MC 2035 POOR DOCUMENT




# CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of Chas. H. Fletcher and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

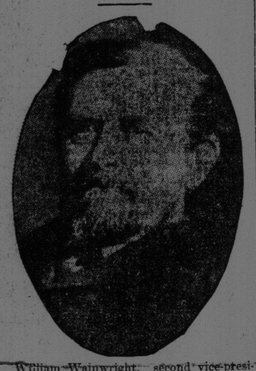
## What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhœa and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

GENUINE CASTORIA ALWAYS
Bears the Signature of
Chas. H. Fletcher

The Kind You Have Always Bought
In Use For Over 30 Years.
THE CENTAUR COMPANY, 77 MURRAY STREET, NEW YORK CITY.


## LIGHTER DUTIES AND ADVANCE IN RANK



William Wainwright, second vice-president of the grand Trunk Railway who it is announced is to be relieved of the heavier duties of this position on attaining his eventieth year, but will receive promotion to a more important executive position.

## N. J. RAYMOND WRITES OF PRINCE RUPERT CITY

### An Article of Interest From the Pen of Former Member of the St. John Daily Telegraph's Staff

The following interesting article published in the British Columbia Magazine for August is from the pen of William J. Raymond of Prince Rupert, formerly of the St. John Daily Telegraph:—

Prince Rupert is the essence of newness and vigor. The Pacific terminus of the Grand Trunk Pacific Railway has no traditions to respect, save those which may be of practical advantage, and the pioneer citizens are alive in every fibre of their being.

A new community is apt to develop petty factions. Prince Rupert has been spared the doubtful advantage of such a position. Individual differences there are of course; but when it comes down to what is best for all, everybody thinks alike. There is a feeling here akin to the "spirit" that helped in the making of Seattle. The founders of Prince Rupert believe in team work, and practise it. So when you find about six thousand ardent individuals, each a publicity agent, and all working toward a common end, the place that they call "home" is going to expand. There is reason for the existence of such a spirit. The ocean terminus of a mighty transportation system cannot be obscure. Where keel and steel meet—there must be a city.

Five years ago the townsite was unbroken forest. The waters of Tuck's Inlet were lonely. In a commercial sense nothing disturbed the deep repose of those silent shores. Prince Rupert was unborn. Today the forest has vanished. Wharves, freight sheds warehouses and railway yards line the waterfront. There's the rattle and bang of discharging cargo, grind of car wheels and clatter of hoofs. Further back on the business avenues plate glass windows are piled with inviting goods. There are banks, newspapers and theatres, offices, automobiles buzzing, messenger boys on the run. Away up on the tiers of stump-studded hills are spacious dwellings, green lawns, and doubtless some social aspirant giving an at-home. From dusk to dawn electric lights spangle the long avenues.

And only yesterday this area was a somber wilderness. It is a new mental experience to reflect on it all. Prince Rupert is being built on more hills than Rome ever dared think of. There is a suggestion of Edinburgh about these commanding heighths and bluffs—a hint of Montreal when one looks at the pine-robed mountain rising sheer behind the city, and at the limpid sea passage lying out in front. Prince Rupert is picturesque. The townsite is a succession of rocky ridges, rolling valleys, abrupt hills and broad slopes. The hoary crests of the Coast Range partly girdle Kaien Island, upon which the terminus stands. The outline of islands, Porcher, Dundas and Stephens, rise dimly blue out of the distant sea. The harbor is 14 miles long, safe deep and land-locked.

Prince Rupert has been misrepresented, particularly regarding the climate. It rains in Prince Rupert, and it also rains in Vancouver, Seattle and Tacoma. The weather is largely similar to what prevails along the southern British Columbia coast and in the Puget Sound country, but with the winter somewhat colder. The summer of 1910 was sunshiny, with wet intervals of anywhere from a day to a week. The sun does not overlook Prince Rupert. There are weeks of cloudless weather, and long, long evenings when it is difficult to know where twilight ends and dawn begins. The summer of 1910 was a season of mingled brightness and showers. In July of this year it was too dry. The haze from burning woods hung over the townsite. Men discarded their coats. The water ran low.

