14

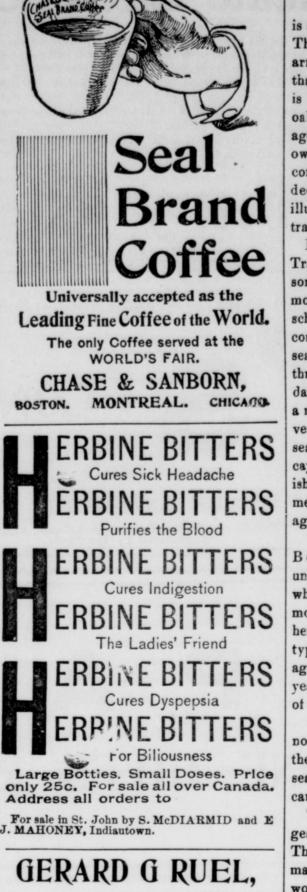
## MEN ON THE BRIDGE.

Division of Duties among Officers of an Ocean Liner when at Sea.

On all the large steamships there are a captain, chief officer, three second officers, one third and one fourth officer, says the N. Y. Sun. The second officers are known as seniors second, junior second and extra second. The general duty of the second officers is the navigation of the ship under the captain's directions. Each of these officers stands a four hours' watch on the ridge. The third and fourth officers stand a watch of six hours, alternating with each other. There are, therefore, always a second and a third or forth officer on watch on the bridge.

The duties at sea are entirely different from the duties on entering or leaving port. In the case of the latter every officer is on duty, and the work is so subdivided that a ship glides up to her pier or leaves it without confusion, and almost as if there were no one giving directions constantly y means of two distinct systems of legraph to various parts of the vessel. On ing port the chief officer is stationed e forward deck where he can be seen captain on the bridge. By a wave nd the captain indicates just what one. The senior second officer r deck.

m are transmitted by a dockhe junior second officer is icer, aft, assisting in the extra second is stationed fith the captain. He has ine-room telegraphs. He aptain's orders when to f speed or to reverse, or a swiftly changing orders sary to send to the engine ne of docking or leaving 1 officer has charge of the v until it is pulled ashore leaving, and then he haste, where he has charge of legraph and of sending econd officers, who are on urth officer remains at the ntil it is pulled away, and



Chase & Sanborn's

## PROGRESS, SATURDAY, DECEMBER 28, 1895

#### SHIPS LONG AFLOAT. Instauces of the Remarkable Longevity of Old Wooden Vessels.

What is the length of the life of a ship? is a question easier to ask than to answer. The telegraph announced the other day the arrival of a ship in England from Australia that had been used as a convict hulk which is 100 years old. She is built of English oak, and is sound enough to make the voyage from Sydney to the Thames under her own canvas, and she is to be refitted as a convict hulk for show purposes, her 'tween decks being peopled with wax figures to illustrate the former methods of punishing transported felons.

It; is ninety years since the batttle Tra'algar occurred, but the Victory-Nel-f hidden, the oil is digested, son's old flagship-is still floating in Ports- it is ready to make fat. mouth Navy Yard as a naval training school. The Victory was thrown out of commission, not because she was no longer seaworthy, but simply because the great three-deckod sailing frigate was an out-ofdate affair on the introduction of steam as a motive power, and a new type of war vessel displaced all of her class. Wellseasoned English cak is less liable to decay than iron and all of the old-type British war ships, and, for that matter, the merchantmen of filty and a hundred years ago were built of seasoned heart of oak.

The Hudson bay paddle-wheel steamer B eaver, the first vessel to roundCape Horn under! steam was severty five years old when she was stranded on the rocks at the mouth of Victoria harbor, and although her machinery and model belonged to a type that went out of fashion half a century ago she was good for another seventy-five years' service with proper care taken of her.

Shipbuilders say that there is practically no limit to the life of a worden vessel it the wood put into her hull is sound and seasoned when it enters there and proper care is taken of the craft afterward.

