

THE SEMI-WEEKLY TELEGRAPH.

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E. W. McCREADY, Editor.

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Semi-Weekly Telegraph

ST. JOHN, N. B., FEBRUARY 17, 1904.

MR. HAYS' LETTER.

The letter of Mr. Chas. M. Hays, general manager of the Grand Trunk, to Mayor White, may not have been intended to influence the verdict of the people next Tuesday, but it is certainly open to that interpretation. If such were really its purpose, the letter is certainly opportune.

The citizens may be pardoned if they retain a degree of calmness in the face of this suggestive epistle. St. John has no special reason to love the Grand Trunk. The whole aim of the letter of the year past, in the direction of winter port development, has been to bring to St. John the Chesapeake trade which the Grand Trunk was taking to Portland. (Me.)

When Mr. Hays was minister of railways he would have been very glad to have secured for the Intercolonial some Grand Trunk through business, but he was not successful.

It may be stated frankly and openly that there is no desire on the part of the people of St. John to shut out the Grand Trunk from its own business. But when Mr. Hays or any other Grand Trunk official comes to St. John, look over the harbor facilities and decide at what point this would like their line to strike the water front.

Mr. Hays apparently thinks the line will want to come in on the west side. Hon. Mr. Emmerson's said in parliament, said also to the harbor improvement committee on Thursday, and said in the public meeting in the Opera House on Thursday evening, that in the view of the Grand Trunk, the line should be on the east side; for in his opinion the C. P. R., if it developed the trade it should do, would probably need the whole of the west side.

Evidently Mr. Hays failed to confer with Mr. Emmerson on this point before writing the letter, or did not count on the minister of railways giving expression to these views.

But why should Mr. Hays go to the trouble of writing this letter on the eve of an election in St. John, when it is so well established that the Grand Trunk Pacific railway will be built? If the Grand Trunk is in such a deadly earnest about the Grand Trunk Pacific, why did not some of its shareholders put up that five million dollar cash deposit?

It really looks as if the letter of Mr. Hays were an interesting contribution to the election literature of the period. When it is definitely decided that a line is to be built, and that it is to come to St. John, Mr. Hays will find the mayor and aldermen in a position to negotiate on as fair terms with the G. T. or G. T. P. as with the C. P. R. or any other line.

THE TELEGRAPH'S POSITION.

The Telegraph has not, for some months past, made any special reference to its political course, nor to the somewhat fierce attacks that have been made upon it by some of its Liberal contemporaries in other parts of the province. It is, perhaps, fair, therefore, that some observations should be made at this time with regard to the course pursued by the Telegraph, and its present standing in the community in which it has been a more or less effective influence for a great many years.

evidence that his knowledge and his opinion was highly valued by the government. The chairman of the railway commission will rank higher than a good many members of the cabinet.

But Mr. Blair did not carry on the campaign which his speech so clearly suggested. The Telegraph, which had endorsed his course up to the time he made this famous speech, could not thereafter, in justice to itself, swallow a measure which it had so vigorously condemned. It required no little consideration to adopt a course which might alienate many old friends, and which would certainly mean the loss of all the patronage the paper received from the government, which the Conservative press had continually held up as the price of this paper's support of the government.

The Telegraph, however, took that step. It sacrificed the government patronage, it took the chance of being denounced or misunderstood by its old friends; and it maintained its attitude of uncompromising opposition to the Grand Trunk Pacific scheme, which it held would be a bad bargain for Canada and for the port of St. John.

Certain newspapers, in this city and in other parts of the province thought it proper to protest that the Telegraph, in putting it in its position, was wounding its own death wound, and that the journal which for so many years had been a welcome visitor in so many homes would soon cease to exist.

In view of all this it is worth while to note that instead of losing friends the Telegraph has steadily gained in circulation. The circulation of the Telegraph yesterday was exactly 1,200 greater than it was on the last day of January. The increase has been gradual and steady. On Jan. 9th it was 100 greater than on Jan. 1st. On Jan. 20th, it was 500 greater than on Jan. 9th. On Jan. 29th it was 400 greater than on Jan. 20th. On Feb. 12th it was 300 greater than on Jan. 29th.

