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Semi-Weekly Telegraph

ST. JOHN, N. B., SEPTEMBER 15, 1906

AUSTRALIA'S FEELINGS HURT

A Melbourne despatch describes Australia as "freely angered" by the British Imperial defence committee's "uncomprehending and contemptuous treatment of Capt. Creswell's official scheme for a torpedo boat flotilla for Commonwealth coastal defence." "The tone of patronage permeating the memorandum," the despatch continues, "is especially resented, as is the Admiralty's refusal to sell the Commonwealth government or the state premiers any of the British discarded cruisers now being disposed of at scrap-iron prices."

Captain Creswell is the naval director of the Commonwealth. The government asked him for a report as to the cost of a group of vessels for coast defence and as to the class of vessels that would be most useful, the plan being to have an Australian force to act in home waters in case foreign raiders evaded the Imperial fleet. Captain Creswell recommended the purchase or construction of three cruiser destroyers, sixteen torpedo-boat destroyers and fifteen torpedo boats, to cost \$22,000,000, and to be maintained at a cost of \$120,000 a year in time of peace. Certain ships of the British navy are kept in and near Australia and the Commonwealth contributes to their cost, but something more is desired. As one writer explains: "Under the agreement with the Imperial Government, the Australian squadron is to operate over a very wide area, extending over the Australian, China and East Indian stations. That means that in time of war the Imperial vessels of the Australian squadron may be away from Australia occupying some strategic position. The feeling is that while these vessels are very properly concentrating on some strategic position, and thus protecting Australia from any attacking force, yet there would always be the chance of raiders or vessels escaping through the Imperial corridor. Therefore, in order to have a complete sense of security, and to complete the protection of the Australian coast, public opinion in the Commonwealth very largely supports Captain Creswell, and, I believe, considers that we should have some small coast defence force of our own. The creation of such a force is very popular in Australia, especially among the Labor party."

When the Creswell plan was submitted to the Imperial government the Imperial defence committee rejected it summarily. It was, the British authorities decided, useless for Australia to have a small separate force for coast defence, inasmuch as any enemy which escaped or defeated the Imperial fleet would necessarily be strong enough to make short work of the Commonwealth's torpedo squadron. But Australia is not disposed to accept the London view, and is offended by its expression; and probably will have its own fleet, however insignificant, before many years.

THE WISE MEN FROM THE EAST

Japan, seeking a religion, is sending a commission of learned men to visit Europe and America, to examine into the beliefs existing in these countries and to observe what is the effect of their chosen religion upon the peoples who adhere to it. These new "wise men from the East" seek to find the true religion. Seeking it they will make a critical examination of Christianity as they find it. If they say it is the true religion the Mikado and the nation will proclaim and embrace the faith. Christianity is and has long been preached in Japan; but the Japanese wish to see, and to know through seeing and not by interested witnesses, how Christianity affects the nations who send missionaries to Japan. The Japanese commissioners' report may be—should be—a highly interesting document. It may be followed by results of tremendous importance to Japan and to the world. In Europe and America the Japanese will discover that between profusion and performance a great gulf is fixed. It may be that they will not only embrace Christianity but set an example to various and sundry nations which have been in the habit of sending missionaries to the "heathen."

The Japanese accepted Buddhism in the ninth century and rejected it in the nineteenth. They have examined Confucianism and Mohammedanism, and deem them inadequate. Shintoism, their own native belief, is no longer regarded as satisfactory. Hence the Mikado, seven years ago, appointed a commission to travel in search of "the truth." The coming of the war prevented the work, but now the commission has been reappointed and will soon be on its way. A thoughtful American journal which evidently believes the commissioners will find many things to astonish them in the United States, has this comment on the coming visit:

"What the Japanese Commission evi-

dently will look for are practical results. The Christian religion has considerable influence in Japan, but the people have only the long range view. They are not quite sure that the Christian lands are altogether the delightful abodes of such men as the Christian missionaries who are among them teaching ethics and religion. These wise men from the East believe what they see for themselves at short range view will have greater weight with them. The best testimony to the worth of a religion is the behavior and moral condition of a people. The commission wish to see whether the principles of Christianity are illustrated and demonstrated in the life of Christian lands. If missionaries have taught them about the love of Christ they want to see how far this extends in the national deeds of Christian nations. They may expect to find the 'Sermon on the Mount' beautifully fulfilled in industry and politics. They may be puzzled to find so many varying phases, or denominations, of Christianity, but they can be trusted to regain their composure and find their way out of the labyrinth."