The use of iron in ship construction suggests imperishability to the popular mind. The idea is a mistaken one. There are many iron shops afloat shorter-lived than wooden ones. The hold of an iron ship sweats profusely and decay attacks every part of the frame and skin, manifesting itself in the scaling of the metal. The same process is going on steadily on the outside, notwithstanding the care that is ordinarily taken to protect the plates from the corrosive action of salt water. It is estimated that the average life of a ship is twenty-five years. Counting losses by the accidents of the sea, due to the elements, the average is possibly excessive. Whether any iron vessel ever constructed will do what the convict ship has donecelebrate the century anniversary of her construction by a long sea voyage from the antipodes-remains for the future to determine. Iron has not been used for half a century yet, and there are not many if any of the first iron ships built yet afloat. Perhaps the most remarkable survival of an iron ship on record is that of the Annie Johnson of San Francisco, which is now a wheat carrier between this port and England. The Annie Johnson was built in England and was launched as the Ada Iredale In the last of her voyages to San Francisco under the English flag her coal cargo spontaneously took fire in the Pacific north of the equator, and her crew was compelled to abandon her to her fate. She dritted about with the ocean currents a blazing furnace for several months, finally bringing up among the Society Islands, the coal still burning. There she was beached, the fire extinguished and the iron hull-a mere shell-was taken to Tahiti, where new decks and masts were put in and she was brought to San Francisco with a cargo ot South Sea island products, ship and cargo being consigned to A. Crawford & Co. Here she was refitted and by special act of Congress was admitted to the American mercantile marine, being registered as the Annie Johnson. It is not very many weeks ago since she was in this port. Of course, no wooden ship could have passed through the fiery experience of the Annie Johnson and survive, and no other iron ship has done it either. American built ships are comparatively short-lived, because they are constructed of pine and other soft woods, which yield readily to dry rot and the attack of marine worms, The Hartford, Farragut's old flag-ship, is now the oldest ship in the Navy of if the people want your goods then there should be no doubt about the the United States, and their is very little left of the timber of which she was originally built .- San Francisco Chronic!e.

# thinness

The diseases of thinness are scrofula in children, consumption in grown people, poverty of blood in either. They thrive on leanness. Fat is the best means of overcoming them. Everybody knows cod-liver oil makes the healthiest fat. In Scott's Emulsion of cod-liver oil the taste is

When you ask for Scott's Emulsion and your druggist gives you a package in a salmon-colored wrapper with the pict-ure of the man and fish on it-you can trust that man!

50 cents and \$1.00

SCOTT & BOWNE, Chemists, Belleville, Ont.

## SEXUAL

decline may be arrested before decay: strength may be restored; powers when impoverished by youth's reckless overdrafts may be reinvigorated by our home treatment

## CONFIDENCE never has its citadel in the breasts of these

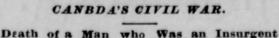
who have weak, shrunken, undeveloped or diseased organs. The evil that men do through ignorance in boyhood and errors of early manhood leaves wasting effects.

## RESTORED to vigorous vitality you might be successful

CANADIAN

in business, fervent in spirit. Our curative methods are unfailing. Write for our boch, " PERFECT MANHOOD," sent fres sealed.

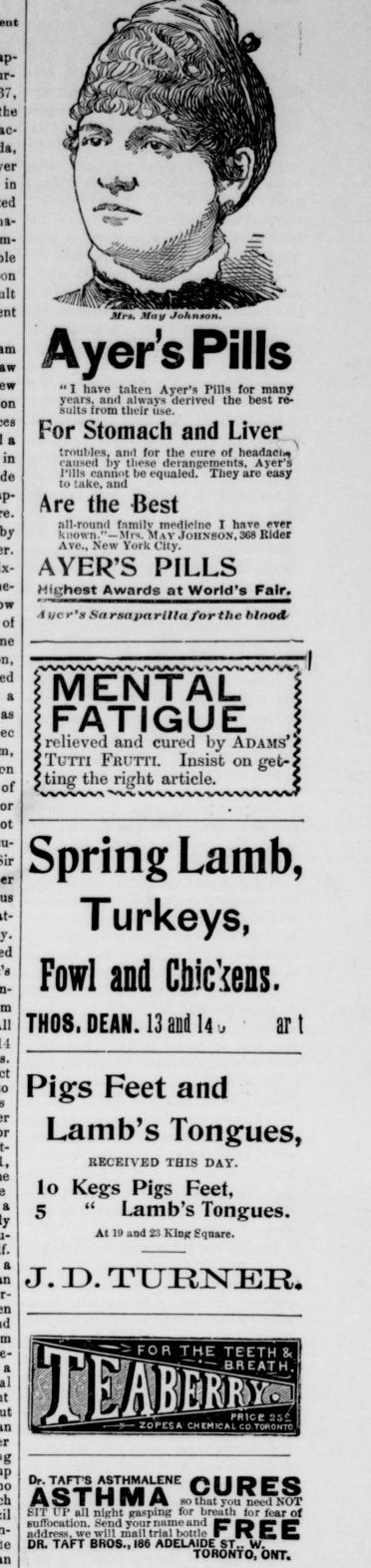
ERIE MEDICAL CO., Correspondence Confidential. BUFFALO. N.Y.



in the Revolt of 'Thirty Seven.