Prince Rupert today has barely commenced. Rough edges and raw corners the city has in abundance. Yet there is rounding into form the nucleus of a real city. A foundation is being laid that will endure. The truth of this is obvious to the most superficial observer. Streets are being blasted out of rock. Homes, and not places of temporary accommodation, are being built.

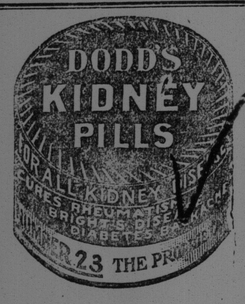
Within the next year or so the establishment of industries will represent an outlay of millions. There are certain facts about the Grand Trunk Pacific terminus which appeal to business men everywhere. The city is 400 miles nearer Japan than any other point on the continent connected up with a railway. The city is the natural trade centre for all the north, and the shipping of the north Pacific is already beginning to centralize here. A fish and cold storage plant is partially completed at Seal Cove, on the western end of the island. The cost will be $250,000. In Dixon entrance, just off Prince Rupert, there are the greatest fishing banks known. Surveys are being made at Hays Cove on the harbor front for a dry dock and ship repair plant to cost $2,500,000. At the entrance to the harbor a marine depot is nearing completion, and a quarantine station has already been built. Near Hays Cove a government wharf of reinforced concrete is being constructed. A sash and door factory is kept busy filling orders. The installation of a permanent water system to cost nearly $500,000, will soon start. The public school represents an outlay of $35,000, and another is needed. The general hospital was built at an expense of $30,000.

There are five chartered banks, six churches, and the city owns the light, telephone, water and sewerage systems.

This will afford an illustration of the substantial character of some of the enterprises and institutions of Prince Rupert. The men who are putting their money here are not philanthropists. They are hard-headed men of affairs, and act accordingly. They realize what the sea-farms of the Pacific, the fruitful soil of the Nas, Lakelse, Nechaco and Bulkley Valleys, the mines of Stewart, Goose Bay and Hazelton, the timber and coal wealth of the Queen Charlotte Islands, all mean to the terminus of the Grand Trunk Pacific.

For a hundred miles the rails of the new transcontinental follow the winding Skeena River. There has been a train service since early summer. Spring will see the iron horse in Hazleton two hundred miles toward the east. The roadbed along the Skeena is practically a ledge cut out of rock. It penetrates a region that only yesterday was a closed book. It is a country of hushed and secluded valleys, rocky peaks veiled in purple haze, gleaming snowfields and murmuring waterfalls. From the scenic standpoint it is an enchanted land—this first one hundred miles out of Prince Rupert. Civilization has arrived, yet commerce and population can never remove the charm and magic of the lower Skeena. It is the dreamland of Canada.

Meanwhile, far back in mountain fastnesses by the Alberta border, an army of toilers labor mightily. They are piercing the backbone of the continent—spiking down a steel spine—closing up the last gaps in the imperial highway known as the Grand Trunk Pacific. Some day within the next two or three years, there will be an historic ceremony away up among the ever-lasting hills. Some dignitary will declare the great work finished; the campaign against nature will end, and the soldiers of industry will disband.



## La MARQUISE de FONTENOY

### Lord Durham, Who Will be Steward of the Household to King George on Visit to India—Some Interesting Family History

(Copyright 1911, by the Brentwood Company)

King George has selected Lord Durham to accompany him to India next month in the capacity of lord steward of the household in the place of the ministerial incumbent of that office, Lord Chesterfield, and as such Lord Durham has not only the direction of the entire royal suite but also the task of arranging the entertainments given by the monarch and of determining who are to be invited and who are to be excluded therefrom.

The earl is not precisely a courtier, although a particular favorite of both King George and Queen Mary. He is an uncompromising foe of everything that savors of sham, humbug or questionable conduct, and has never hesitated to speak out his mind upon any subject with much frankness.

In fact, his uncompromising nature has won for him the reputation of being almost as aggressive, as irritable, and even as cranky as his grandfather the first Earl of Durham, who was noted as the most quarrelsome man in the house of commons.

On this account the old gentleman was sent to Canada as governor general and when he declined to remain there any longer and started home he was created in hot haste a peer of the realm while still at sea, and withous his consent or knowledge, in order to prevent his reentering the commons and making life impossible there for the government of the day.

