

## PERILS IN PHOTOGRAPHY

MEN WHO TAKE BIOGRAPH PICTURES ARE OFTEN IN DANGER.

Three Who Went South After War Pictures Found it no Easy Task—How They Missed Getting Views of the Bombardment of San Juan—Photographing Express Trains.

'There may be livelier and more exciting occupations than taking photographs for a moving picture concern, but it there are I haven't heard of them.'

The remark was made in the office of one of the big biograph companies the other day by F. Armitage, an expert field photographer, who had been employed by the company for two or three years, and has accomplished some of its most difficult photographing achievements. While taking pictures from a trolley car on the gorge road at Niagara Falls the car jumped the track and the man and machine narrowly escaped going into the river dangerously near the falls. On another occasion the men were thrown from a raft while photographing Cedar Rapids in the St. Lawrence river, but fortunately the accident did not occur until the rapids had nearly been passed. An accident at Atlantic City again put the men in danger but produced an excellent picture. This occurred during the photographing of the fire department's response to an alarm. One of the engines ran down the big camera in making a turn and the men jumped aside, just in time. Fortunately the film box was not destroyed and the last view showed the pair of big gray horses tearing along at full gallop right out of the centre of the picture.

'When this moving picture business first came into existence,' said an operator, 'a favorite subject was the view of an express train going sixty miles an hour. The effectiveness of the view was heightened, of course, by showing the train as nearly head on as possible. We tried to find how close to the track we could get our machine—and incidentally ourselves—without being overcome by the suction of the train. We found that there was no agreement among railroad men themselves on this point, but we finally figured it out that we could take up our stand five feet from the track if we had an anchorage.

'So we made ready to take a through express on one of the big roads and set up our camera, securely fastened, five feet from the track. There was a single pole beside the machine, which we intended to use for our own anchorage.

'The man with me had some railroad experience, and I had relied largely on his opinion in arranging the business. Well, sir, when the express reached the curve and came toward us, it looked as though she was going to run over us. The ex-railroadman stood it for about two seconds then he dropped his ropes and bolted for the fence. I was tempted to follow, but I set my teeth, turned on the connection and started the reel. Then I grabbed the post and hung on for all I was worth. The train was a faction of a second in passing me, but it seemed like an hour. The suction of the train at that distance was terrific, but the mental strain was worse. I actually thought that my arms had been pulled out of their sockets. They weren't even lame the next day, but I never cared to get so near to a fast train since that time.'

The men who were sent to Cuba to get photographs of the Spanish-American war had some stirring experiences. Arthur Marvin had charge of the photographic apparatus of one biograph company.

'Some of our attempts to make camera records of the events of the war,' says Mr. Marvin, 'were not successful. One of them was frustrated in a somewhat ridiculous way by circumstances temporarily beyond our control.

'We had followed Sampson's fleet eastward from Key West to Porto Rico. It was at the bombardment at San Juan. As that bombardment was our first opportunity to do any work, we were anxious, naturally, to get some good views. When the firing was steamed up toward the battleships and got where we could take in the whole range of operations pretty well. We kept urging the captain of the yacht to get in nearer the shore, and he gradually did so.

'Pretty soon the Spanish batteries began a reply to the American fire. Some of their shells came within three or four hundred yards of us, I presume, and we began to congratulate ourselves on the fact that there might be a good exhibition before long. Presently the Spanish shots began to come faster and to splash up the water a little nearer to us. We were interested in watching the argument between the ships and the batteries, and didn't notice what was happening to ourselves until our yacht had got under pretty good headway and was making rapid time away from the shore.

'We shouted to the captain to hold up

and veer around, but he didn't hear us. We tried to argue with the crew, but they were equally deaf. By the time we got those scared fellows to listen to us we were twenty-five miles out to sea. When we got back the performance was over, and the American fleet had sailed away.