The death is announced. at Grand Rapids. Mich., of Col. Benjamin Wait, a survivor of the Canadian rebellion of 1837, says a Buffalo paper. The leaders of the 1837 movement were William Lyon Mackenzie, a Toronto editor in Upper Canada, and Louis J. Papineau, a Montreal lawyer and former Speaker of the Assembly in Lower Canada. The revolt was directed against the monopoly of power by a Canadian Tory faction styled the Family Compact, and although it proved a miserable fiasco and brought much suffering upon those who participated, its ultimate result wis the acquisition of popular government for the Canadians.

Wait was born in 1813 in Markham Township, Upper Canada. He studied law but did not practice, and was living in New York on Grand River when the rebellion broke out. He joined Mackenzie's forces on Navy Island, where he was appointed a colonel. In June, 1838, he was second in command of a party of 300 men who made a raid into Welland County, with the apparent purpose of causing a rising there. Some fifty of the patriots were captured by the Canadan militia, including their leader. Colonel James Morrow, and Wait. Sixteen of them were tried at Niagara-on-the-Lake and sentenced to death, and Morrow was actually hanged. The sentences of thirteen were commuted, but Wait was one of those whose death was determined on, and he was sentenced Aug. 11 to be hanged just two weeks later. His wife made a hurried trip-but not in an open boat, as the Grand Rapids dispatch says-to Quebec to secure the interference of Lord Durham, the Governor General, being befriended on the way by Jesse Ketchum, afterward of Buffalo, then of Toronto. The Governor General granted a respite, but it did not arrive until the noon of the day the execution was to have taken place, and Sir George Arthur, the Governor of Upper Canada, seems to have been very anxious to carry out the sentence and to have attempted to elude the service of the stay. Wait's sentence was ultim tely commuted to transportation for life to Van Dieman's Land, and he was one of thirty-four prisoners conveyed in a lumber vessel from Quebec to Liverpool in December. All were confined in an apartment 12 by 14 feet in area, and were kept in chains. After spending some months in the convict hulks at Portsmouth, Wait was taken to Van Dieman's Land as one of 240 convicts only 103 of whom were alive a year after the vessel's arrival, as a result of poor food, short rations, and bad medical treatment on shipboard. In August, 1841, Wait secured a ticket of leave through the exertions of his taithful wife, who had be taken herself to England with the help of a number of Buffalo people, who not only raised money for her, but secured the influence of prominent Englishmen in her behalf. She supported herself in England as a lady's companion and as a teacher of an infant school, and was on the point of herself sailing to Van Dieman's Land, when she was advised to return to Canada and secure from the Governor General a recom mendation for her husband's pardon. Theact uniting the two Canadas gave her a chance to circulate a petition for a general amnesty, which the British government granted in March, 1842. But about Christmas, 1841, Wait escaped from Van Dieman's Land, in a small boat, and after being at sea for thirteen days, during which he nearly perished, was picked up Moncy orders sold t poins in by an American whater. This was by no means the end of the adventures, which included a shipwreck on the coast of Brazil and a detention of a month there. He finally reached Niagara Falls, where his wite was teaching school, but the poor woman died soon afterward, worn out by her



to the docking telegraph

lear and really starts

set of auties begins

is dropped and sea

ef officer is busy

t the vessel is put

s are made fast.

3 railings are

made snug.

charge of

cial that

The

ge of

Tare-

the en-

r is also

k is to at-

d signals aft

nen signals are

the taffrail is

h officer also is

and his work be-

il the incidents of leav-

g book. These entries

notes of the time of pass-

n 8 P. M. until midnight.

urth officers are on alter-

n 6 to 12 o'clock and from

In addition to this watch

as charge of all the flags

thr and day, and he also

ass book. The fourth

of the condition of the

o his work on the bridge.

in port there is a an-

e chief officer has sup-

ne work that is going on. cond has general charge of

ores. The junior second has

leading the forward holds and the

the baggage and its stowage. The

econd looks after the fire connect-

arks.