This relates only to the daily circulation. When we come to the Saturday circulation, which has been influenced by the society news of provincial towns, which is now a special feature of the Saturday Telegraph, we find that the circulation has increased no less than 2,000 since the first of January.

It may be that something of the success of the Telegraph is explained by the following letter from an old subscriber, who says:

"I feel glad as a reader of your paper, that the Telegraph has at last decided to give us facts, and not a rigid partisan. I think you are free from any bias as much as did John Bunyan when his lord left from his back. We readers will be better able to arrive at a true standing of affairs, and truth is what we want, even though it may not appear to the advantage of the party, sometimes."

In view of the present war between Japan and Russia, caused by the grasping policy of the latter country, the story of Tibet gains an additional interest. A British force under Colonel Younghusband is now in Tibet, for the purpose of enforcing compliance with the terms of a British treaty with that country, but which Russian intrigue has thus far prevented. A British Book dealing with the Tibetan question has just been issued by the British government, and it throws much light upon the situation. A London cable says:

Foreign Secretary Lord Lansdowne found it necessary to adopt an attitude of considerable firmness towards Russia, on account of Russian intrigue in Tibet. Colonel Younghusband, in command of the expedition in Tibet, announced in December that he had received information from several independent sources that the Tibetans were obtaining arms from Russia, and relying upon Russian support, in accordance with a promise from the Czar made to the Tibetan mission a couple of years ago. It appears that early in 1902 Russia officially notified Great Britain that it would consider a British expedition to Tibet a casus belli, and that it would use considerable force to protect her interests in those regions.

The effect of Lord Lansdowne's firm protest to the view was to induce Russia to disavow any secret agreement with Tibet, and to admit that Tibet was outside the sphere of her policy. In November, 1902, however, Lord Lansdowne, in an interview with the Russian ambassador, had again to protest strongly against the renewed use of force by the British expedition. Lord Lansdowne expressed to the ambassador his surprise at such complaints from a power which, all over the world, never hesitated to encroach upon the rights of nations when circumstances seemed to require it.

"If the Russian government had the right to complain of Great Britain for taking steps to obtain reparation from the Tibetans," Lord Lansdowne said, "what kind of language should the British not be entitled to use in regard to the Russian encroachments in Manchuria, Turkestan and Persia?"

THE EAST AND WEST.

The proposal to build the Grand Trunk Pacific railway was not an answer to those who for several years past have been asking for better transportation facilities between the east and the west. The better facilities asked for were needed to meet existing conditions, in territory already partially settled, and to which new settlers were continually going forward, creating a larger traffic.

In times past. The best way to avoid such blunders in the future would be to have the routes properly surveyed. There is something inspiring, of course, in the watchword "Forward Canada!" But the advance may as well be prudent, and not too easily.

Sir Wilfrid Laurier and Hon. Mr. Fielding have intimated in recent speeches that they are determined, to have the road built, whether by contract with the Grand Trunk Pacific Company or in some other way. Events, however, may yet determine otherwise. The money market has not of late been very favorable to large projects, and the war in the east will tend to tighten the purse strings. There is still, therefore, a good opportunity for the government to write its transportation programme, and pursue the wiser course. The country can wait for the more ambitious work, until something more is known about the route and the probable cost.

The people of the west did not ask for this particular line of railway. No delegations went to Ottawa from east or west but the fact that they were fully prepared to carry on an effective campaign. "Everything transpired as arranged," was the substance of the time message of Admiral Togo, after the first attack on the Russian ships at Port Arthur. Silently, steadily, with scientific attention to every detail, this wonderful people prepared for the inevitable conflict, and when the time arrived they struck with a certainty and effectiveness which have astonished the nations. A distinguished general, quoted in Saturday's despatches to have said: "The Russian no longer despises the enemy. That was a mistake which he made. The Japanese certainly are excellent fighters, who will be treated with the respect they deserve."

But not alone as a fighting nation do the Japanese command respect. They are equally fortunate in the quality of their statesmen. Nothing could exceed the moderation with which they conducted the negotiations with Russia, up to the point where force was used to be a virtue. And when the die was cast, the people went down to the serious business of war as gravely as becomes a nation to whom patriotism is a religion.

