AROUND THE LAMP

QUEEN WILHELMINA.

Queen Wilhelmina's trousseau is to ready by the beginning of January, the wedding day being fixed for the 17th. The bridal dress is being embroidered in the Art Embroidery School at Amsterdam, where the coronation robe was made, which three months to complete. The best workers were employed upon the lovely fabric, which was stretched on a frame, half the girls bending over it, while the other half lay on a mattress underneath to receive the needles and pass them back again. The chief of the school has been requested to de sign the embroidery for the wedding dress, the work to be carried out under her special supervision.

DOMESTIC HAPPINESS.

The greatest secret of domestic nappiness lies in a husband and wife pleasing each other. It is quite as easy to say pleasant, graceful things as disaeable ones. It is far sweeter to a wife to have tender words from her husband than it was to have them from him before marriage-husband in the role of lover has a double value in a wife's estimation. It pleases a woman to know her husband says pleasant things of her because he means them, and not as flattery. Flattery never pleases her. It pleases her to be told by him that he needs her-that his happiness depends upon her companionship. To feel that her efforts to please are successful, and are appreciated accordingly, will stimulate most women to

WHAT IS HOME

The golden setting, in which the brightest jewel is "mother." A world of strife shut out, a world of love shut in.

Home is the blossom, of which heaven is the fruit.

The only spot on earth where the faults and failings of fallen humanity are hidden under the mantle of char-

The place where the great are sometimes small and the small often great. The father's kingdom, the children's paradise, the mother's world. The jewel casket, containing the most

precious of all jewels-domestic hap-Where you are treated best and you

grumble most. of human love, into which run innumwhich, though extending thousands of miles, are never disconnected from the one great terminus.

The center of our affections, around which our best wishes twine. A little hollow scooped out of the be shielded from its cares and annoy-

in which woman works in the absence

WHAT CHRISTIANITY HAS DONE. years ago, wrote from Uganda describing the terrible cruelties of a people as yet unreached by Christian ideas. So might every other Christian mission-ary have written when in 1825 or later he first entered heathen lands. But to deserve a special chapter. today the results wrought by Christianity in ameliorating or destroying vicious social custems roll un such re-turns as pronounce Christianity a blessing to the home and to the individual from Durban to Point Barrow. The number of its adherents does not necessarily indicate the condition of a cause. But when one feature of a cause is its 150 societies in the heathen world. whose missionaries count 6,000, and whose native preachers, teachers, and

HER HUSBAN WAS A DRUN.

A Lady Who Cures Her Husband et Mis Drinking Habits Writes. of Her Struggle to Save Her Home.

A PATHETIC LETTER.



'I had for a long time been thinking of trying the Tasteless Samaria Prescription ent on my husband for his drinking habits, but I was afraid he would discover that I was giving him medicine, and the thought unnerved me. I hesitated for nearly a week, but one day when he came home very much intoxicated and his week's salary nearly all spent, I threw off ill fear and determined to make an effort to save our home from the ruin I saw coming, at all hazards. I sent for your Tasteless Samaria Prescription, and put it in his coffee as directed next morning At noon I gave him more and also at supper. He never suspected a thing, and 1 then boldly kept right on giving it regularly, as I had discovered something that set every nerve in my my body tingling with hope and happiness, and I could see b ight future spread out before me-a peaceful, happy home, a share in the good things of life, an attentive, loving husband, comforts, and everything else dear to a woman's heart; for my husband had told me that whiskey was vile stuff and he was taking a dislike to it. It was only roo true, for before I had given him the full course he had stopped drinking altorether, but I kept giving him the m di-

till it was gone, and then sent for aner lot, to have on hand if he should retapse, as he had done from promises be-fore. He never has and I am writing you this letter to tell you how thankful I am. I honestly believe it will cure the worst

FREE SAMPLE and pamphlet giving full particulars, testimonials, and price sent in plain, scaled envelope. Correspondence sacredly confidential Address THE SAMARIA REMEDY Co., 23 Jordan street.

Toronto, Canada. For sale by W. T. Strong & Co., 184

helpers are 68,500, and whose converts are over 4,000,000, the capabilities and aggressive nature of the cause become apparent.—Harper's Weekly.

CARE OF CAGED BIRDS.

