SEMI-WEEKLY SUN, ST. JUHN, N B FEBRUARY 18, 1901

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IFF'S SALE,

sold at Public Auction, on THE SIXTH DAY OF 01, at fifteen minutes past the afternoon, at Chubb's), in the City of Saint John, of New Brunswick, all the and interest of John E. to all that certain lot. of land and premises sit. f Saint John aforesaid, and iguished on the map or city by the number 353 ad fifty-three); the said lot s street, formerly. Great Prince Ward, forty feet. ack, preserving the same e of one hundred feet. Also noisty, or one-half part, of t, so called, fronting on the Lake Latimer at and near m, the said molety being east by a dividing line run re of said farm, and bearthree degrees thirty mine magnet of 1887. western line of the said unded on the north by Latimer aforesaid, and the purtenances belonging to the n, and bounded on the south shore of Mispec River, the conveyed having a width of d fifty-one links, measured Road, passing through the the Lower Loch Lowand less, subject to right held i John by virtue of a Deed uire to the St. John Water recorded in Book S. No. 3, for the City and County of ing date August the fifteenth, Latimer aforesaid, and the

ng been levied on and seized tersigned Sheriff, under and execution issued out of the t the suit of Frank R. Leon-

Leonard against the Igerald Aty of Saint John, this 29th A. D. 1900.

LAWRANCE STURDES. City and County of Saint 1446



ow the whereabouts of the atthew, John or Mary Jane Ballinaloob, County Autrim, e year 1835. re settled in St. John or St. Brunewick. others married a daughter of

rried Henry Nichol.

THE QUEEN. The Queen is dead. She whom we loved I would ever be our Queen-always another link was only put off for a time. "Well," said the Indian, "I will take another To bind us to our duty, and our soberest self, As year by year she lived so full of robust health shirt on the same conditions." In heart and soul and mind, nor ever seemed Besides the great losses Canada suf-In near the to the of doing, to contribute to her peoples joy and peace: Yet she is dead : Oh, Death, thy triumphs never cease. fered last year through the ravages of drink, there were consumed over one hundred million cigarettes and fifty-five million cigars. The total cost of cigarettes was \$1,756,000; cigars, Awake dear Life, nor let the Nation's mur-\$3,100,000; tobacco (chewing and smoking), \$3,150,000. These degrading mer strike The lovliest memory that is cherished now, whose like Shall never wear an earthly crown, and let habits carry with them personal re-That Thou art King, o'er Death, and all sponsibility. Young Pearson, who was recently s gruesome show nked with our good Queen in realms hanged at Hamilton, and Morrison. King, King, linked with our good second the That she may guide Her people still along the lines of light, Uplifting men and Empire as the shades drep from our night. who was the other day hanged at Regina, each wrote startling confession showing how they drifted on into crime, through cigarettes and drink, never thinking they would be called Dear Life-dear Queen-Ye two with us are to account. Their last words were The speeding years will echo this, echo till devoted to impressing other boys of the personal responsibility resting upon them. happy reign And Britain's work is all the more made People used to drink intoxicants on plain; For Noblest Woman thou still livest in Life of life the advice and responsibility of doc-Example of proud motherhood, of wife to tors, and so firm set was the belief in Still all the while bearing the nation's standard thro' the strife. the efficacy of alcoholic liquors to cure all ills, that many testotalers and E. S. earnest Christians of today would be

TEMPERANCE COLUMN. ****** BY THE WOMEN'S CHRISTIAN TEMPER-

ANCE UNION OF ST. JOHN. [Trust the people—the wise and the ignor-ant, the good and the bad—with the gravest questions, and in the end you will educate

......................

questions, the race.] FOR TEMPERANCE SUNDAY.

Lesson-Matt. 25, 14-30, "The Ten Talents."-Feb. 10th.

Following are a few extracts from the Temperance Lesson Leaf, which is published each quarter, as a special help for teachers. The Leaf opens with an Introduc tion, Teaching Outline and Practical Points, which space does not permit of reprinting. Then follows the Ex-

position, from which we quote: TEMPERANCE APPLICATION.