Equally fortunate is that country in the wisdom and skill of its diplomats. One of these was the minister to St. Petersburg. Another is the minister to the United States, whose address last Thursday evening at the annual banquet of the Silk Association of America, in New York, is as clear, dispassionate and statesmanlike an utterance on a momentous question as the history of any conflict records.

SENATOR HANNA. Senator Marcus A. Hanna is dead. The news will be heard with profound regret throughout the United States, for if he were not a presidential possibility he was one of the most potential political factors in the republic. His death is a great loss to the Republican party. He was named as a possible opponent of Roosevelt for the republican nomination this year, but announced some time ago that he had no such ambition. Readers of the American papers are perhaps more familiar with caricatures of Mark Hanna than with other men, after Roosevelt and Bryan. For several years past he has devoted nearly his whole time to politics, and was an acknowledged leader in the republican party. President Roosevelt and Mrs. Roosevelt were among those who anxiously awaited for days past the last word from the bedside of the dying statesman, while from all parts of the union came messages of sympathy and deep concern.

Senator Hanna was a native of Ohio, the state that gave to the union Presidents Grant, Hayes, Garfield, Benjamin Harrison and McKinley. He was born at New Lisbon (O.), on Sept. 24, 1837, and was educated at Western Reserve University. He became a partner in a wholesale grocery business, was later interested in several industries, and president of the National Union Bank; was one of the largest shareholders in the Cleveland street railway company, and owned shipping on the lakes. At the height of his business career he gave employment to several thousands of men, but of late he had disinterestedly devoted his interests to devote his attention to politics.

He was a delegate to the national republican convention in 1884, 1888, and 1896, and is credited with bringing about the nomination of President McKinley. On Friday last, when he lay on what proved to be his death bed, he was elected a delegate from Ohio to the Republican convention of 1904. He has been chairman of the national republican committee since 1896, and has been a senator since 1897.

Though he was never a member of the cabinet, Senator Hanna was a man of commanding influence. With the ability of a statesman he had the art of a clever diplomat. He was not without bitter enemies in politics, and these were not always confined to the democratic party. There was a bitter feud between him and another Ohio republican, Senator Foraker. In view of his death, there is a pathetic interest in the personal reference made to him by Senator Foraker, at the convention of the Ohio League of Republican Clubs in Cleveland, Senator Hanna's home, last Friday. There had been a spirited fight over a resolution to endorse Roosevelt for the presidential nomination, and great confusion had prevailed. After the vote was taken, and Roosevelt endorsed, Gov. Herrick arose, and in a voice choking with emotion read a telegram from Washington, announcing that Senator Hanna's condition was hopeless. In the deathlike stillness that followed, Senator Foraker arose, and paid this tribute to his old opponent:

"I did not come here with the idea of interrupting the business of this convention with any remarks that I might make. I am here to express, however, my sincere sympathy to the people of this state, and to the people of this country, for the loss of a man who has been a great asset to the republic. No problem has baffled us and no serious difference of opinion has arisen to create any serious discord in our ranks. We write a new chapter of party history every year and even every week. We are a united party. We are practically united as to the man who is to lead us, the man who has been making the record upon which we must stand."

A WONDERFUL NATION.

As the war progresses, not only are the bravery and skill of the Japanese demonstrated to the admiration of the world, but the fact that they were fully prepared to carry on an effective campaign. "Everything transpired as arranged," was the substance of the time message of Admiral Togo, after the first attack on the Russian ships at Port Arthur. Silently, steadily, with scientific attention to every detail, this wonderful people prepared for the inevitable conflict, and when the time arrived they struck with a certainty and effectiveness which have astonished the nations. A distinguished general, quoted in Saturday's despatches to have said: "The Russian no longer despises the enemy. That was a mistake which he made. The Japanese certainly are excellent fighters, who will be treated with the respect they deserve."

united to describe the policy best adapted to this country. The question is not between free trade and high protection. It is between a moderate and an excessive tariff. I admit manufacturers are entitled to a fair amount of protection, but on the other hand agricultural and the laboring interests must not be sacrificed. The present tariff has worked well, excellently in fact, but we do not claim perfection for it. Moderate changes for the betterment of consumer and manufacturer alike may soon be made. As such a national matter needs the most careful investigation and consideration, there is not sufficient time before coming session to deal with it thoroughly, so that no general revision will be made. The legislation which may be enacted, authorizing certain changes will only relate to a few commodities."