## BARRISTER, &c. Walker's Building, Canterbury Street,

St. John, N. B.



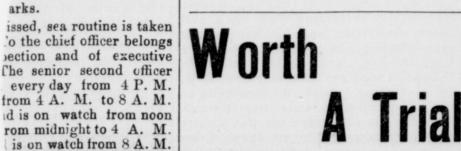
## FORIQUICK, NEAT

## AND REASONABLE WORK

## DEAFNESS

An essay, describing a really genuine cure of deafness, singing in ears, etc., no matter how sever or long standing will de sent post free. Artificia Ear-drums and similar appliances entirely super seded. Address: opped is to pass the e quartermaster at the

> THOMAS KEMPE, Victoria Chambers, 19 Southamptou Buildingr



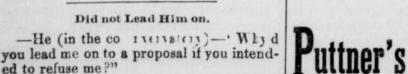
Hundreds of business men in his city read PROGRESS who do not advertise in any paper. They do a certain amount of business and donbt the power of printer's ink to increase it.

Isn't it worth a trial? Think about it, and if you conclude to try advertising, come to PROGRESS. We will give you a handsome, well writ-ten adv't., a splendid circulation, and result.

mulsion

Try it.

and the ship's glasses and other in-Delicate Females who ments. He has also charge of receivthe mails. The third and forth officers are suffering from Gen. ake themselves useful in assisting the eral Debility, Anemia ligher officers in looking after details. and all diseases of their With the exception of the captain the work sex, will derive great of the officers is nearly as arduous and almost as full of responsibility in port as at benefit from the use of



ed to refuse me?" "She-"You do me great injustice. What have I done to make you think I loved you ?" He-"In every waltz with other men you

sea.

#### Dog Purse Snatcher.

Pointer dogs can always be trained to steal. Many of them are natural thieves without training, and any of the species can be taught. There is a dog of this kind in Northwest Washington. He will pick up anything he can find around a yard or outside of a store, but his specially is ladies' pocketbooks and handbags. When he sees one of these he grabs it and runs. always succeeding in getting out of sight before he can be captured or followed. No owner has ever been seen, hence no om plaints have been made at police headquarters, but there is little doubt, if it ble to follow the ani

General Express Forwarders, Shipping Agents and Custom House Brokers,

EXPRESS

CO.

Forward Merchandise, Money and Packages o very description; collect Notes, Drafts, Accounts and Bills, with goods (C. O. D.) throughout the Do-minion of Canada, the United States and Europe. Special Messengers daily, Sunday excepted, over the Grand Trunk, Quebec and Lake St. John, **f** Que-bec Central, Canada Atlantic, Montreal and Sorel, Napanee, Tamworth and Quebec, Central Ontario and Consolidated Midland Railways, Intercolonial Railway, Northern and Western Railway, Cumber-land Railway, Chatham Branch Rail vay, Steamship Lines to Digby and Annapolis and Charlottetown and Summereide, P. E. I., with nearly 600 agencies. Connections made with responsible Express Com-panies covering the Eastern, Middle, Southern and Western States. Mantoba, the Northwest Territor-ies and British Columbia. Express weekly to and from Europe via Canadian Line (f Mail Steamers. Agency in Liverpool in connection with the for-warding system of Great Britain and the continent. Shpping Agents in Liverpool, Montreal, Quebec and Portland, Maine. Goods in bond promptly attended to and forward-ed with desnetch

Goods in bond promptly attended to and forward-ed with despatch. Invoices required for goods from Canada, United

States, and vice versa. J. R STONE, H. C. CREIGHT Asst. Supt.

DOMINION Express Co.

Canada, United tatesand Europe

**REDUCTION IN EXPRESS RATES** 

To Welsford, Hampton and intermediate points, 

Port Elgin and intermediate points, 3 pounds and under. Over 3 to 5 lbs. Over 3 to 5 lbs. Over 5 to 7 lbs. Over 7 to 10 lbs. Do Londonderry, River Herbert, Joggins, Bath, Halifax, Dartmouth and intermediate points, 2; lbs, and under 3 lbs, and under Over 3 to 5 lbs. Over 3 to 5 lbs. Over 5 to 7 lbs..... 