One of the greatest wasters and destroyers is alcohol. Strong drink produces an abundance of fdleness. slackness, of fear, of mistrust, and of personal disregard for Jesus Christ. Buried money could not produce more need, more poverty, more hunger, more suffering than money worse than wasted in strong drink and in idle company. The surliness and churlishness and grumbling spirit of the one servant form the dark shadow which throws into relief the joyful, patient fidelity of the other servants, and the destiny of such a dark spirit is to pass into the outer gloom, where all sorrow, sighing and weeping shall find their home.

Non-productiveness was the great wrong of the unfaithful servant. There is no element in our modern life that has so little to show for the money spent within its limits as the licensed liquor traffic. A whole evening spent by young men in treating and car-ousing, produces nothing of value. Many fortunes and many farms and many businesses have been wasted in drink. Health has been shattered by strong drink and happiness lost. Our children should have these truths impressed upon them in our homes, in our Sunday schools, and in all our When the pupil learns education. concerning his brain or his heart, he should not only learn the structure and use, but also the hygiene, the conditions of health for these organs and all others. When the scholars learn concerning health, wealth, influence, home and character, they should learn that abstinence from strong drink preserves and promotes everything that is valuable. "Temperance education is a remedy peace ful, philosophical, radical, far-reaching. It trenches on no man's rights. appeals only to the power of truth. It is the echo of God's primordial decree, 'Let there be light.' "

but that the evidence was weak. How-"not to destroy men's lives, but to over, he would have to answer for save them." the theft before the bar of God. It

These "Quarterly Leafs" are found a very efficient supplement to all established lesson helps. We will gladly fill standing orders

for the same throughout the year. For all literature for use on Temrerance Sunday, please address

MRS. JEANNETTE C. BULLOCK, Provincial Supt. S. S. World

STEAMER FOREST OUEEN

On Which Prince of Wales Sailed

to Fredericton.

Some Interesting Information About Early Steamboating on the St. John River and the Days When Sloops Were the Only Means of Communication Between the Commercial Metropolis and the Provin-

cial Capital

The steamer Forest Queen, in which the present King of England when afraid to have their houses without a bottle of liquor to use in emergen-Prince of Wales made the trip to and from Fredericton in 1860, was built All physicians of any note of today by Frederick W. Hatheway at Spring have cleared themselves of their re-Hill, five miles above Fredericton, in sponsibility by declaring that its use 1848; to ply on the river between St. can only tend to evil effects, whether John and Fredericton. She was a taken as a beverage or medicine. The vessel of about 320 tons. Otis Small responsibility for the use of drink bought a half interest in the steamer now falls on the individual, and each in 1850. The firm of Hatheway & will have to account for his own sins. Small was dissolved by the death of F. W. Hatheway in 1866, and a few THE PARABLE APPLIED TO THE months later Mr. Small formed : TEMPERANCE MOVEMENT. partnership with Captain Charles H.

(Rev. W. A. McFray, D. D., Pres. Ont. Hatheway, brother of the deceased who had been master of the Forest The man travelling into a far coun-Queen from 1849 till 1860, having a try represents our Lord going into third interest in her from 1854. The heaven: the servants represent Christ's Forest Queen was fully refitted and professing people, and the talents comgreatly improved for the accommodamitted to the servants are our varition of the Prince of Wales and suite

ous opportunities for doing good. Our money, our time, our health, our The year 1816 saw the first steam strength, our position in society, our advantages as possessors of the Bible, boat on the St. John river. Previous to that time communication was carare just so many "talents" given up by God, which we are to use for good, ried on by means of sloops. In 1801 and thereabouts there were three and for the right use of which he will sloops running regularly on the river between St. John and Frederictonyet "reckon" with us. In short, our opportunities are our talents. the Industry, Maria and Jane, com-With this solemn sense of our per-