The present Lord Durham has won a name for himself in the States of disliking Americans from the fact that he sided strongly with Lord Dunraven in the latter's controversy with the New York Yacht Club in connection with the America Cup races, that he was one of the leaders of the movement in the Jockey Club that barred Richard Croker from training his horses on Newmarket Heath, and that he has been as steward of the Jockey Club, particularly strict with American jockeys, being mainly responsible for the action of the club in depriving Tod Sloan of his license.

He is a man of very set ideas and although he was greatly attached to King Edward he was the leader of the movement in the Royal Yacht Squadron that kept the doors of the Castle at Clowes closed against Sir Thimas Lipton, despite the strong backing and endorsement which the latter had received from his sovereign. With all his quicknes of temper the present Lord Durham is a very kind hearted and particularly generous man with a remarkable knowledge of the world.

**Uncompromising in Matters of Honor**

As an instance of his uncompromising strictnes in the matter of honor. I may recall the fact that when on one occasion he found something that did not seem to him to be perfectly fair and above board in the riding of the horses of Sir George Chetwynd, he did not hesitate to say so openly, in an after dinner speech at the annual banquet of the Gimcrack Club. Sir George was compelled to bring a suit for libel against Lord Durham, in which he obtained only a farthing damages, which was equivalent to a defeat, so much so that he immediately afterwards withdrew not only from the turf but from the Jockey Club.

No man living has done more to purify the British turf and to endeavor to reform its abuses than Lord Durham. He is a Knight of the Garter, and is one of the very few peers who has publicly questioned his own right to the title which he bears. For in a speech delivered some time ago at a public dinner in London, he explained to his fellow guests that he was one of twin brothers and that in his early infancy there was such a striking resemblance between himself and his brother Fred, that the nurses had to put different colored ribbons round their arms to distinguish them. He added that he had always been in doubt as to whether he did not owe his Earldom of Durham, his seat in the House of Lords, and his possession of the family estates, which yield him an income of at least $250,000 a year, to the fond partiality of a nurse.

Lord Durham is childless and separated from his wife, whose reason became affected not long after her marriage, when Lord Durham learned for the first time that the symptoms had already been apparent two years and more before her marriage, and that he had been purposely kept in ignorance thereof by her family. Ever since, his sister, Lady Anne Lambton, who is a particular favorite of Queen Mary, has kept house for him, and acted as the mistress of his various homes.

At Lord Durham's death his honors and property will therefore pass to his twin brother, that is, the Hon. Fred Lambton, and in this way any mistake of which the nurse alluded to by the earl, may have rendered herself guilty, will be straightened out and repaired. As Lord Durham has ever since his schoolboy days been renowned as the better tempered of the twins, it may be readily imagined that when Freddie Lambton comes into the family honors and estates, he will worthily maintain the traditions of his ancestors, as to irascibilility.

**The Home**

Lord Durham makes his principal home at Lambton Castle, in the county off Durham, situated on a height overlooking the river Wear. Half Gothic and half Tudor, the castle almost disappeared about sixty years ago beneath the surface of the ground and the fact was then brought to light that the Lambtons of the reign of Queen Elizabeth, and of James I., in their greed for extracting coal from their mines at the least possible cost, had wholly neglected to make any provision for the support of the seams which had been worked beneath the castle. Indeed, the latter stood upon what was virtually an empty coal mine, a fact which had been allowed to pass into oblivion until attention was called thereto by the sinking of the foundations. The whole mine was thereupon bricked up, at a very heavy cost, and the castle made entirely safe.

The courtier of the Lambton family is the sailor brother of Lord Durham, namely, Admiral Sir Hedworth, who has within the last few weeks exchanged his historic patronymic of Lambton, for that of Meux, by means of a royal warrant, bearing the sign manual of King George. In fact, the admiral, who enjoys a world wide celebrity in connection with the leading part he took in the heroic defence of Ladysmith, inherited last year the bulk of the great fortune of the ex-music hall actress, Lady Meux, widow of Sir Henry Meux, the brewer.

In no way related to him, and only slightly acquainted, she left him her wealth, in token of her admiration of his naval services, and also of some slight and trifling courtesies which he had accorded to her at horse races, where she was usually sighted by the majority of the great world present.