'Although we missed the main show figured in a principal role for a side performance that followed. There were two small Spanish gunboats in the harbor, and when they saw us nosing about outside they came out and started in our direction. We had received no orders to photograph pursuing gunboats, and we weren't certain as to whether a moving picture apparatus would be considered contraband of war or not. So this time we made no effort to discourage the energies of the crew. In fact, we turned to and poured oil over the coal that was spread on the deck, and then passed it down below until we had flames coming out of the top of the smokestacks and were leaving Porto Rico in our wake at the rate of fifteen knots per hour.

'There was beer and champagne on board, and in our anxiety lest the stokers might give out, we passed both down below. We didn't slacken speed until we were safe within the harbor of St. Thomas. 'Another photographer who went down to Cuba to do land work was set ashore with his apparatus by the yacht that had brought him. Along came a Spanish gunboat and chased off the yacht. The man was left at a spot where there was nothing to photograph except rocks and trees. He couldn't move his apparatus, and he didn't dare to leave it; so there he remained for four or five days, with mighty little to eat and not knowing at what moment the Spaniards might come up and capture him.

'Altogether, following the fortunes of war with a camera that weighs a quarter of a ton is likely to be about as exciting as following them with a gun.'

## MAN AND HIS YEARS.

A Man is Only as Old as he Feels Regardless of Years.

'No man is older than he feels' has been said by some one who had a pretty fair knowledge of the relation of man to his years, and Doctor Holmes presented the same idea in slightly different form when, someone mentioning a man as 'eighty years old,' the wise and witty doctor corrected him by saying 'eighty years young.'

And why not? Most men—enough, in fact, to constitute a general truth—are what their minds and their hearts make them, and from these spiritual parts of man the usual effect of the years may be successfully warded until the physical frame goes to pieces as did the wonderful one-horse shay.

The fact is, no man need ever be old, as the word is generally understood in its application to man's age. He may and must acquire years, but years do not mean old age.

The course of a human life has been divided into three periods of duration comprising twenty-five years each, the first being the ascent, or youth, from one to twenty-five years; the second, the level, or manhood, from twenty-five to fifty; and the third, the descent, or age, from fifty to seventy-five, five years being added to the Biblical estimate of threescore and ten years as the allotted period. A better division, however, would make the first from one to thirty years, the second from thirty to seventy-five, and the third from seventy-five to ninety. This newer arrangement may be based upon the fact that while the average length of life in the seventeenth century was computed at thirteen years, it increased in the eighteenth to twenty years and in the nineteenth to thirty-six years. In addition, a further argument is offered for the extension of time in the generally accepted law of the animal kingdom that life is five times the period of growth, which, being twenty-one years in man, put the limit of his years at one hundred and five.

The newspapers noted in June last the instance of an Indiana man, one hundred and three years of age, securing a divorce from his fourth wife, he having outlived three others; and earlier in the year the papers contained extended stories of the marriage in Pennsylvania of a man of one hundred and four and a woman of one hundred and two.

In every department of human endeavor we find them, past the seventy year mark, who are active as their younger competitors, and usually keener and more dangerous rivals than they were at fifty. A bank President past ninety may be cited in Connecticut, a railroad man in New Jersey nearing the century mark; here, a minister of the Gospel ignoring his Bible by working long years after his threescore and ten are up; there, a physician forgetting the years in his work of alleviating suffering; everywhere, men of many years, steadyhanded, steady-headed, quick to think, quick to act and wise to wait; men of many years, but by no means old men. The men of past eighty who are still in the harness are legion latitude nor longitude affecting their vitality. Men past seventy are Governor's, Cabinet Ministers, Ambassadors and Congressmen; and seventy is not held to be old at all for a candidate for the Presidency of the United States if he be otherwise available. Beyond the sea not less are the men of years

not old men, and we have the notable examples of Gladstone and Bismarck, the two men of their time, filled with as many years as with honors, and active to the last.

Possibly the Biblical standard or limit is at fault, by translation or otherwise, and we have been putting the estimate too low in fixing threescore and ten years as a term of our usefulness. In any event the attention of the reader is called to two passages of Scripture. The first is the tenth verse of the nineteenth Psalm, being 'A Prayer of Moses, the Man of God,' which says: 'The days of our years are threescore years and ten; and if by reason of our strength they be fourscore years, yet is there strength, labor and sorrow,' and the second is the seventh verse of the thirty-fourth chapter of Deuteronomy, which says: 'And Moses was an hundred and twenty years old when he died: his eye was not dim, nor his natural force abated.'—William J. Lampton.