The first of American Newspapers. CHARLES A. DANA Editor.

efforts to secure her husband's release. Wait had lived about twenty years in Grand Rapids, where he had been engaged in lumbering, and he was one of the found ers of the North Western Lumberman.

#### Ceilings of Steel.

A recent development of the use of steel in building is in the line of ceilings. Sheets of thin steel, stamped with ornamental designs appropriate to the room, are substituted for plaster. Aside from lasting qualities, steel ceilings have been found useful in preventing the spread of fire. In public buildings, and more especially in schools, the utility of steel ceilings has been shown, and they are coming into more general use constantly. A plaster ceiling, however well constructed, is subject at all times to Over 7and not over 10 lbs..... 40 Wen constructed, is subject as an end of the danger of falling through the action of water, which, by gathering between the upper surface of the plaster and the connecting beams, breaks the clinch of the hair in the lime, and will sometimes overrun an entire ceiling without any knowledge by occupants of the apartment. This is one of the dangers of plaster ceilings which many persons do not only where the ceiling is cracked, and, as CONNORS HOTEL, long experience shows, cracked ceilings seldom fall, the breaks in the plaster allow-



Well Dressed,

fills a much higher place in the estimation; of even his friends, than when the shutlessly and indiffer-ently clothed.

## **Newest Designs** Latest Patterns. A. R. CAMPBELL, Merchant Tailor, 64 Germain Street.

(1st door south of King.)

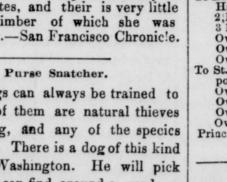
#### PROFESSIONAL.

### GORDON LIVINGSTON.

GENERAL AGENT, CONVEYANCES NOTARY PUBLIC, ETC. Collections Made. Remittances Prompt. Harcourt, Kent County, N. B.

HOTELS.

CONNORS STATION, MADAWASKA, N. B. JOHN H. MCINERNEY, Proprieto



kept them almost at firm arm's length; but when waltzing with me you leaned your head on my shoulder and let me almost	tion, Purifies the Blood, repairs the waste that is	trained as a purse-snatcher, and that he takes his booty home to his master. He		ing a vent for the accumulated moisture, wheras a ceiling outwardly intact and at no point cracked is in much greater danger of falling.	Opened in January. Handsomest, most spacions and complete house in Northern New Brunswick.	
carry you." She—"That was to keep my feet off the floor, so you wouldn't step on my toes."	Weary, Languid and	seems to be aware that he is doing wrong jumping fences and dodging around houses when he is running away.— Washington	Daily, by mail \$6 a year.		BELMONT HOTEL,	
Business and professional men who suffer from ti ed exhausted feelings consequent upon mental eff r, will find in Hawker's nerve and stomach tonic a sure conserver of the vital energies, reliev		Star.	Daily and Sunday, by mail, \$8 a year.	vinced as ever that the sun moves round the earth and that the earth dosen't move at all. He preached his famous "sun-do-		
ing brain tire, restor ng nervous energy and mus- cular vigor renewing the blood restoring lost appe- tite and aiding digestion.	Domville Building,	IMENT.	Inc Sunday Sun	move" sermon to an audience of 200 white folk in Mount Zion Church, Richmond, Va., last Sunday, and was more than ever scornful toward the scientists and emp-	free of charge. Terms moderate. J. SIME, Prop.	
the hospitals of Europe and America under treat ment for catarih." said a gentlemen recently, and have never rec ived so much genuine relief as I have from a twenty-five cent b(x of Hawker's catarrh cure.	Corner King and Prince Wm. Streets. MEALS SERVED AT ALL HOURS.	LINIMENT.	is the greatest Sunday News- paper in the world	hatic in his arguments for the literal ac- ceptance of Biblical texts bearing on the point, "When you rises and when you sots	FREDERICTON N. B	
To correct a sour stomach, or cure a sick head- ache Hawker's liver pills are without an equal.	DINNER A SPECIALTY WILLIAM CLARK	I WAS CURED OF ACUTE Rheumatism by MIN ARD'S LINIMENT Parkdale Ont. J. H. BAILEY	ddress THE SUN New York	down, don't you move? Den how could the sun rise and go down 'thout movin'?" he argues.	J A. JWARDS, P.opietor For sample rooms in connection. First class ivery Stable Coaches at trains and boats.	