The only stipulation which she made was that he should, in inheriting her fortune, assume her name of Meux, identified for the last hundred years with the foremost brewing interests of the United Kingdom, in lieu of the historic name of Lambton, and quarter the Meux arms with his own.

MARQUISE DE FONTENOY.

When a man howls for justice he wants to be the judge of it.

## FLOOD SCENES IN ONE OF THE PRINCIPAL CITIES OF CHINA.

THE TAIPING ROAD, HANKOW.

THE BUND, HANKOW.

Presented herewith are some interesting photographs of recent flood scenes in China. The upper view shows the Taiping road, Hankow, the dividing line between the Chinese city and the foreign concession. There were from eighteen to twenty inches of water on the thoroughfare at different times of the flood. The lower picture shows the famous Bund at Hankow, close by the Custom House, in flood time.

## The Evening Chit-Chat

By RUTH CAMERON

"AND all the while their acquaintances look on in stupor, and ask each other with almost passionate emphasis, what so-and-so can see in that woman, or such-an-one in that man. I am sure, gentlemen, I cannot tell you."
—Robert Louis Stevenson.

Molly, the little stenographer lady, had just read in the evening paper that Mr. So-and-So was going to marry Miss Such-an-One and had promptly justified Mr. Stevenson's description by exclaiming, with almost passionate emphasis, that she didn't see how such a nice man as he could possibly like that girl.

The wants-to-be cynic reached for the paper and scrutinized the item. "Mr. So-and-So," he murmured thoughtfully, "wasn't he an old flame of yours, Molly?"

"He was not," retorted Molly with flaming cheeks. "That's just like you men. You never can believe anything we say is impersonal. I never met him more than once or twice, just enough to know that he had perfect manners, and didn't (with pointed emphasis) take every opportunity to say disagreeable things It wasn't wholly that I wondered that he should marry her, but that anyone should."

"Why, don't you think she's the kind of a girl a man likes?" queried the lady-who-always-knows-somehow pacifically.

"Mercy, no," said Molly, "she's a perfect little cat, and she's always, talking Tolstoi, Browning or something high-brow like that. And she wears woolen stockings."

"That, of course, would damn her forever," murmured the wants-to-be cynic sotto voce. Either Molly didn't hear or she was not in a mood for further battles, for she refused to take up the gage.

"Men don't mind cats, do they," suggested the butterfly, "as long as they are cats only to other women, but kittens to them"

"Well, what kind of a girl do men like anyway?" asked the lady-who-always-knows-somehow.

"A girl with spirit," declared the wants-to-be cynic, "a girl who is interested, alive and always ready for fun.'

"A girl that's thoroughly silly," sniffed Molly, "and doesn't annoy men by pretending to know something."

"The girl with a pretty face or figure, no matter what else she has," contributed the author man's wife tartly.

"The even tempered girl," said the author man, with a warmth that suggested he was stating what should be instead of what was.

"The girl who is always respectful to her father and mother, doesn't wear ultra clothes, likes to be outdoors and likes children," described the man-who-thinks.

"Seems to me," said the lady-who-always-knows-somehow, "that we got some pretty good suggestions about the kind of a man a woman likes, when Ruth asked her reader friends about it. Suppose we get her to ask them about this."

Will my reader friends please again consider themselves appealed to for their points of view?

Our symposium on the kind of a man a woman likes was most interesting.

Let's have another on the kind of a woman a man likes.

Please remember, as close to a hundred words as possible, and please don't generalize too much. Think of the girl you like and tell us what qualities made you like her.

That's the kind of thing that really means something, to quote my beloved Stevenson just once more. "There is probably nothing rightly thought or rightly written on this matter of love that is not a piece of the person's experience."

## A POLITICAL STREET SCENE

The dispute between John Ross Robertson, proprietor of the Toronto Telegram and Arthur Hawkes, author of the "British Born" campaign, as to which beat the Laurier government. The idea emanated from recent Telegram editorials, in which Mr. Hawkes' influence was belittled.

### EVERY LITTLE HELPS.

On the morning after the Charleston earthquake a family was sitting, half clad, shivering in the dawn.