If your dealer has ever tried them himself he will certainly recommend Magnetic Dyes for home use.

## BORN.

Halifax, Aug. 9, to the wife of A. N. Bayne, a son.  
Dayspring, Aug. 1, to the wife of Titus Hittle a son.  
Lunenburg, Aug. 6, to the wife of Titus Naas, a son.  
North Park, Aug. 10, to the wife of Albert Downey, a son.  
West Bay, July 16, to the wife of Dan McKillop, a son.  
Wisconsin, Aug. 3, to the wife of W. E. Murphy, a son.  
Lunenburg, Aug. 6, to the wife of Freeman Venott a son.  
Hantsport, July 26, to the wife of Purvis McDonald a son.  
Tasmeaguche, July 18, to the wife of A. C. Miller a son.  
Cumberland, July 3, to the wife of Isaac Graham, a son.  
Liverpool, Aug. 6, to the wife of Thomas Fisher, a son.  
South Bay, Aug. 6, to the wife of William Muggah, a son.  
Lakeville, Aug. 6, to the wife of Jas. Meniac, a daughter.  
Bridgewater, Aug. 7 to the wife of Simon Beck, a daughter.  
Pleasantville, Aug. 2 to the wife of Abraham Corkum a son.  
Amherst, Aug. 8, to the wife of David Turner, a son.  
North Sydney, Aug. 2, to the wife of M. Lawlor, a daughter.  
New Glasgow, Aug. 6, to the wife of Dr. Wright, a daughter.  
North Sydney, July 31, to the wife of L. W. Wilson, a son.  
North Sydney, July 27, to the wife of W. McKen, a daughter.  
Parrsboro, Aug. 9, to the wife of Capt. Clarence Roberts, a son.  
North Sydney, Aug. 2, to the wife of M. D. McLeod, a daughter.  
British Columbia, Aug. 13, to the wife of Bently Gerrard, a daughter.

## MARRIED.

East Boston, Aug. 2, Chas. Laing to Bella McGreger.  
St. Stephen, Aug. 9, Alex. R. McNabb to Flora E. Thompson.  
Noel, Aug. 9, by Rev. Wm. Forbes, John Spott to Helen O'Brien.  
Williamston, Aug. 9, by Rev. D. Fiske, Thos. Williamson to Mary Gillis.  
Lucasville, Aug. 7, by Rev. R. Dixon, Thos. M. Oliver to Anna Lucas.  
Sackville, Aug. 6, by Rev. R. Dixon, Reuben Livey to Drusilla Hasking.  
Gloucester, July 19, by Rev. J. Gillis, Michael McNeil to Mary A. McNeil.  
Winnipeg, Aug. 1, by Rev. R. G. MacBeth, Gordon Sims to Jennie Lange.  
Barrington, Aug. 10, by Rev. J. E. Goslin, Jethro Kenny to Louisa Hopkins.  
Digby, Aug. 3, by Rev. Byron Thomas, Chas. I. Gaele to Pearl E. Franklin.  
West Gore, Aug. 9, by Rev. Hiram Wallace, Wm. MacDonald to Rose McPherson.  
Port-au-Pique, Aug. 9, by Rev. W. H. Ness, A. C. Thomson to Electa Creelman.  
Harcourt, Aug. 2, by Rev. J. K. McClure, Robert Walker to Lizzie Smallwood.  
Apohiqui, Aug. 9, by Rev. J. S. Sutherland, Percy Sargent to Jessica Buchanan.  
DeBert, Aug. 5, by Rev. O. N. Chipman, A. W. Cummings to Bertha McCully.  
Deer Island, Aug. 6, by Rev. S. A. Bayley, Calvin Hebron to Hortense Richardson.  
Sherbrooke, Aug. 7, by Rev. J. D. McFarland, W. R. Montgomery to Caryl Falconer.  
Brooklyn, Hants Co., Aug. 7, by Rev. R. O. Armstrong, Alex. Forbes to Ethel Fader.  
Calais, July 29, by Rev. A. Faddell, Geo. F. Marshall Jr. to Mrs. Lillie Ada Murray.  
Cumberland, Aug. 2, by Rev. L. J. Wasson, Frederick Wasson to Mrs. Sadie Elsworth.  
Hebron, Aug. 6, by Revs. O. C. S. Wallace and E. T. Miller, Dr. A. P. Rogers to Georgena M. Crosby.