POLITICAL METHODS.

Rev. Dr. Chown of Toronto, who stirred up the Methodist convention in St. John last year by a talk on corruption in politics, discussed the same question last week in Montreal. The Witness thus reports a portion of his remarks:

The political situation in Canada, he continued, was, in some respects, deplorable. Corruption and bribery had become so widespread and so deeply rooted that it was almost impossible for a man of large ideas, of noble ideals, and of honor to obtain a seat in parliament. The names of the men who stood out for equity and justice were the footstools of party bosses. Citizenship was decaying rapidly with such a canker worm of vice eating into its vital parts. In fact, the political atmosphere had become so offensive to highly moral and intellectual men that many of them preferred to remain free from its pollution rather than inhale it.

NOTE AND COMMENT.

This week should bring news of some sharp fighting in Korea, if the Russians really have any forces in that kingdom.

THE GRAND TRUNK PACIFIC.

The Telegraph last week quoted from statements made by Sir Wilfrid Laurier and Hon. Mr. Fielding to show that there is no certainty that the transcontinental railway will be built by the Grand Trunk Pacific Company. In connection with these statements, the following letter from the Hon. Mr. Fielding to the Hon. Mr. Chown, of Toronto, was published. It is a letter of special interest, Mr. Hays says:

"The ninth parliament of Canada will reassemble March 10 for a fourth session. It is necessary to call the parliament together again because the National Transcontinental Railway matter, supposedly finished last session, turns out to have been incomplete.

"The contract for building and operating the road made with the Grand Trunk Pacific Railway Company has lapsed, by the company's failure to put up \$5,000,000 security. The agreement required the deposit to be "in cash or approved government securities." It was tendered in bonds of the old Grand Trunk Company worth more than \$5,000,000. Laurier's government would have consented to the substitution and asked parliament to legalize it had nothing more been needed. But the tendered bonds cannot be pledged for the purpose. Their issue had been authorized only for equipment, etc.

"The matter could be settled by parliament authorizing a new issue of Grand Trunk bonds capable of being made security for the Grand Trunk Pacific Railway Company. But the real difficulty is that the Grand Trunk shareholders, said to number forty thousand and mostly resident in England, are not inclined to take up the Grand Trunk Pacific contract, which would involve the existing line in the national enterprise.

"They might have come in had not the general financial stringency occurred or had not the agricultural year of 1903 been worse in the Northwest than that of 1902. Now their representatives are seeking important modifications of the contract. Precisely what these are is not disclosed. It is possible that the agreement may be reached. But there cannot be, from the government's point of view, very strong reasons for conceding much to a worthy set of gentlemen who don't seem trusted by their shareholders.

"It is not asserted on any authority that one of the other great Canadian railroad companies may cut the Grand Trunk out. But it is obviously on the cards that a new deal may be made."

TARIFF REFORM.

The following is the Montreal Gazette's report of Hon. Mr. Fielding's recent speech in Montreal on the tariff:

The tariff question, he said, was one which always affected electors. But no policy had ever been adopted which pleased all classes. After the Liberals were elected in 1896 a revision of the then existing tariff took place. That revision was not the abolition of all protection, but whatever change had been made, it was on the side of a reduction of duties. Since the revision, no tampering with the tariff had been carried on. The government believed it was best to give their policy a fair trial. Now, however, certain alterations might be found necessary. What they were Mr. Fielding would not say.

"We have never had free trade in Canada," said Mr. Fielding. "This term is

misapplied to describe the policy best adapted to this country. The question is not between free trade and high protection. It is between a moderate and an excessive tariff. I admit manufacturers are entitled to a fair amount of protection, but on the other hand agricultural and the laboring interests must not be sacrificed. The present tariff has worked well, excellently in fact, but we do not claim perfection for it. Moderate changes for the betterment of consumer and manufacturer alike may soon be made. As such a national matter needs the most careful investigation and consideration, there is not sufficient time before coming session to deal with it thoroughly, so that no general revision will be made. The legislation which may be enacted, authorizing certain changes will only relate to a few commodities."