"Oh, Aunt Fannie," said the young woman, "there's a horrid big worm on your shoulder."

"Leave it on, Aunt Fannie," said the young woman's husband. "You need all the covering you can get."—Success Magazine.

A man is as young as he feels—and a woman, too, but she doesn't always look it.


A MARTYR TO HEADACHES

NA-DRU-CO HEADACHE WAFERS

25c. a Box at your druggist's.
will make life comfortable for you again.
They relieve the worst headache in 30 minutes or less. 31
National Drug and Chemical Company of Canada, Limited. . . . . Montreal.

WHO Is Going To Be The Lucky One This Xmas In Obtaining The Valuable Premiums Given By S. L. Marcus & Co., The Ideal Home Furnishers, 166 Union Street?

A magnificent SIDEBOARD or SETS of FURS, to suit party, valued at not less than $35.00 is given away absolutely FREE to the one holding the largest number of our one dollar coupons. The same as last year. These coupons will be given away with each dollar purchased and paid into our store. The first issue of our coupons will be on Saturday, September 30th and will be continued until Xmas Eve. You are all well aware that this reliable firm carries out to the letter what it advertises. Bear in mind that our prices challenge competition and we carry the finest line of Ladies' and Gentlemens Ready-to-Wear Clothing—also manufacture and repair furs of every description. We also carry a complete line of Furniture and Home Furnishings.
Watch Our Windows For Our Free Xmas Gifts.

S. L. Marcus & Co., The Ideal Home Furnishers 166 Union Street.

S. JACOBSON, 32 MILL STREET
Is Offering Special Values In
Men's Suits and Pants
Former prices on Men's Suits were $10 $11.50 and $14, to clear at $5.98, $7.48 and $9.98. Men's Pants, worth up to $3.50, starting from 98c. to $1.98. Also some broken sizes in Men's, Women's and Child's Boots, which we are sure you will never have an opportunity to buy them again for such low prices.
Come and get a bargain. Once secured an article in this store a steady customer for ever.
S. JACOBSON, 32 MILL STREET


## SHIPPING

### ALMANAC FOR ST. JOHN, OCT. 2.

| | A.M. | | P.M. |
|---|---|---|---|
| High Tide | 7.06 | Low Tide | 1.13 |
| Sun Rises | 6.15 | Sun Sets | 5.59 |

### PORT OF ST. JOHN.

Arrived Saturday.

Stmr Calvin Austin, 2853, Pike, from Eastport and sailed for Boston at 7 p. m. on her last direct trip for this season.

Stmr Governor Dingley, 2836, Mitchell, from Boston via Eastport, W. G. Lee, pass and mdse.

Arrived Sunday.

Schr Mineola, 270, Forsythe, from New York, J. W. Smith, hard coal.

Schr Ladysmith, 597, Beattie, from New York, A. W. Adams, hard coal.

Schr Wanola, 272, Williams, from New York, J. W. Smith, hard coal.

Schr Lucia Porter, (Am), 285, Spragg, from New York, Peter McIntyre, hard coal.

Schr Cora M., 117, Branscombe, from Perth Amboy, N. J., N. C. Scott, hard coal.

Cleared Saturday.

Schr Reliance, 16, McNeill, for Lubec, master, 30 hhds fish.

Schr Wave Crest, 9, Black, for Eastport, master, with 35 hhds fish.

Sailed Saturday.

Schr Reliance, McNeill, for Lubec, master, 30 hhds herring.

Schr Wave Crest, Black, for Eastport, master, 35 hhds herring.

Stmr Rhodesian, Forrest, for West Indies via Halifax, Wm Thomson & Co.

Sailed Sunday.

Schr Mineola, for New York.

Schr Wishecarter, for New York.

Stmr Bangor, Brown, for Brow Head, for orders.

Stmr Rhodesian, Forrest, for West India via Halifax.

### CANDIAN PORTS.

Quebec, Sept 30—Ard stmr Tunisian, from Liverpool.

Ard Oct 1—Stmrs Scotian, from Glasgow; Canada, from Liverpool; Saturnia, from Glasgow; Brayhead, from Ardrossan.