## DIED.

St. John, Aug. 11, Alice O'Neill.  
Milton, Aug. 8, Watson Seamond, 45.  
Sussex, Aug. 7, Lucy Evelyn, Grey, 3.  
St. John, Aug. 13, William Adams, 47.  
Lakeville, Aug. 10, Alex. McLeod, 75.  
Cano Lake, C. B., Donald McLeod, 90.  
Guysboro Co., Aug. 7, John Nelson, 80.  
Westport, Aug. 4, Capt. J. D. Payson, 76.  
St. John, Aug. 9, M. F. Bruce, M. D., 48.  
St. John, Aug. 12, William McKenna, 43.  
Wallace, Aug. 8, Dr. Z. N. Kempton, 60.  
Cow Bay, Aug. 9, Elizabeth Osborne, 67.  
St. John, Aug. 10, Hon. A. L. Palmer, 79.  
Pembroke, Aug. 7, Mr. Eben C. Porter, 78.  
Brighton, Aug. 4, Isaac G. Hutchison, 61.  
Annapolis, Aug. 10, Wellington Gelfart, 28.  
Memramcook, Aug. 2, Philip J. Gaudet, 63.  
Hill Grove, Aug. 3, Mrs. Adela Gruning, 37.  
Halifax, Aug. 9, Mrs. Margaret Johnson, 52.  
Halifax, Aug. 6, Mary Elizabeth Hobson, 85.  
Colchester, Aug. 7, Isaac Flemming, J. P., 85.  
Mira Road, C. B., Aug. 1, David R. Horn, 80.  
Yarmouth, Aug. 9, Mrs. Matilda Goodwin, 78.  
Hill Grove, Aug. 4, Mr. George W. Snyder, 78.  
Georgetown, Hants, Aug. 7, James Ettinger, 29.  
Lunenburg, Aug. 1, Nehemiah Stevens, 61.  
Harvey, Aug. 9, Florence May, wife of C. W. Lane, 20.  
Westmorland Co., Aug. 7, William A. Spence, 54.  
St. John, Aug. 7, Mary E. wife of Capt. R. S. Weidon, 43.  
Roxbury, Mass., Aug. 12, Constantia, wife of George Flewellin.  
Georgetown, Aug. 3, Ensley Holland, infant son of Daniel and Annie Slinger.  
Brooklyn, Queens, Aug. 4, Dorcas F., wife of Capt. Albert Godfrey, 48.  
New Glasgow, Aug. 7, Winnie C. MacGregor, 4 mos.  
Berwick, Aug. 1, Wilhelmina, wife of Henry Banks, 71.



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that contains the right ingredients, the right amount of each, mixed right, is better paint than any man can stir up with a stick out of the raw materials. When a man buys some white lead and some oil and mixes some paint and "guesses it will do," he is as much behind the times as a woman who should grind her own grain into flour. **THE SHERWIN-WILLIAMS PAINTS** contain white lead—just enough—because white lead is one ingredient of good paint. They contain some zinc—not too much—because good paint requires zinc. They are the best paints made to-day, because the best materials, best machinery and most skillful workmen are employed in making them.

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covers well  
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not last.  
It chalks and  
rubs off.