manded respectively by Captains Se-gee, Pine and James-besides large sonal responsibility to God, we seek to scows, similar to the later day towapply the parable to the great temperboats, which were used to convey ance reform of our day. And, alas, this is by no means a narrow applicatroops from Fredericton to St. John tion. Our subjects are everywhere. We and vice versa. These were rowed by see them in the young Arabs prowling about 20 men, ten oars on each side about our streets at night, and, all carried 80 soldiers with their baguncared for, fast preparing for our gage, and were generally known as jails and penitentiaries. We have Durham boats. The sloops, however carried on the regular passenger and freight service. During the war of them in the young men who visit our bar-rooms, where they see only impur-ity and filth, hear only what is pro-1812 a large number of American fane, and come under an influence that prizes were brought into the harbon rapidly sinks them into physical, of St. John, and as the sloops running moral and spiritual degredation. What on the river were growing old and a subject for the exercise of our "talrather rickety, several parties purents" we have in that poor besotted chased prizes, which were sold at auction, to replace them. Among drunkard in his cheerless home; or in these were the Minerva, purchased the drunkard's pale, care-worn, heartby Capt. Segee; the Shelburn, by Capt. Benjamin Creighton, and the Harriet, broken wife, or in the drunkard's neglected and sickly child. And a no less laudable way of carrying out the purchased by Capt. James Akerley. The Coxes on Grand Lake bought the injunction of this parable is when we use all our talents in seeking to re-Alligator, and the Youmans of the move as far as possible the tempta- same place bought the President, both

erica, arrived in St. John and expressed his desire of going up river to Fredericton. There was great rivalry among the various boats as to whom should fall the honor of carrying his excellency and staff, and the duty fell to the New Brunswick, which happened to be leaving St. John on the morning required. Only the governor general and suite were allowed to embark on the New Brunswick, much to the chagrin of the government officials who had come down in state from Fredericton to escort the governor to their city. I followed in the Fredericton the same night and they embarked with me. I had in all probably 140 passengers that night. On our way up we met the steamor John Ward. It was quite dark, and she, taking the wrong side of the river, ran afoul of us near Musquash island. The shock ers' Association. of the collision was such that many of on examination we found that the Fredericton had escaped almost uninjured. We both grounded after the collision, and the John Ward was the first to back off. We followed shortly and continued our way to Frederic ton, but for about two miles could see the lights of the John Ward apparently stationary. We did not learn the cause till the next morning at 'our wharf at Fredericton, when hanging to our prow we discovered a rotten

governor general of British North Am-

plank from the Ward's side.' Soon after 1840 the first high press ure boats, the Novelty and Water witch, were put on the route by James Whitney of St. John. The Novelty was the first steamboat to sail above Fredericton. She once made an attempt to reach Grand Falls, but running aground at Hartland was compelled to return. The service above Fredericton was then taken up by the Reindeer, built at Nashwaaksis for Thomas Pickard by Benjamin F. Tibbitts. Capt. Currier used to make the run with the Reindeer from Fredericton to Woodstock on four cords of wood, whereas it takes fully double that quantity of fuel for the steamers of the present century. About 1850 two American built boats, the James D. Pierce and the Ben Beveridge, wer put on the river by Messrs. J. & S. Glasier. The Beveridge exploded her boiler one June morning, was torn to pieces and three of her passengers killed. The accident took place at Government House point, above Fredericton, while the Beveridge and Reindeer were racing. The engineer of the ill-fated steamer fled to the United States to avoid arrest

Talking to a Sun reporter a few years ago, the late Senator Glasier said:

The first steamboat, the Gen Smith, came up the river in 1816, the year the American war closed. The General Ward came on the river about 1821 and the St. George about 1825. While the Gen. Ward was running, Wilmot & Peters put on a boat operated by horse-power like a bark mill. Col. Hayward, the engineer, sa on a box cracking a long whip and driving the horses, eight of which were used in shifts, four on and four off, the horses being attached to a long bar radiating from the driver's box. The boat proved a failure, and after being used the next winter as a bar-room and boarding house at River was taken t and converted into a woodboat. Reach, purchased two of the prize Most people will agree with Senaschooners, and one of these when tor Glasier's statement that the Rothe say was the best boat ever put on the river. Of the famous steamer Reindeer, the surface of the water by a raft the Senator said: "I knew that boat well. Her engines were built by B. F. Tibbitts, and she was the first steamer with combined high and low pressure engines in this part of the country. Mr. Tibbitts had previously fitted out a steamer in the same style in Upper Canada, and Charles Eagles went on, bought the vessel and brought her down here as a tug boat. Mr. Tibbitts was born at Grand Lake, and at his death his remains were interred there. The vessel which Mr. Eagles bought took fire in the wheelhouse one day while towing a raft on Grand Lake and grounded and burned to the water's edge, depositing her bones within sight of the very spot her gifted engineer was sleeping his last sleep. The condensing principle, which Mr. Tibbitts first applied to engines, is now followed by



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of the collision was such that many of our passengers who were on deck were thrown on their faces, and over a dozen were quite severely injured. I supposed both boats would sink, but

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THOUGHTS ON THE GOLDEN TEXT.