Politicians generally speaking, he believed, desired what was right, but circumstances seemed to slow down their intentions to the whirlpool of dishonesty until the conditions could be more demoralizing, and yet was it not true, he asked, that such a base state of affairs existed.

A gentleman named Chabais, who is reported to be Canadian inspector of mines, is said to have discovered radium in Canadian mica. This is when we all get rich.

Partial plans of the new drill shed have been received, but like the Grand Trunk Pacific the site has not yet been selected. With regard to it we may still indulge the pleasure of hope. May the shower of needful blessings continue.

A correspondent appeals to the Telegraph to stop the clock. Standard time, he says, compels the children to go to school an hour too early on cold winter mornings. With all due sympathy for the little people, this paper finds itself unable to advocate the substitution of two or three times for one. The editor's watch is wrong more than half the time as it is.

The Montreal Witness says that owing to differences among members of the Montreal harbor board there is a rumor to the effect that the dominion government is at the present time seriously considering the advisability of taking over the entire business of the harbor board and managing the affairs of the port of Montreal direct from the capital. The Witness declares that there is certainly a change in prospect.

The city council has never divided politically on the question of the C. P. R. agreement. Several strong Liberals favored it, and several strong Conservatives opposed it, in every discussion that has been held. If the agreement is closed, it will be neither a Liberal nor a Conservative arrangement, but one arrived at according to the best judgment of the civic representatives of the people, without reference to political faith.

Says the New York Herald: "The action of the Imperial Bank of Russia in raising the discount rate from 4 1/2 per cent at which it had stood for nearly two years to 5 1/2 per cent is likely to invite advances by the other great European banks. One of the unpleasant effects which the war exerts upon this country is the increasing stringency of money abroad at a time when a very large sum must be placed here to the credit of foreign bankers in payment for the Panama Canal."

How will this effect the financing of the Grand Trunk Pacific?

The Russian Admiral Alexieff is thus described by the Russian Advertiser: "He is perhaps fifty years of age and inclined with nervous energy. He is also a sportsman. The whole movement of the man is full of dash. His talk is the vocalization of force; his attitude, even when sitting in conversation, is that of a hot-blooded intensity. Alexieff is informed, very frank, open, never hesitating to formulate a reply and giving you his opinion quite offhand. His days are full of toil; indeed, most of his nights are full of toil also."

Hon. Mr. Emmerson says that the C. P. R., if they develop business in earnest, will need the whole west side of the harbor for their facilities. In face of that there should not be much objection to granting the company 28 acres of yard room. It is true that Gen. Man. Hays in his letter asks that rights be reserved on the west side for the G. T. P. But if the

people of St. John do nothing in the line of harbor improvement all the G. T. P. can do, whether the west or east side, there will be a lot of trade lost to the port.

It is alleged by some that the C. P. R. wishes only to shut other railways out from the west side of Grand Trunk, to be regarded as purely philanthropic? His road has never brought trade to St. John, and there is nothing in the G. T. P. contract to compel that company to utilize this port.

In the course of an editorial on Saturday the Globe made these admissions: "As regards the road coming to St. John that is not provided for in the contract between the Grand Trunk Pacific railway and the government, for according to that contract, the road is to touch the Intercolonial at Moncton, where it is eighty-seven miles from St. John and 190 to Halifax. . . . It is quite true that the contract with the government does not compel the company to route all its freight over its own road to Canadian ports."

The death of Erasmus Wiman recalls the commercial union agitation which was started in Canada in 1887 and carried on for some years after. The names of Mr. Wiman and Ben. Battersworth were familiar to all newspaper readers of that time. Mr. Wiman was at that time one of the best abused men in the country, and his project, though in a measure endorsed by the Liberal party (under the title of unrestricted reciprocity) was doomed to failure. In later years he suffered financial loss and much physical distress, and had almost entirely passed from the public mind.

Mother.