**ZINC**  
used alone,  
spreads well  
but will  
not last.  
It cracks and  
peels off.

F. A. YOUNG 736 Main St., North.

## CANADIAN PACIFIC

### SATURDAY SUBURBAN EXCURSION.

Tickets now on sale at St. John, Saturday, good to return until Monday following date of sale, at following rates, viz:

South Bay	..... 25	Sutton	..... 30
Grand Bay	..... 35	Ingleside	..... 40
Riverbank	..... 45	Westfield	..... 50
Lingley	..... 50	Nerepis	..... 50
Eagle Rock	..... 70	Westford	..... 75
Hwyt	..... 1.40	Ft. Jct.	..... 1.65
Fredericton	..... 2.10	Harvey	..... 2.30
McAdam Jct.	..... 2.70	Stephens	..... 2.70
St. Andrews	..... 3.30	Woodstock	..... 5.70

Tickets on sale at City Ticket Office, Chubb's Corner and at station.

A. H. NOTMAN,  
Asst. General Passr. Agent,  
St. John, N. B.

## Dominion Atlantic Ry.

On and after Monday, July 3rd, 1899, the Steamship and Train service of this Railway will be as follows:

**Royal Mail S. S. Prince Rupert,**  
ST. JOHN AND DIGBY DAILY SERVICE  
(Sunday excepted.)

Lve. St. John at 7.00 a. m., arr. Digby 9.30 a. m.  
Lve. Digby at 2.00 p. m., arr. St. John, 4.30 p. m.

**Steamship "Prince Edward,"**  
St. John and Boston Direct Service.

Lve. St. John } Mon. 5.30 p. m. | Lve. Boston } Sat. 4 p. m.  
St. John } Thurs 5.30 p. m. | Boston } Wed 11 a. m.

**EXPRESS TRAINS**  
Daily (Sunday excepted).

Lve. Halifax 6.30 a. m., arr. in Digby 12.30 p. m.  
Lve. Digby 12.30 p. m., arr. Yarmouth 3.25 p. m.  
Lve. Yarmouth 3.45 a. m., arr. Digby 11.25 a. m.  
Lve. Digby 11.45 a. m., arr. Halifax 5.30 p. m.  
Lve. Annapolis 7.15 a. m., arr. Digby 8.30 a. m.  
Lve. Digby 8.30 p. m., arr. Annapolis 4.50 p. m.

**FLYING BLUE NOSE**  
Lve. Halifax 9.00 a. m., arr. at Yarmouth 4.00 p. m.  
Lve. Yarmouth 8.00 a. m., arr. at Halifax 3.00 p. m.

## S. S. Prince George.

—AND—  
**S. S. Prince Arthur.**

YARMOUTH AND BOSTON SERVICE.

By far the finest and fastest steamers plying out of Boston. Leave Yarmouth, N. S., Daily (Sunday excepted) immediately on arrival of the Express and Flying Blue Nose trains from Halifax arriving in Boston early next morning. Returning leaves Long Wharf, Boston, Daily (Saturday excepted) at 4.00 p. m. Unequaled cuisine on Dominion Atlantic Railway Steamers and Palace Car Express Trains.

Staterooms can be obtained on application to City Agent.  
Close connections with trains at Digby. Tickets on sale at City Office, 114 Prince William Street, at the wharf office, a 1 from the Purser on steamer, from whom time-tables and all information can be obtained.  
P. GIFFKINS, superintendent,  
Kentville, N. B.

## Intercolonial Railway

On and after Monday, the 19th, June 1899 trains will run daily, (Sunday excepted), as follows:

**TRAINS WILL LEAVE ST. JOHN**

Suburban Express for Hampton..... 5.30  
Express for Campbellton, Pngwash, Pictou and Halifax..... 7.25  
Express for Halifax, New Glasgow and Pictou..... 11.50  
Express for Moncton..... 12.10  
Express for Moncton, Pictou and Moncton..... 17.40  
Express for Quebec, Montreal, and Moncton..... 18.10  
Accommodation for Moncton, Truro, Halifax and Sydney..... 22.30

A sleeping car will be attached to the train leaving St. John at 10.10 o'clock for Quebec and Montreal.  
A sleeping car will be attached to the train leaving St. John at 23.30 o'clock for Truro. Vestibule, Dining and Sleeping cars on the Quebec and Montreal express.