### FOREIGN PORTS.

New York, Oct 1—Ard stmrs Nanna, from Hillsboro (N B); Diana, from Windsor (N S.)

Delaware Breakwater, Oct 1—Sld schrs Loyal, for North Sydney; Ann Louisa Lockwood, Caroline Gray, Fannie Prescott—all for Calais (Mefl)

New York, Oct 1—Sld schrs Neva, for Bear River (N S); Carire A Buckham, eastern port.

Vineyard Haven, Oct 1—Sld schrs Vere B Roberts and Bluenose, for Moncton (N B); Henry H Chamberlain, for Fredericton (N B); Harry, for Walton (N S); Caledonia, for Lunenburg (N S); Harold B Cousens, St John for Washington; Novelty, Newcastle (N B), for New York; Hibernia, Windsor for New York; Woodward Abrahams, for Calais (Me); Silver Leaf, for Yarmouth (N S.)

### MARINE NOTES.

The steamer Manchester Mariner left Manchester for St. John on Saturday.

The Furness line steamer Queen Wilhelmina left London for this port Sept. 26 with a general cargo.

West India line steamer Rhodesian, Captain Forrest, sailed at midnight on Saturday for Halifax and West Indies.

Munson line steamer Nancy Lee, Capt. Murchie, completed her temporary repairs and cleared for Havana on Saturday with a cargo of hay and potatoes.

### "THE FIRE'S OUT"

We plot and plan great deeds to do—
Waste time in dream and doubt;
Yet, ere we know, comes winter's snow;—
The fire's out!

We'll reach the mountain top, where beams
Fame's star—where thunders shout;
A cry comes thrilling through our dreams—
The fire's out!

Too late to change the course—too late
To turn the ship about;
On the bleak shore that glooms before,
The fire's out!

An' yet, when this strange life is past,
'Twould solve full many a doubt
Could we but hear that cry at last:—
"The fire's out!"
—Frank L. Stanton, in Atlantic Constitution.

## WALL STREET NOTES OF TODAY

(By Direct Private Wire to J. C. Mackintosh & Co)

New York, Oct. 2—American stocks in London irregular.

Sentiment among financiers in Berlin that war will be short.

Estimated that dead as result of bursting of dam at Austin, Pa., will be near 300.

Government cotton report at noon.

State legislature passes direct primaries bill favored by Governor Dix.

First real election held in Mexico in thirty years elects Madero president.

Railroad officials predict early termination of shopmen's strike on Harriman system.

Some rioting at McComb, Miss.

Bond sales on stock exchange during September totalled $62,625,000 an increase of $15,147,500 over August.

Bank statement shows actual cash decrease of $4,475,000 due partly to gold being withdrawn for export purposes; actual surplus decreased $2,670,250.

Illinois Central for August shows decrease of $10,000 in net.

Twelve industrials advanced 1.16 per cent.; twenty railroads advanced .77.

DOW JONES & CO.

The city council of Chicago has passed an ordinance fixing the price of gas at an average of 70 1-5 cents per 1,000 cubic feet for the next five years.


Better Value in Boots and Shoes Than Ever Before

A splendid boot for women $1.38.

Another good boot for women, heavy soles, suitable for this kind of weather, $1.68 and $1.75.

An extra good value in women's button or lace boots, with patent leather bottom, $2.35, $2.75 and $2.98.

Men's Heavy Working Boots, $1.28, $1.35, $1.45, $1.65, up to $2.25.

Boy's Boots, $1.15, $1.25, $1.38, up to $1.98.

Children's Boots, sizes 1 to 10 1-2, 28c. up to $1.25.

We want your trade and we will treat you right. Money refunded if goods are not satisfactory.

N. J. LaHOOD
282 Brussels Street
Near Corner Hanover.

OUR WEEKLY BULLETIN

MARCUS THE ECONOMIC FURNITURE HOUSE

30 DOCK STREET
Double Woven Wire Springs
All Sizes, $1.95. Each
Spring Guaranteed.

With Our Factory in Operation we are now ready to handle all orders for Sashes and Doors, Mouldings and Finish for buildings
We Can Furnish Everything in The Wood Line For Buildings.
Prompt Delivery.

Atkins Brothers, Woodworkers
'phone Conn. FAIRVILLE, N. B.