I see her in the long ago
Thy mist has gathered thick and fast,
And who may think or who may know
Who with the present blends the past?
O sacred Mother, thine hand
Whose touch shall linger to the last.
In patience guiding careless feet,
And filling mind with happy store,
In thee the saint and martyr meet;
Thy loved voice sounds from yonder shore
Striving the old familiar songs
Bringing me back to home once more.
Bringing me back to love so true,
I wonder that I held it tight.
How rough the ways it led me through,
Searching the darkness of the night,
Ah Mother, thine prayers, I know
That oft when tempted bold me right.
I see her as she used to be,
No other eye the vision scans.
A great and blessed mystery
Revealing more of Heaven's plans.
Upward it leads the mind away
Whither the bridge Eternal spans.
Feb. 13, 1904. E. SEARS.

Stopped Her Husband's Checks.

Human nature is much the same out in Chicago as it is elsewhere. It is even in the Chicago banks. As an illustration of this fact it is related that the cashier of the Chicago bank lately issued a rule of business all to pieces in order to do a depositor's account. The depositor, incidentally, was a favor and incidentally one for the depositor himself.

This particular cashier said at his desk the other day wondering whether or not he had best call in the depositors to say that this note, when it is paid, is a "receipt," preceded by a wave of delicate perfume.

"Excuse me, is this the cashier?"
It was a pretty woman of thirty who spoke. She was well dressed, and there was that about her which caused the cashier to look a second time.

"Yes, madam."
"I am Mrs. Jenkins. My husband has an account here. He'll be in pretty soon to draw some money. I don't want you to let him have it."
The cashier looked a third time at his clock. This time he stared hard, and the woman on the other side of the railing looked down at the teacup on the desk.

"But it is his account, madam. It is his money to draw. I can't stop him."
"My husband is the best man in the world," the woman said. "For 300 days in the year he is good and kind to me—he is always good and kind—but then, once in a while, he gets—that is—he isn't—O you know."
"Yes, guess I know," said the cashier. "And I don't want you to let him have any money. I know it is his money. But if he doesn't get the money from you just stop to think a minute, he will—"
"I'll see what I can do, madam," said the cashier.

"Thank you, sir," said the woman, simply, and went away.
The cashier walked over to the cage of the paying teller and picked up his sheet on which was written the list of depositors. Under the name of Mrs. Jenkins, the husband of the woman who had called on him, he wrote:

"Stop payment on this account until I see O. K. is secured." Then he signed his name and called the paying teller's attention to the notation.

The cashier looked at the check for \$200 Jenkins was an old depositor, and carried a good account.
"I'm sorry Mr. Jenkins," said the paying teller, "but perhaps, a slight odor of whisky on Mr. Jenkins' breath."
"Is my account overdrawn?" he demanded.
"No, sir. Your balance is good."
"Then what do you mean by refusing to honor my check?"
"You'll have to see the cashier about that. I am acting under orders."

Jenkins stormed over to the cashier's desk. He was red in the face and furious when he looked up to the cashier's desk.

NEWS OF DIGBY AND VICINITY.

Digby, Feb. 12.—At a meeting of the town council last night seven applications were considered for the position of water and street superintendent. J. Outrage Dalin received the appointment.

Gravelle Junction, local station agent to the D. A. R., has purchased a portion of Dr. L. H. Morse's land extending from First avenue to Queen street, and will probably build a house in the spring.

John G. Nowlan, of Havelock, is suffering with a stroke of paralysis. He is probably the oldest, or one of the oldest postmasters in Digby county.

Barque Stranger is due at Weymouth from New York to load lumber for Bensen Ayres, shipped by E. D. Campbell & Co.

Bayview J. H. Bowers did not sail from Weymouth as previously reported, but is detained waiting for high tide to enable her to cross the bay.

The session of the County Court which was a busy one, closed yesterday. Judge Savary left for Ligonville, before returning to Annapolis.

A large quantity of ice is being stored at Westport for the use of the coal-burners. The death is reported from Preceptor of Mrs. Amos Thumber, of heart disease. She leaves a husband and two daughters.

Lilla, daughter of Mr. Nathaniel Davis, Preceptor, Friday morning, aged eight years.