"When this commission come to America, as they surely must, they will not see the 'Golden Rule' in full force yet, and they will see inconsistent things in industry and politics, but we will ask them out of charity to us to overlook those for the present and to study the American spirit from its beginning with the colonial fathers. We want them to observe how the foundations of America were laid in religious faith and sacrifice. We invite them to trace the course of this faith as an inspiration in American life, and to see that there are forces steadily at work ameliorating unlovely conditions, and to remember that the American spirit is still in the making. They will see that the underlying purpose of the American spirit is preservative of that which is good, however much in the light of evils may be for a time. Let the Japanese commission avoid the defects that they may find in the practicing of Christianity, forget them, and hold fast to that which is good. If other nations have failed in any particular in the practicing of Christianity, the Japanese have the golden opportunity to lift the Christian system to a high plane, and in their national life, spirit and character become truly a Christian nation."

The foregoing is a sort of appeal against being judged harshly, we may suppose. Still, the commissioners must get at the truth, and to do so they must place the Golden Rule in one scale and American greed, good, bad, and indifferent, in the other. Perfection they will not expect. They will not magnify evils and ignore the good results as some critics of Christianity are disposed to do. But—even if they are as fair as men can be, what report will they, the "heathen," make of this Christian continent?

THE SOUTH SHORE ROUTE

Having noted the proposal to withdraw the steamer Senlac from the South Shore route the Halifax Board of Trade is discussing the advisability of organizing a company to buy a steamer to take her place. Indeed a committee has been appointed to book provisional subscriptions for stock and to inquire about a ship suitable for the service.

It appears to be agreed by merchants in St. John and in Halifax that the service performed by the Senlac has been a valuable one, and that a continuation of this service is greatly to be desired. It has been said here that the construction of the Halifax & Southwestern railroad injured the Senlac's business materially, or promised to so injure it; but the reported action by the Halifax Board of Trade indicates a belief that the steamship service will be a commercially profitable venture—perhaps that it would become so if Halifax were to secure a substantial addition to the present subsidy.

CONCRETE BUILDINGS

Dwellings should be built of glass, some authorities contend, not to promote economy but because they could be kept almost perfectly clean and an even temperature could be maintained more easily than in the case of wood, brick and stone. Last year a company wished to build a hotel at a New Jersey resort—a building 400 feet long, 125 feet wide and 164 feet high. Bids for the structure were very high, and some of the structural steel could not be supplied for nearly two years. The company, to avoid delay and to save money at the same time, decided to use cement, and "in eight months, and three days without the loss of a single day, the hotel was ready for furnishing." It is described as a work of great architectural beauty, and Edison says it is the finest building he ever saw. The fire insurance companies, it is noted too, are insuring it at a rate three per cent lower than that on first class properties of the ordinary type of construction near by. Commenting on the future of cement as a building material a well informed American writer says: "Building materials of the old-fashioned kind are growing scarce and high, especially lumber. Steel can be made in any quantity with time enough, but the demand has seemed recent to be in advance of the supply, and where owners are in a hurry for results this is a handicap to business. Moreover, it tends to keep the price of steel at a very high figure. 'With cement construction the material,

whose constituents are practically inexhaustible, can keep pace with the building processes. In ordinary construction expert labor is reduced to a minimum. There is no call for the numerous metalworkers, bricklayers and other artisans that so swell the cost. An expert to superintend the mixing of the cement is, of course, needed, and carpenters and their assistants to construct the frames into which the soft cement is turned, but even these moulds can be used over and over again for duplicate work in the same building or for similar construction in other buildings. It can be used for small work as well as large, and it is claimed by some that have used it, at about two-thirds the cost of frame construction. "Another desirable quality is the comparative noiselessness. There is no pounding on resounding girders or other heavy hammering. The cement grows into its destined shapes and does not require the dynamics which frequently assail the ear with their reverberations to the annoyance of everyone in the vicinity. An indication of the increased use of cement is given by the output of ten years ago and the present time. In 1897 this country produced about a million and a half barrels, and last year twenty-six millions and a half, while the present year that amount will be largely exceeded. It seems as though San Francisco might to a large degree simplify the problems which carpenters and masons are making for her by rebuilding where feasible with this material."