Never let a bird cage hang in a room near the ceiling is always the most impure at night. Make a rule of always the wooing that isn't long a doing." setting dicky's cage on the floor at night, and his health will rapidly im-prove. After the gas has been alight some time put your own head near the ceiling and see how you would like to sleep in such an atmosphere. If the owners of birds would only realize the necessity of lowering their cages at night, they would enjoy the society of their feathered pets for many long

HINTS FOR THE COOK. The unpleasant smell of fish onions can be removed from the frying pan by putting a little vinegar in-

to the pan and heating it over the Lemons before being used should be cleaned thoroughly with a small brush, then dip them in water and

wipe them dry. Immediately the food is removed from a saucepan pour some boiling water into it and a little soda. Let it boil a few minutes, pour the water out and wipe dry, and put the sauce-pan on the rack without the lid. An apple kept in a cake tin will keep cake moist for a long time. The apple should be removed when withered.

THE BICYCLE AND HEALTH. [Translated from the Strasburg Med-ical Gazette by the Medical Record.]

Just Lucas-Championniere states that cycling, like all exercises, should be taken up moderately. The heart should be carefully watched, not be-cause this exercise is more harmful in this respect than others, but because it can be indulged in much longer without giving a sense of fatigue. attitudes, such as a crooked posture, although not being so important as is generally supposed, nevertheless ought to be avoided. In a long journey the position in which the body is moderately inclined is best for the organs of rumble most.

Home is the central telegraph office respiration and circulation. The position in the saddle is hard to decide upon for every case. Practice shows that erable wires of affection, many of the perineum accommodates itself to which, though extending thousands of the saddle better than would have been supposed. Moderation in eating is a necessity in muscular work, as is also

abstinence from alcohol. The bicycle should vary in details for the man, the woman, the child, the If four blank walls be mine, and every windy hill of the world, where we can racer and the invalid. In the case of a man, the perineum, with its component parts should be carefully watch-A popular but paradoxical institution, ed. As to the woman, the exercise is easier for her than the man, for she of man, and man rests in the presence is more supple. It causes far less fa-tigue than walking. Its effects on the pelvic organs are good. The child does not so much feel fatigue as the adult, The achievements wrought by Chris- but it should use the bicycle with the tianity in the social conditions of the greatest moderation. As to the inworld are luminous. Mackay, twenty valid, many ailments are improved or even cured by the use of the bicyclee. g., gastro-intestinal troubles, deformities of the vertebral column, etc. Indeed the author believes that this branch of the subject is so extensive as Poor! is he poor who has God's gift of

> NEW YEAR'S CAKES. Four ounces sugar, four ounces flour, two ounces butter, two eggs, one-half cup milk, one teaspoonful anise-seed, one teaspoonful fine cut lemon peel, two pounded cardamon pods. Put the butter in a bowl, set it for a few minutes on the stove to it for a few minutes on the stove to
>
> Soften, then add the sugar and stir
>
> Each for the land of Nod arrayed the two to a cream: add the eggs cardamon seeds, lemon, anise-seed and milk; add last the flour. Mix all well Two little mouths for a loving kiss-together, and bake in following man-Oh, but the world is bright! Put a wafer iron over the fire, when hot brush it over with melted lard, put a teaspoonful of the pre-

the Princess Beatrice in the London shops for the Queen, and besides a very great number of pretty and useful things were sent up to Windsor for her Majesty's inspection. The Queen ordered six prints of Mr. Arthur Drummond's picture of "Bobs and the ordered six prints of Mr. Arthur Drummond's picture of "Bobs and the Baby," and one may hazard a guess that one or two of these found their Whos heart has learned to love and that one or two of these found their way to the school-room of the kaisboys. Princess Beatrice is much taken with the necklaces of artistic beads which are all the fashion just now, and the Queen berself admires them so much that she ordered some for herself of onyx and jet beads and pearls. Now that she has set the fashion, other ladies of her age will

The Conventional Wedding Nuisance.

[By Derothy Dix in N. Y. Journal.] Probably neither the Duke of Manchester nor Miss Zammerman ever posed as a model for youth to copy, but in the manner of their weading they have conferred a great public blessing on their day and generation. They have demonstrated the proper way to conduct a love affair and get married. They were engaged only a week. They went off by chemselves and got the knot tied. There was no fuss. No worry. No preparation, and aggravation, and irritation.