(S. H. Graham, Editor Templar Advocate.)

We do not always take account of the fact that God will hold each one of us to account for his political acts. We almost universally agree that the sale and drinking of liquor is an evil. Many people, however, have taught thomselves to believe that the drinking usage is a necessary evil, although God's laws do not for a moment ielerate such an idea as a ne-cessary evil. There is probably not a more fallacious idea in the human mind than that a necessary evil is a possible moral proposition. However, having adopted the idea

that liquor drinking is a necessary thing, we accept it as a solved prob-lem morally, and adopt every means possible of making money out of it. We become its partners every one of us-and collect large revenues from it, dominion, provincial and munici-

It comes to us in the nature of blood money, and we use it to pay public expense. About \$20,000 a year of the governor-general's salary and household expenses is drawn from our part nership with drink. Over \$1,500 of the premier's salary comes from the same source. We allow this evil to pay our personal dues to the public trea ury, and we shall have to account

for it. . UIII . IS I WE ORREST There was an actual increase of convictions for drunkenness in Can-ada during 1900. The figures for all the provinces are not yet printed, but those of Ontario show an increase of 20 per cent. There was also an increase in the consumption of liquors, and consequently in revenue. AT though we sent several hundreds ex-

tra to prison cells, we drew an in-oreased dividend from our partnership with the great evil. Whenever our trade in liquor flourishes it means full We cannot expect to profit from vice without assuming personal responsibility to God. We must not be like the Indian who had escaped conviction for stealing a shirt. The judge in dismissing him said that there could be little doubt of his guilt,

tions to intemperance now planted and for service on those waters. General protected by law in every city, town Coffin, who lived at the foot of Long and village in our land.

.....

Prov. Alliance, Woodstock.)

1.-Let us then seek to improve our talents, few or many, by reclaiming loaded with green wood sank in the drunkard. It is reckoned there are Grand Bay. Over 40 years later her at least 5,000 drunkards in this dom-, masts and rigging were brought to inion. Their souls are in a sad condition, for "no drunkard shall inherit that was swinging in Grand Bay. The the Kingdom of God." In this life other schooner purchased by Gen. they are wretched themselves, and a source of wretchedness to many others. But how can we reclaim them? There is one sure remedy-abstinence, total abstinence. Hence if we would God's help, persuade him never to touch strong drink. But to do this we must abstain ourselves, thus iden-

tifying ourselves with him, not in his sin, but in his method of recovery. Thus abstinence becomes not a mark of weakness, but the spirit of Him who, "though he was rich, yet for our sakes became poor." 2 .- Again, if we would use our God-

given opportunities aright we must fight the liquor traffic as a foe to whom no quarter can be given. And here cur great difficulty is that the law of the land comes in, and gives its sanc-tion and protection to the dealers in strong drink. In that wonderful book, Pilgrim's Progress, there is a scene in the house of Interpreter. Christian is shown a fire which continues to burn brightly in spite of the efforts of an individual to extinguish it by constantly pouring water into it; and when Chris-tian cannot understand this apparent anomaly, he is taken to the other side of the wall, where he sees another man perpetually supplying it with oil. That scene, I know, has a sacred significance in the Christian's experi-ence, but, alas, it has a terrible fulfilment in the license liquor traffic of todav

Christian ministers and magistrates, and temperance reformers, male and female, are all seeking to throw water on the devouring fire of intemperance, which is constantly burning in our ! land, but all seem to be in vain. More father of Henry Chestnut, merchant licenses, more violations of law, and of Fredericton, taking the former. more money invested last year than in Thus there were four boats on the any former year in the history of the province. Why? Because when we look on the other side we discover our ! lawmakers licensing bar-rooms, liquor stores and other drinking places, and thus pouring in oil to perpetuate the flame. But our lawmakers are chosen

by the people, and so we, the people, are pulling down with the one hand what we are seeking to build up with the other. This is not a right use of our talents. We must not "Trame mis-chief by a law." The tree that brings forth evil fruit is not to be trimmed and protected, but to be "cut down and cast into the fire." . The franchise, or the power to choose our own lawmakers, is a "talent" entrusted to us by God, and for the right use of which he will "reckon" with us.

