck, sail was gradually shortened as the gale rose, and the ship scudded before the storm for sevthe foresail. Before sail could be shortened the topsails and the main lower topsail were blown clean out of the bolt ropes, As soon as the wind moderated and the sea fell, the ship stood in toward the Victorian coast, and eventually made the Heads, where the trouble of her young commander came to an end.

It is not often that a ship has been in charge of a woman. The wife of the Captain of the Jefferson Borden took her husband's watch occasionally when the vessel was short handed after the mutiny and murder of the officers. In 1869 the ship

# Midsummer

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# overson & allison Stohn

illustration of wom in's capib lities in the seafaring line is afforded by the case of the bark Rebecca Crowell, which left New York for Buoenes Ayres, but became disabled during a severe gale three days after eaving. Several of the spars and sails were carried away, and the Captain and first mate were injured to such an extent that they were confined to their berths the

rest of the voyage and rendered unfit to manage the vessel. There was no other person on board who understood navigation except the Captain's wife, and she undertook the task of conducting the bark to the point of destination. The second mate was a young man 20 years old, able to take the helm,

but ignorant of the process of making ob-

The Captain's wife, therefore, assumed the command of the vessel, took observations, calculated the latitude and longitude regularly, maintained her place on the poop, and directed the course of the vessel. After exercising control for fittyeight days during which the vessel en, countered violent gales and shipped heavy seas, she conducted the vessel, with its valuable cargo, safely into the port of Buenos Ayres. In this actual impersonation of 'the sweet little angel that sits up aloft to keep watch for the lite of poor Jack," the Captain of the Rebecca Crowell was indeed fortunate in his matrimo-

This is one of the very strangest romances in all records of the sea. It may seem strange on the first blush that none of the sailors-not even the second mate -should have been carable of navigating the Rebecca Crowell while the Captain and mate were disabled from working. But very few sailors know anything more tnan their own work. A terrible story

The incident occared on a Liverpool bark, the Montgomery Castle. She had oil in cases. On Feb, 8 the wooden bark navigator."

The Vega launched a boat and the mate and two hands went to her. They found into myself, as it were, when I opened my only eight men on board, most of whom eyes and looked up. I was startled by were incapable of work through being in- seeing a black object coming down the and four seamen had been washed over- man coming down the stay hand over hand. board and were drowned, and that one of When he reached us I found it was the the remaining crew had his leg broken, that mate, Mr. Lloyd. 'What's the matter, several others were injured, that some of sir?' I asked in a hoarse whisper. 'Noththe sails and all of the boats were lost, that ing, my lad, nothing; only I could not which was out of order) were destroyed, ed to have a warning that it was not safe.' contents (including medicine chest, charts, while silent and motionless. and nautical instruments) were washed away or destroyed, that the pumps were the gale came swooping down upon us with out of order, that the vessel had nineteen tremendous violence. The tury of the inches of water in her, that there was no waves, as they dashed over the ship, I canone on board to navigate the ship, that they | not describe. All at once there was a fearwere entirely ignorant of their position, ful crash, followed by cries and shrieks. that in consequence of their injuries the The main and mizzen masts had both gone survivors of the crew could not trim the by the board. A minute or two afterward yards, and that at night they shut them- a gleam of moonlight shone out from beselves up in the torcastle and left the ship neath the clouds. The scene that it disto herself. The men were crying, panic- closed will ever be engraved on my memory. stricken, and thoroughly exhausted and The mass of wreck to leeward, the strug-

this time from two to three feet of water that one awful moment. You can imagine over the cabin floor. This was accom- I was thankful when the lifeboat came and pllshed not without difficulty, because took us off-eleven men out of twentythere was a heavy gale blowing. The nine."—N. Y. Sun. cabin was quite gutted, and the only place available for the mate to occupy was the carpenter's shop, which was also flooded with two feet of water. There he made a the sails, &c., and attended to the wounds "Rally Round the Flag, Boys," and of the injured, the Montgomery Castle Marching Through Georgia." The first followed on after the Vega, the weather of these was potent in the earlier years

and position every day at noon.

the sailor (Nordling), who steered the brigades .- New York Sun. Montgomery Castle, \$250, and \$750 was divided between the crew, the other seamen who went on the boat with the mate

and Nordling baving an extra share. A few years ago the ship In lian Chief was wrecked on Long Sands. The tollow-

settling down fast, and every sea now | City. Price 50 cts. per bottle or six bottles swept right over us, and we saw that very | for \$2.50. oon there would be nothing left but for us to take to the rigging.