Inasmuch as we all have that sheeplike quality that prompts us to follow the any kind of a fence, we can not be sufficiently grateful for such an example. Heaven speed the day when all our daugisters will be Lydia Languistiers and the elopement and not the church wedding will be in vogue.

conventional wedding now demanded by fashion, with its chair boys and detorations and satin goons bridesmaids, and carriages and presents, is one of the terrors of life. It is as descrate as a famine, as in poverishing as a petition in bank- a year and seven months. notey, and as exhausting as a sixday bicycle race. When a father has several daughters it is an open ques-tion if it isn't cheaper and less worry

to suport a lot of old maids than it is to marry them off. Cynics have observed that a family are habitually more cheerful at a for five years. You will also have a daughter's marriage than they are at dressing account of three and one-half a son's. This may be accounted for by the fact that by the time a girl is ready to march to the altar her immediate relatives have been through In this dressing account you will find such an ordeal they are reconciled to

buoyed up by the hope of being able to return to their accustomed way of living.

For one thing there has been the been a trifle wearing on the nerves of people not keyed up to the sentiment of the situation. The billing and cooing couple have monopolized the house. If you wanted to receive a caller they were spooning in the drawing-room; if you started to write a letter you had to retire with apologies from the library where your presence

was regarded as an unwarranted intrusion; you stumbled on them in dark corners and run over them on the steps, and felt it generally unsafe where the gas is alight, unless it is to open a door without coughing. can, and they are all answered in the exceptionally well-ventilated; the air "Happy"—for other people who have affirmative. After a comparison of to live in the house with lovers-"is Then follows a wild and chaotic season full of dressmakers and millin-

ers, and confusion, and bridesmaids, and argument with mamma, and growls from paper about bills, and general irritability and bad temper. It is a time a woman always remembers and all of her family recall as a kind of nightmare from which she emerges a married woman with twice as many clothes as she needs and nervous pros-

tration. Out of all this toil and tribulation the elopement offers a safe short cut, and if it can be made the fashion it will be nothing short of a universal benediction. Nothing else in world has as little to recommend it as a display wedding. No man ever wants to figure in one. He realizes he is only the insignificant excuse for the obcasion, and the bride's gown and veil, and that if he should be inadvertently left out nobody would miss

In commending the example set by their graces of Manchester it seems also worth while to call attention to the attitude of the bride's father, when the eloping coole cabled for the blessing. Did he storm and rave and threaten to cut off his daughter with the traditional shilling? Not a bit of It is authoritatively reported that he declared "All I have is my son-inlaw's." Astute man! He realized all the horrors of a fashionable wedding he had been saved from, and knew it

was cheap at the price. There is reason to believe that fathers generally would take this view of the matter. Many a man would be willing to testify his gratitude in a substantial manner to the young fellow who would elope with his daughter and preserve the family from having to go through the long-drawn out agonies of having to get ready for a wedding.

0000000000000 THE POETS.

00000000000000 Poverty.

That goes careening through the vasts of sky Makes free with my shrunk casement, and my hearth Shows but a feeble flame, and the rough

Has but the dust for carpet, am I poor? Nay, I am very Croesus! that, and more! For no swart Mede can rob me of the dreams

Wherewith I hang a rapt Madonna there-ace Murillo painted-drape rich folds Of gold-shot damask round yon oriel.
And heap about me rugs of velvet pile
Deft-wrought upon the looms of Ker-

dreams? -Clinton Scollard, in New Lippincott.

A Good Night Four little feet that lightly trip, Two little nightgowns white. Four little sleepy eyes that blink, Watching my candlelight.

Dear little lad and dear little maid. What have you come to say

Oh, but the world is bright!
Match, if you can, a joy like this,
"Papa, good night! Good night!" -Lalia Mitchell.

lard, put a teas.

peration on in center of the iron, and the dron and instantly roll up. When cold put away in a tin cake-box.

The Sliprans and the setting sun Withdrew across the western land—He raised the sliprails one by one, And shot them home with trembling hand. Christmas presents were bought by Her brown hands clung-her face grew Ah! quivering chin and eyes that brim! One quick, fierce kiss across the rail, And "Good-by, Mary!" "Good-by Jim!"

Oh, he rides hard to race the pain

roam.