May the Holy Spirit be poured out on us until Christian people, young and old, realize their duty, first to abstain from the very appearance of cident took place, which was thus deevil; and then to cease putting stumbling blocks in the way of others. We are the "servants" of Him who came

Coffin was sold by him to James Drake, who owned a fishing establishment at Grand Manan, for trading purposes. She was known as the Martin, and ran on the Bay of Fundy waters until about 1830, a life of fully 65 years. The first steamboat to run to Fre-

dericton was the General Smith, which was built at the head of Long wharf, Portland, by a company, at the head of which was Hon. Hugh Johnston, Major Ward and other prominent St. John people, which pos sessed a ten years charter. The General Smith was about the size of the present May Queen, but had no houses on deck, all the cabins being the world's great makers. Like many below the main deck. She was a sideof the greatest of inventors, Mr. Tibwheeler and was com nanded by Capt. bitts profited little or nothing from Segee. The steamer St. George, built by the same company, followed the General Smith, and was also commanded by Capt. Segee. These boats only ran one trip per week between St. John and Fredericton, and passengers were charged \$4 per head each way. They left Fredericton every Monday at 7 a. m. and St. John every Friday at the same hour, and usually made the run in fifteen hours. The St. George ran alone till about 1836, when the steamer Fredericton, built at Portland. St. John. and commanded by Capt. Robert Wiley, came on the route. The late Capt. David Currier of Fredericton succeeded Capt. Wiley in command in 1839, and ran her a couple of years. In the same year the John Ward and New Brunswick were launched, Capt. Wiley taking the latter, and Capt. Chestnut,

route in 1839; The Fredericton was the first boat on the river that was fitted with berths for night service, and was run as a night boat by Capt. Currier. The others were day boats only. Shortly after this the Meteor came on as an opposition night boat. In an exciting night race off Long Island the Meteor and Fredericton collided, with the result that a man who was sleeping behind some flour barrels on the Meteor's deck was crushed to death. At this time there were no regulations as to which side one boat should pass another, but this catastrophe brought matters to a crisis, and the respective owners of the Fredericton and Meteor made a regulation which, the following winter, with others relating to th

river service, was embodied in an act of the legislature. In this same year, 1840, another ac

scribed by Capt. Currier of the Fredericton:

"His Excellency Pollett Thompson

the fruits of his genius." STORMS AND ACCIDENTS.

Montreal and Portland Trains Delaved by Breakdown of Engines. The heavy snow storms prevailing throughout the west have demoralized the railroad traffic from that direction No freights were run yesterday, and passengers and mails were handled with great difficulty, all the trains from that direction being many hours late. The eastern division also ha troubles of its own, and two snow plows were kept on the road between here and McAdam all day yesterday. The delays caused by the storm were greatly increased in two instances by accidents. The C. P. R. from Montreal was announced last evening as eleven hours late, about seven hours of which were occupied in digging the

train from a drift at Onawa, Me When she was clear of the worst dis-trict and had reached Tracy station, near Fredericton Junction, the engine blew out a cylinder head, which occasioned a further delay. The train was expected to arrive in the city about o'clock this morning, about sixteen hours late.

The Portland express was announced as thirty-five minutes late, but an ac-cident about a mile outside of Fairville, in which the engine broke its light driving rod and was thrown off the track, delayed this train also. An engine was sent out from Fairville to bring the crippled train, and arrived in St. John between three and four this morning.

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"Has she accepted you ?" Well, not in so many words, but what she said amounts to the same thing." "What did she say?" "She advised me to be economical and try to save up a little money, instead of buying flowers and theatre tickets."--Chicago Even-ing Post. VIENNA, Feb. 10 .- The condition of form-