THE NEW YORK CIRCUS

Mr. Hearst "was cheered for thirty-three minutes" according to the Associated Press report of the convention which nominated for governor Wednesday in Carnegie Hall. If memory serves Mr. Bryan, at the Madison Square Garden reception a few days ago was cheered for only seven or eight minutes. So far as cheering goes then, Mr. Hearst, in sporting parlance, is getting a run for his money. The Independence League, whose chosen candidate he is, is largely the creation of his well paid lieutenants and lesser organizers and boomers; yet it has become a force to be reckoned with. It is the Hearst plan to make so formidable a showing of strength that when the regular Democratic convention meets in Buffalo he may have a chance to point to his nomination to Jerome; but there is nothing certain about it. The waters of New York Democracy are greatly disturbed. The Buffalo delegates will understand that in choosing Jerome they are choosing him with the knowledge that Hearst will run on his own hook and split the party vote. The danger of such a division making a Republican victory sure may incline many Democrats to advise a compromise with the Hearst force.

The Democrats in the Eastern States this year suffer from a plague of warring leaders and divided councils. If it were not so their chances in both New York and Massachusetts would be bright. Hearst, of course, would be the champion of the House by way of Albany, and he is willing to pay lavishly and beyond precedent in order to make the way smooth. It is difficult to believe that he can be successful; yet the tone of much conservative newspaper comment of late indicates that his triumph is regarded as among the possibilities. It is a political circus of a spectacular sort, deeply interesting because of the memory of Hearst's astonishing vote in the majority contest, and because his fate this fall will publicly measure the extent of the discontent and folly in the first state of the Union.

THE KING

Perhaps it is a statement not likely to be challenged by those who have closely and impartially watched the career of Edward VII, since he ascended the throne, that he is one of the best kings that England has had since the days of Alfred. He is a monarch who achieves and achieves wisely. There is nothing spectacular about his methods, hence he is not identified with mouth-filling deeds, but we doubt whether another ruler in all Europe has been so instrumental as he in preserving its peace and promoting its highest welfare.—Boston Transcript.

Many leading journals in the United States, in France and in other countries—Germany being a conspicuous exception—have for some time past made frank acknowledgment of the wisdom and statesmanship of King Edward. He has conquered the respect and admiration of many who formerly were accustomed to criticize him and the British system. As a writer of note remarked not long ago Edward VII. has done much to increase respect for limited monarchy. The Transcript makes the statement quoted in the course of a discussion of the King's recent visit to Germany. He has, the Transcript believes, done much to promote better relations between Britain and Germany and even between Britain and France. "He is," says the Boston Journal, "exhibiting new qualities of statesmanship which the world admired in his father but which the latter could employ to only a limited extent and indirectly. No one is today exerting a more healthy or beneficent influence upon the politics of Europe than he, and not only his own subjects but those of all nations have the best of reasons to exclaim in all sincerity: 'God save King Edward!'"

Strong language for Boston of "Tea Party" fame.

THE CHURCHES

It has not been observed that attendance at church in St. John is falling off so appreciably that St. John people are not influenced by causes operating in Toronto, or have not heard of them. Toronto "Saturday Night" asserts that "a large number of people quit going to church about the time they cease to believe in hell," whereupon another journal remarks: "If it is really a case of cause and effect, we think there is less to be

deplored in the falling off of the church attendance in Toronto than might appear at first sight. Those Toronto people who only went to church from a fear of hell and who are quite prepared to believe that they are doing themselves about as much good staying at home." If fewer Toronto people go to church than formerly it is not likely that a changing belief regarding hell has much or anything to do with it. "Saturday Night" would remark that hell "is not what is used to be." That it is less in favor as an argument by preachers has little bearing upon religion and religion's hold upon the people. The people are falling into the habit of accepting certain portions of the belief of their childhood and rejecting certain other portions with a freedom which would have been considered rather shocking fifty, or even twenty-five years ago. When the true religion comes to Canada—as they may—and ask just what is the accepted belief about hell and what part it plays in Christianity here the answers will be many and varied.

TRAIN WRECKS

The Railroad Commission has promptly ordered a most thorough inquiry into all the circumstances attending the lamentable railroad wreck near Sudbury. The report thus far as to the cause of the accident is incomplete. It is of the utmost importance that a full and frank statement of all the facts be made public, and there will be, we may be sure, no disposition to conceal anything or shield anyone who may be to blame, if the occurrence should prove to have been in any way due to negligence. The Canadian Pacific Railway will be interested, for many reasons, in getting at the whole truth and making all possible use of it in order to guard against similar fatalities.

Canadian roads generally speaking, the C. P. R. included, have made an enviable record with respect to safety. Very rarely have Canadians been confronted with reports of such horrors of the rail in the Dominion as come to hand in the present case. The fact of fearful railroad wrecks in the United States, where, apparently, the people have become hardened to the frightful record of the transportation companies. In this country, where the railroad mileage is very great in proportion to population, the number of passengers annually killed and injured has been comparatively small, and as a rule the care enforced by the companies has been satisfactory, though there have been no incidents on the other side of the ledger.