A hand upon the horse's mane,
And one foot in the stirrup set,
And, stooping back to kiss again,
With "Good-by, Mary; don't you fret!
When I come back"—he laughed for her— "We do not know how soon 'twill be,
I'll whistle as I round the spur—
You let the sliprails down for me."

She gasped for sudden loss of hope, As, with a backward wave to her, He cantered down the grassy slope And swiftly round the darkening sy Black-penciled panels standing high, And darkness fading into stars, And biurring fast against the sky, A faint white form beside the bars.

And often at the set of sun, In winter bleak and summer brown,
She'd steal across the little run.
And shyly let the sliprails down,
And listen there when darkness shut The nearer spur in silence deep; and when they called her from the hut Steal home and cry herself to sleep. -Montreal Herald.

HOW YOU SPEND YOUR LIFE. [New York Paper.]

Did you ever stop in your daily round of rush and rest to inquire how you actually occupy the hours of your Supposing you are an average New York business man, how will your account on the book of time appear when it is balanced at the end of threescore and ten years?

The largest item will be sleep, which has consumed 25 years—a little more than one-third of your life. It counted rapidly during childhood, less rapidly in age, and was at a minimum during the working days of middle-life. Those working days will count 21 years, and in the course of them you will read for two years and write for

The next item will be that of pleasure, which will have consumed nine years, and your walking will have consumed six and one-half years more. Then your eating accounts will show that you have sat at the table, stood at lunch counters or cuddled elsewhere years, which have been devoted to buttoning and unbuttoning remember it is a man who is being considered. eight months charged to bathing acanything that promises peace, and are | count and seven months to shaving. | Bates & Co., Toronto.

A FOUR DAYS' TRIP

long and weary courts/nip that, how-ever delightful to the lovers, has This Time Is Possible.

> Will a vessel ever cross the Atlantic in four days? Will passengers be willing to pay the excess fare that will be necessary to make such a vessel pay? Is the four-day liner a mechanical and financial possibility?

These questions are discussed in & recent issue of the Scientific American, and they are all answered in the prevailing types of steamships, the tic will be crossed in four days by the liner of the near future, but that such a vessel will have to be built, for reasons of economy, upon lines essentially different from those employed in the Pills. of the fleet runner of the North German Lloyd Company, the Deutschland.

Economic considerations, according to the authority quoted, have deter-mined the lines of which the steamships of recent years have been built. The result has been the evolution of two distinct types, illustrated by the Ivernia, of the Cunard line, and the Deutschland, of the North German Lloyd. Cost of construction and of operation increases at a far greater ratio than mere speed, and this consideration chiefly has delayed the advent of the four-day liner.

The Deutschland, for instance, could not be driven, by increasing her engine power, to so high a speed as would be necessary for the four-day boat, and it is estimated that if all the available space were given over to driving the machinery, her shell could not accommodate more than one-half of the power required to transform her from a 23-knot to a 30-knot ship.

The limit of economical speed, it is concluded, has nearly been reached with the present form of hull and motive power. To drive the Deutsch-land 30 knots instead of 23 would require 83,000 horse power, or two and a quarter times as much as she now

Diagrams show that the shell of the Deutschland could not accommodate more than one-half of the machinery necessary to produce that power by means of Scotch boilers and slow re-volving engines. A very much larger boat would be required for the machinery and coal, while it is evident that a larger boat would require more power to drive it.

Increase in power needed, however, would not be directly proportional to the increase in displacement, the longer ship being, ton for ton, easier to

If the four-day liner were built upon present lines she would be a vessel 930 feet long, of 87 feet beam and 30 feet draught, displacing about 40.000 tons. Engines of 110,000 horse power would be required, and even if triple screws were used, the necessity of developing 37,000 hors power on each shaft would stagger the best engine builders. Forty-four double Scotch boilers would be needed, and during each day's run 1,710 tons of coal, costing \$7,700, would have to be fed into the 352 furnaces. It would require 7,300 tons of coal to carry the vessel to Plymouth, and 8.550 tons to Hamburg, the cost of fuel alone being \$38,000. The ship would need 9,550 tons of coal in her bunkers for a single trip across the Atlantic

Increased longitudinal strength would be required to counteract "re-verse bending strains." This would involve running a longitudinal stiffen-ed bulkhead from keel to promenade deck, and probably carrying plating up to the promenade deck.