**TRAINS WILL ARRIVE AT ST. JOHN**

Suburban Express from Hampton..... 7.15  
Express from Moncton..... 1.35  
Accommodation from Moncton..... 14.55  
Express from Halifax..... 17.00  
Express from Halifax, Quebec and Montreal..... 19.10  
Suburban Express from Hampton..... 21.50  
Accommodation from P. du Chene and Moncton..... 22.35

All trains are run by Eastern Standard time. Twenty-four hours notation.

D. POTTINGER,  
Gen. Manager.  
CITY TICKET OFFICE,  
97 Prince Wm. Street,  
St. John, N. B.  
Moncton, N. B., June 14, 1899.  
City Ticket Office, 7 King Street, St. John, N. B.

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One of the above steamers will leave Yarmouth every Tuesday, Wednesday, Friday and Saturday after arrival of Dom. Atlantic Ry. trains from Halifax. Returning leaves Lewis wharf, Boston every Monday, Tuesday, Thursday and Friday at 2 p. m. connecting with Dom. Atlantic Coast Ry. and all coach lines. Regular mail carried on steamers.  
The Fast Side-Wheel Steamer "CITY OF MONTICELLO," Leaves Canada's wharf, Halifax, every Monday (10 p. m.) for intermediate ports, Yarmouth and St. John, N. B., connecting at Yarmouth, Wednesday, with steamer for Boston.  
Returning leaves St. John every Friday 7 a. m.

For tickets, staterooms and other information apply to Dominion Atlantic Railway, 126 Hollis Street; North Street depot, Halifax, N. S., or to any agent on the Dominion Atlantic, Intercolonial, Central and Coast railways.

For tickets, staterooms, etc. Apply to Halifax Transfer Company, 143 Hollis street, or  
L. E. BAKER,  
President and Director.

## Star Line Steamers

### For Fredericton and Woodstock.

Steamers Victoria and David Weston will leave St. John every day at 8 o'clock standard, for Fredericton and intermediate stops. Returning will leave Fredericton at 7.30 a. m. standard.

On and after June 24th, the Steamer Aberdeen will leave St. John, every Saturday at 4.30 p. m. for Wickham and Intermediate Ports. Returning will leave Wickham Monday a. m. due at St. John at 8 o'clock a. m.  
Tickets good to return by Steamer David Weston, due at St. John at 1.30 p. m.  
JAMES MANCHESTER,  
Manager, Protem.

### EXCURSIONS TO HAMPTON.

On and after THURSDAY, July 6th, the STEAMER CLIFTON will make Two Excursions each week to Hampton, (Tuesdays and Thursdays) leaving Indiantown at 9 a. m., local time. Returning, leave Hampton same day at 3.30 p. m. Arriving back 7.00 p. m. Fare Round Trip, 50 Cents.  
Excursionists may buy tickets to Hampton by boat and return by rail or vice versa for 80 Cents. Tickets on sale at the Boat or J. C. R. Station.  
On other days in the week, the CLIFTON will leave Hampton, Mondays, at 5.30 a. m., Wednesdays 2 p. m. and Saturdays at 5.30 a. m. and will leave St. John, Wednesdays at 8 a. m., Saturdays at 4 p. m.  
R. G. EARLE, Manager.

## MANHATTAN STEAMSHIP CO'Y

New York, Eastport, and St. John, N. B., Line:

Steamers of this line will leave ST. JOHN (New York Wharf, Reed's Point), November 14th, 24th, and December 3rd, and weekly thereafter.  
Returning steamers leave NEW YORK, PIER 1, NORTH RIVER (Battery Place), November 9th, 19th and 29th, for EASTPORT, ME., and ST. JOHN direct. After the above dates, sailings will be WEEKLY, as our own steamers will then be on the line.  
With our superior facilities for handling freight in NEW YORK CITY and at our EASTERN TERMINALS, together with through traffic arrangements (both by rail and water,) we have with our connections to the WEST AND SOUTH, we are in a position to handle all the business entrusted to us to the ENTIRE SATISFACTION OF OUR PATRONS BOTH AS REGARDS SERVICE AND CHARGES.  
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