As population increases and passenger traffic grows heavier the death list will lengthen; but it will be felt on all hands that speed and competition and overwork must not be permitted to increase the danger to travelers to anything like the point it has reached in the United States. A high standard of security for passengers must continue to outweigh all other considerations. In order that increasing traffic and the multiplying problems it entails shall not unduly increase the number of accidents, the public will be disposed to insist upon the most searching investigation of every serious railroad mishap in order that the cause may be made clear and the responsibility placed on the proper shoulders. Growth, rapid expansion, and congestion of traffic involve increasing risks. In Canada these should be reduced to the lowest degree consistent with progressive railroading.

NOTE AND COMMENT

The Maine elections being over prohibition in that state will be even less prohibitory than usual during the next two years.

The illness of Dr. Harriett, retiring Chancellor of the University, has assumed an alarming turn, news of which will be read with general regret.

Washington dispatches printed this morning read as though written to prepare the public for the announcement that the United States is going to intervene in Cuba.

Moncton is talking about holding a Maritime exhibition next year. Such a show would be good for Moncton and that city is quite capable of making it a success. New Brunswick needs more enterprise of that sort.

"The Astor As Knights" is the headline used by a Bangor journal over an article concerning the knighting of William Waldorf Astor, the millionaire American who moved to London and renounced his allegiance to the United States.

The Telegraph devotes some space this morning to an illustration and explanation of the plan for harbor improvement prepared by Mr. E. T. P. Shewen, of the Dominion Department of Public Works. He would widen the harbor considerably, deepen the channel and provide for twelve deep water berths in addition to those now ready or authorized by the city. In order to keep the harbor entrance clear he would extend the breakwater to Partridge Island and so close the western entrance. This latter proposal has always awakened some opposition when previously advanced, but there can be little doubt that it will be accepted some day. Mr. Shewen's plans may be carried out in some future time, perhaps within a few years if the Dominion government undertakes the equipment of the port.

Veterinary Experience

Infallible guide to horse health. 100 pages, book, free. Symptoms of all diseases and treatment. Prompt veterinary consultation. TURTLE'S ELIXIR. SURE CURE FOR CURB, COLIC, MOUNTAIN SHOE BOILS, QUARTER CRIES, BRUISES, SWELLINGS, AND ALL AFFECTIONS OF THE HORSE. TURTLE'S ELIXIR CO., 74 Beverly St., Boston, Mass. Sold by all druggists and by C. H. Maclellan, 55 Church St., St. John, N. B.

they will be needed presently is altogether too likely, for the rebels are active near Havana and a demonstration against the government and its American friends in the city is by no means improbable. Palma appears to have neglected or been unable to make sufficient preparation to quell the trouble of which he had early and frequent warnings.

Since intervention is the word, some examination of the extent to which the Americans may with propriety interfere is in order. A very excellent American authority, the New York Journal of Commerce, holds that Uncle Sam may restore order and uphold the Cuban government, but cannot, with honor, annex the island. The Journal states the case thus: If "business" or other "interests" should egg on treason in Cuba to the point of making the intervention of our government necessary it should have one purpose, the sustaining of the existing government of that republic in a way to enable it to put down rebellion and to punish all traitors to its authority as they deserve. We have no right to intervene with any other object, and we have virtually bound ourselves to intervene for that sole purpose. The Cuban malcontents should be taught with prompt severity that treason and rebellion are not politics, and that submission to constituted authority is essential to self-government; and we should help to teach that lesson if necessary. Every leader of revolt from one end of the island to the other should be treated as a traitor and a criminal, and his followers should be brought into submission to law for the maintenance of Cuban independence and the perpetuation of the self-government in the island.

When our Congress adopted a resolution recognizing the independence of Cuba there was embodied therein this declaration: "That the United States disclaims any disposition or intention to exercise sovereignty, jurisdiction or control over said island, except for the pacification thereof, and asserts its determination, when that is accomplished, to leave the government and control of the island to its people."

When the process of pacification was accomplished, after a brief but decisive conflict with Spain, and the United States was about to withdraw from such jurisdiction and control as it had exercised for that purpose, it required Cuba to embody in its constitution and in a permanent treaty its consent that "the United States may exercise the right to intervene" for what purpose? For the preservation of Cuban independence, the maintenance of a government adequate for the protection of life, property and individual liberty, and for discharging certain obligations assumed by the treaty with Spain.