It is thought that such a vessel will never be built, and that the problem will be solved not by multiplying engine and boiler weights, but by multiplying pressures and speed and by zing every refinement of econo ers, superheaters and feedwater

heaters. The prediction is made that the fourday boat will be driven by a combination of water-tube boilers using hot forced draught with fast running reciprocating engines using superheated steam, or with turbines of the Par-sons type. Reduction of weights and saving of space to such an extent will be achieved by this change, it is contended, that it will be possible to pro-

The True Gause of Many Ills

Is Constipation, an Irregularity Which Is Carrected and Permanendly Cured by Dr. Chase's Kid ney-L.ver Piils.

Ask any reputable physican what is the cause of the most bodily derangements and the greatest suffering and he will undoubtedly tell you constipation or inactivity of the bowels. he will also and that this need not be the case if people would pay proper attention to this most important func-

Through ignorance, neglect, or a sense of false modesty, people allow the bowels to get in a state of chronic constipation, and there follow klaney disorders, torpid liver, indigestion, and a complete upsetting of the digestive, filtering and excretory

Appendicitis, inflammation of the bowels, Bright's disease, and all the dreadfully painful and fatal complications of these diseases are usuany set up as a direct result of neglecting to keep the bowels healthy and regular. Many people imagine that they can prescribe for consupation, and so dose themselves with saits and other strong, harmful, and weakening drugs, which effect an action of the bowers, but if taken repeatedly deaden and paralyze the system so that it is rendered unable to act for itself, and will not respond to the influence of curative medicines."

Dr. Chase's Kidney-Liver Pills act naturally and pleasantly on the bowels and through their toning and invigorating effects thoroughly and permanently cure constipation.

No one who realizes the great importance of keeping the bowels perfectly healthy and regular can afford to lose eight of Dr. Chase's Kidney-Liver Pilis as the greatest regulators of the filtering and excretory systems—the liver, kidneys and bowels.

As a family medicine to prevent and cure constipation, billousness, dyspepsia, inactive liver and kidneys and the very many ills arising from these derangements Dr. Chase's Kidney-Liver Pills easily stand first, having by far the largest sale of any preparation in America. One pill a dose, 25 cents a box, at all dealers, or Edmanson,

duce, on a displacement not much Railways and Navigation greater than that of the Deutschland, a 30-knot steamer with equal accom-

modations for passengers. The four-day boat will carry no freight, but there will be accommodation for 800 first-class passengers, instead of for 450, as on the Deutschland. The maximum receipts for a trip would be \$225,000, and the actual cost would be \$80,000. The Deutschland has earned \$143,000 in fares on one trip at an expense of \$50,000.

Scrofula the Cause.

Eczema, catarrh, hip disease, white swelling and even consumption have their origin in scrofulous conditions. With the slightest taint of scrofula in the blood, there is no safety. The remedy for this disease in all its forms is Hood's Sarsaparilla, which goes to conclusion is reached that the Atlan- the root of the trouble and expels all impurities and disease germs from the.

The best family cathartic is Hood's

A Skin of Beauty Is a Joy Forever. Dr. T. Felix Gourand's (riental Cream



properly made.

Accept no counterfeit of he haut ton (a patient): "As you ladies will use them I recommend Gouraud's Cream' as the least harmful of all the skin preparations Also Poudre Subtile removes superfluous hair. without injury to the skin.

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Session 1901-1902.

Matriculation Examinations, preliminary to the various Courses of Study, will be held at Montreal and at local centers on 10th June, and at Montreal in September, as under: *Faculty of Arts (Men and)

Faculty of Law

Faculty of Comparative Medicine and Veterinary Science, Sat., 21st Sept. * In the FACULTY OF ARTS (Revised Curriculum) the courses are open also to PARTIAL STUDENTS without Matricu-

the FACULTY OF APPLIED SCIENCE the courses in Civil, Mechanical and Mining Engineering, Chemistry and Architecture are also open to PARTIAL STUDENTS without Matriculation. Examinations for FIRST YEAR ENTRANCE EXHIBITIONS in the FACULTY OF ARTS, ranging from \$90 to \$200 will be held on the 11th September at Montreal, Toronto, Ottawa, Kingston and other centers.

Particulars of examination, and copies of the calendars, containing full infor-mation, may be obtained on application to W. VAUGHAN, Registrar.