Mrs. Alice, wife of James Taylor, senior, magistrate, died at her home in Little Brook, yesterday, aged 32 years. She is survived by a husband and seven children.

BRITAIN PREPARING FOR EMERGENCIES.

Halifax, Feb. 12.—The military authorities have received instructions from the War Office to see if temporary quarters could be secured in Canada for seven line regiments and a detachment of Royal Engineers, so that they will be in readiness for transportation for the east in case of emergency. The necessary quarters are to be secured in the barracks and distributed among the fortifications and 1,500 men will be quartered at the Citadel. It is proposed to quarter one regiment in Toronto, one in Quebec and two in Montreal.

They will be removed to the Far East in case hostilities are entered into between Russia and Japan. They will take no troops from India for fear of an outbreak by Muslims in Afghanistan and Tibet. Striking times are expected in Halifax.

TO CURE A COLD IN ONE DAY.

Take Laxative Balm Quinine Tablets. All druggists sell them. Be sure it is Laxative Balm. W. E. Groves, Baltimore, Md. Each box, 25c.

A Safe Diet Rule.

How shall one determine, then, how much food to eat? Too much mystery has been thrown about this subject, and the result is confusion. It must be kept in mind that the entire function of digestion and assimilation is carried on without conscious supervision or concurrence. It should be entirely automatic and unobscured. That, whereas digestion of food which accompanies and follows its normal accomplishment, is a matter of the region of the stomach, and that means that the food must be in a state of readiness to be taken in, in a healthy animal, between the appetite and the appetite, as required, is extraordinary. As a rule, the food, unless eaten very slowly, should cause before the appetite is entirely satisfied, because a little time is required for the outlying organs and tissues to take up the food that has been ingested. If too little has been taken, it is easy enough to make up at the next meal, and the appetite will be only the better and the food more grateful.

No one was ever sorry for having voluntarily eaten too little, while millions every day regret having eaten too much. It has been said that the great lesson homoeopathy taught the world was that, whereas physicians had been in the habit of giving their patients the largest doses of drugs, they have been led to see that their purpose was better served by giving him the smallest dose that would produce the desired effect. And so it is with food. Instead of eating as most people understand it, as much as they can, they should eat the smallest amount that will keep them in good health.—The Century.

ONLY A SLIGHT COLD.

Yet it May Lead to Consumption and an Early Grave.

Dr. Williams' Pink Pills for Pale People. If your blood is poor or watery, a touch of cold or influenza will settle in your lungs, and the slight cough of today may turn to the racking consumptive cough of tomorrow. Weak lungs are caused by weak blood; weak blood is an indication for consumption to lay upon you the hand of death. Stop that cough by enriching your blood with Dr. Williams' Pink Pills. They make new, rich, red blood. They add resting power to the lungs. They have saved hundreds from the clutches of death. They are a positive proof that Dr. Williams' Pink Pills cure all other medicines fail. Miss Katie Curtis, of Charlotte, N. C., writes: "Some months ago I got caught in a rain storm, and the wetting was followed by a cold. At first it was cold and little, but it grew and grew, and I could not get it out of my head. I finally called in a doctor, and he gave me a bottle of medicine. I took it, but it did not help me, and I began to grow pale. I lost weight, and my appetite completely left me. I was now rapidly sinking under the care of the doctor, who told me my lungs were affected, and that I was threatened with consumption. The doctor's treatment did not seem to benefit me in the least, and I steadily grew weaker. I finally decided to try Dr. Williams' Pink Pills. I took them, and I finally got out of bed and back to work. I am now in the best of health, and weigh more than I did before. I feel that I owe my life to Dr. Williams' Pink Pills, and hope my experience will benefit some other sufferer. All diseases which come from poor blood or weak nerves can be driven from the system by the use of Dr. Williams' Pink Pills, which may be had from any druggist in medicine, or will be sent post paid at 50c. per box or six boxes for \$2.50, by writing direct to the Dr. Williams' Medicine Co., Brockville, Ont. Remember that substitutes and imitations do not do 'just as good' do not cure."

There are 517 national banks in the United States, with authorized capital stock aggregating \$700,000,000.