The preservation of Cuban independence and the maintenance of a government adequate for the protection of life, property and liberty go together here. If we intervene it must be to preserve the independence of Cuba and the maintenance of its own government, and the exercise of any "sovereignty, jurisdiction or control" beyond that, and with any ulterior purpose in view, would be an act of the grossest bad faith. The government should have this distinctly understood by all who plot toward annexation and the first fruit of any intervention should be such a crushing of revolt that it would never dare again to show its head. The United States has pledged its faith to Cuba.

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St. John, Sept. 15th, 1906

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Shipwrecked persons who have been kept alive on the most repugnant and unwholesome of foods will say that there is never any danger of a person's starving to death on land, especially in a town or city.

"Probably the hardest fare that six strong men and a boy of fifteen ever kept alive on," says What to Eat, "was the daily menu of the Windward's survivors, who were cast up on the Irish coast near Kilebeg not long ago. They lived sixteen days on stewed horse yam, without a crumb of anything else to help digest it except water, and, although it made them ill, they kept alive on it and did not waste away very much."

The Windward was a bark carrying sail between Spain and the United States, with an English crew, and was dismantled and abandoned about 1,000 miles out in the Atlantic. Three of the crew were killed by the falling masts and two were washed overboard, but the other seven took to the whaleboat and set out for Great Britain. They had time to gather but little food from the deserted vessel, but they had three large tubs of water besides the tank the boat already held. The result was that they ate up the provisions in four days, but had enough water for a month, and after starving for two days more they tried boiling lengths of tarred rope into pulp and swallowing it. They had a keg of paraffin wax, which they boiled to add to the nourishment. The sickness they experienced as a result of the diet was only temporary, and they landed in comparative good health.

Two men, two women and a child of a boat who had run the blockade at Port Arthur during the siege were shipwrecked on a rock near the Luchu Islands. They built a raft of the timbers of the wrecked boat and tried to make their way into the open sea. Exhausting the small supply of tinned foods they managed to save from the wreck, they soon found themselves adrift in the ocean without food and with very little water. They then boiled and ate their shoes and their boots, and the buttons on their clothing, mixed with gelatinous fishes that they caught and washed upon their raft. They were trying to prepare pieces of their clothing for food when picked up by a steamer that had been attracted by their distress signal.

Captain Maholy, of the foundered steamer Gyalvor, and his second officer created a record less than two years ago by living for seventeen days on boot leather and a pint of water a day each. Of course, no teeth can tear cowhide boots; they have the cut up and shredded with a knife and the threads chewed and swallowed. Boiling, even when possible, it is said does no good, but takes from the nourishment of the boots. A few ounces of leather, being very hard to digest, stay the stomach for fifteen or twenty hours. A diet of boots and shoes is one of the most repulsive that can be imagined, and though it is hard for a well fed person to imagine that any one could masticate and digest the leather, a pair of long cowhide boots will keep a man alive for a fortnight if he has a little water.

Sand-Swallowing Fish. An official of the Fish commission at Washington states that captains of fishing smacks in the North Sea have found that codfish, at certain times of the year, take into their stomachs as "ballast." This, it would appear, is done when the fish are about to migrate from the shallow water covering the southern banks of the North Sea to the deeper water farther north. It has been observed that fish caught on the southern banks just before the migration begins and those caught in the northern waters after it is completed have empty stomachs, and that the sand is discharged after the arrival of the fish at the northern banks on the return migration. In proof of this it is stated that the sand found in the fish often differs in color and quality from that of the bottom where they are caught.

Will Withdraw Steamer.

Sydney, N. S., Sept. 13.—Secretary Chamberlain, of the Sydney board of trade, has been advised that the Plant line has decided to withdraw their steamer from the Boston, Halifax and Sydney service on account of the discouraging freight and passenger business. Next year it is expected the Perry will be placed on the Bras O' Lakes route.

In buying a Hercules Spring Bed, No. 0 or No. 1, you not only get a first class spring bed but insurance as well. The makers of Hercules Spring Beds No. 0 and No. 1 have undertaken to supply an entirely new spring free if the one bought says or bags at any time within 5 years. The patent wave in these famous spring beds is 5 times stronger and springier than in the ordinary. And the price is very little more than that of the ordinary. Sold in St. John by Geo. E. Smith.

Mr. Tye-Phist—More money? What have you done with that dollar I gave you last week?

Mr. Tye-Phist—That's in the savings bank, but I can't draw the interest on it till next January. I want another dollar to run the house on in the meantime.

—Chicago Tribune.

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