BEST AND CHEAPEST For INFANTS and INVALIDS.

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NEW YEAR HOLIDAYS, 1901. Between ail stations in Cana ia. From all stations in Canad to Detroit and Port Huron, Mich., Port Covington, Bombay Jet., Heiena, Massena Springs, Rouse's Point, N. Y., and Isand Pond, Vt. All stations in Canada to, BUT NOT FROM Buffalo, Black Rock. Suspension Bridge, and Niagara Falls, N. Y. G. N. Et Al. PUBLIC—G. ing dates and limits—At Lowest One-Way First-Class Fare, on Dec. 29, 39 and 31, and Jan. 1. Tickets good returning from destination not later than Jan. 2. 1901. At Lowest One-Way First-Class Fare AND ONE-THERD, On Dec. 28, 29, 30 and 31, and Jan. 1, good returning from destination not later ANDONE-THERD, On Dec. 28.29, 30 and 31, and Jan. I, good returning from destination not later than Jan. 3, 1901. SCHOOL VACATIONS—To teachers and pupils of schools and colleges, on surrender of Standard Form of School Vacation Railway Certificate signed by principal Going dates and limit—At Lowest One-Way First-Class FARE AND ONE THIRD, from Dec. 8 to 31, inclusive. Tickets good returning from declination and later for Large 1901 1801. from destination not later than Jan. 20, 1901. All tickets good for continuous passage only in each direction. Tickets and all information from E. DE LA HOOKE, C. P. and T. A. M. C. DICKSON, D. P. A.

CATAL STATE

NEW YEAR'S RAILS.

General Public: Single First Class Fare, going Dec. 29, 30, 31, 1900, Jan. 1, 1901; returning until Jan. 2, 1901. Single First Class Fare and One-Third. going Dec. 28, 29, 30 and 31 1900, and Jan. 1, 1901; returning until Jan. 3, 1901.

Teachers and betweents: On surrender of Certificate signed by Singe First Class Fare and One-Third. going Dec. 8 to 31, 1900; returning until Jan. 20, 1901. Between all stations in Canada, Port

Arthur, Sault Ste. Marie, Windsor and East; to and from Sault Ste. Marie, M.ch., and Detroit, Mich; and to, but NOT FROM, Suspension Bridge, N. Y., and Buffalo, N. Y.
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A. H. NOTMAN, Assistant General
Passenger Agent, 1 King street east,

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Call at the City Ticket Office, 395 Richmond street, Phone 295, JOHN PAUL. City Passenger Agent. O. W. RUGGLES, General Passenger and Ticket Agent.

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Tunisian. Jan. 19
New York to Glasgow—Laurentian, Dec
29, 10 a.m.; Sardinian, Jan. 12.
RATES OF PASSAGE.
First cabin, \$50 and upwards. Second \$35 and upwards. Steerage, \$25 and New York to Glasgow. First cabin, \$40 \$16. New York to Glasgow. First cabin, \$40 and upwards. Second cabin, \$250. Steerage, \$26; \$52 return, including Belfast and Liverpool. Reduction on first and second cabin toturn tickets.
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Intercolonial Railway.

On and after Monday, Nov. 26, 1900, the train leaving Union Station Toronto (via Grand Trunk Railway) at 10:00 p.m., connects with the Maritime Express and Local Express at Bonaventure depot, Montreal, as follows: The Maritime Express will leave Montreal daily, except on Saturday, at 12 noon for Halifax, N. S., St. John, N. B., the Sydneys, and points in the

Maritime Provinces. The Maritime Express from Halifax, St. John, the Sydneys and other points east will arrive at Montreal daily, except on Monday, at 5:30 p.m. The Local Express will leave Montreal daily, except Sunday, at 7:40 a.m., due to arrive at Levis at 1:05

The Local Express will leave Levis at 5:20 p.m., daily, except Sunday, due to arrive at Montreal at 11:00 p.m. Through sleeping and dining cars on the Maritime Express.

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rcutes in Canada.
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I PORTANT NOTICE. Winter Rates Now in Force. *S.S. TEUTONIC Jan. 2, noon S.S. CYMRIC.... Jan. 9, 8:30 a.m. S.S. GERMANIC... Jan. 16, 12 noo 1 *S.S. MAJE TIC... Jan. 23, 12 no n

*S.S. OC: ANICJan. 30
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