"I don't mean to say that I thought at this time that there was any chance of my life being saved, but a fancy prompted me to have a good shirt or two to my back; so I put on two new shirts and all my shoregoing togs. That cutting, biting north- trains not equipped with air signals. east wind penetrated to our very marrow, and by the time I got into the top my hands were so numbed that I could scarcely feel, so that I had some difficulty in lashing myself to the mast. There we sat, ten poor, helpless creatures, almost in a state of stupor, but, though we were half frozen, there was none of us so paralyzed but that we could fully realize the horrors that surrounded us. The remainder of the crew, together with Capt. Frazer, Mr. Lloyd, the mate, Mr. Frazer, the second mate, who was the Captain's brother, and a fine young tellow, whose name I do not remember-in all, seventeen in number—took to the mizzenmast, and we could see them lashing themselves on the rigging.

"When the moon shone out there was of a crew left destitute or helpless by the just light enough to show the three gaunt loss of the officers was reported last year. masts sticking up out of the water. Every sea that swept over us made the mainmast rock and oscillate so that every minute I lett New York for Java with petroleum expected that it would go by the board. It made me cringe again every time it Vega, from Pensacola to Bruges with lurched to leeward, because the chances timber, fell in with her about 300 miles were that when it did so one of the other west of the Azores. She was flying from masts would follow it. Nobody can tell, her mizz n gaff a pair of trousers under- and I can't describe what my feelings were neath the signal flag. As the vessel got as I sat there in the top with nothing but a nearer it was observed that she was also few shrouds and the frail, shaking must beflying a blanket as a flag on the foremast. tween me and eternity. How the hours A blackboard was held up by two men on passed I cannot tell. We all sat on, cold her poop, on which was written in white and utterly miserable. All that I seemed chalk: "We have lost our Captain, two to care for was, if the end was to come mates and five sailors-no compass and no that it might come quickly. I shut my eyes and prayed.

"I had been sitting ever so long looking jured. The story told was that the master, maintopmast stay. It came nearer and the first aud second mates, the carpenter, nearer, and at last I could see that it was a all the compasses (except a small one rest on the mizzenmast. Somehow I seemthat the cabins were full of water and the I made room, and then we were a long

"Presently it grew as dark as pitch, and gling forms in the waves, and the frantic Charts, nautical instruments, a star- cries of distress I never can forget. It was board light, and medicines were put on a heartrending sight, and the whole period board the disabled bark, which had at of my life seemed to be concentrated into

The four great war songs on the Northbed up on the carpenter's bench and took ern side were "John Brown's Body," his meals in the galley. Having repaired "Tramp, Tramp, the Boys are Marching," all the time being very bad and causing of the war. The fourth was ahead of anyboth vessels to roll heavily and ship large thing else iu popularity in the last month quantities of water. thing else iu popularity in the last month of the great struggle. During the middle During all this time the Vega kept as much as possible in sight of the Montgomery Castle and signalled to her the course the affections of the patriotic. They are still known and loved and sung. Com-On February 23rd both vessels came to paratively few of the present generation, anchor in Fayal roads. The Vega, it may however, were aware before this week that be added, earned for her owners and crew the stirring music of both these songs was Denmark was brought into port by the Captain's wife, the Captain himself being Cap laid up and incapable of doing anything Castle, got \$1,000; the master who had for the Union than a great many Brigadier-

except give advice. Another striking extra labors to perform, received \$1,000; Generals, and quite as much as some

A Pointer for Tourists.

Summer visitors to Canada in search of renewed health and vigor, will find what they need in that great Canadian remedy, Hawker's nerve and stomach tonic. It is ing description of a night spent in the fore- a powerful flesh and blood builder, and a top while the ship was aground comes from | nerve and brain invigorator. It restores perfect digestion, induces healthful slumber "After the destruction of the boats I and renews both bodily and mental vigor. took shelter in the torecastle. Just before | For dyspeptics, sufferers from nervous 8 o'clock a tremendous sea swept the decks | prostration or general debility, it is the fore and alt and burst right into the fore- sure medium of health and happiness. It castle. We all rushed out and began to is sold by all druggists and dealers, and is swarm up the rigging, for the prospect be- manutactured only by the Hawker Medicine fore us was truly appalling. The ship was | Co. (Ltd) St. John. N. B. and New York

An automic electric train signal has just been invented for the rai way world by Father Devine, S. J., of St. Mary's college. Montreal, says the Star. Its object is to replace the useless bell-c rd on moving

The ingenuity of the invention lies chiefly in the wire combination. The reverend inventor has three wires extending throughout the entile train, connecting with bells, buttons and batteries, in caboose and enginee cab. One of these wires act as a common return wire for two circuits acting in opposite directions. Between the cars insulated couplers are employed to connect the wires; and the combination is so cleverly thought out that no matter how often cars are turned end for end wires of corresponding names always meet.

This new signal rings an alarm bell automatically in both engine-cab and caboose, the moment a freight train breaks in two, thus signalling front and rear trainmen that it is time to apply the brakes.



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