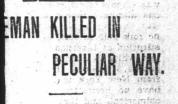


A. Oct. 20.-Parliament has ned to meet on Nov. 28th spatch of business. It had d to open earlier, in the owing to the absence in Canadian ministers and the em to prepare legislati November has been decided

nued expansion of Canada's ndicated by the returns for nths ending September. The nonths showed a falling off has been made up, and the ver three millions ahead of before. In September, every xport with the exception of ils and lumber, showed an ver the year before. six months the total trade 661,155, an increase of \$32,156,-the same six months the year

for the six months, totalled against \$31.689.608. - Exports 32,792,4328, an increase of \$3,n September alone the im e \$28,397,460, a gain of \$1,176, exports for the month were a gain of \$3,340,564. six months exports of the eased by two and a quarter agriculture by seven millions inufactures by three millions. a falling off of over seven animals and their produce a hundred and ten thousand fisheries and nearly a half



EY MINES, Oct. 20 .- A fata urred about 1.15 yesterday on the Nova Scotia S. & C. k, midway between the two nd opposite the old tank En with 14 cars of coal, each g 15 tons, jumped the track nt where the company are a spur on the track. The enoled completely over to the

Driver McDonald realized that lent was about to happen



enstown to New York.

Liverpool to New York.

York to Holyhead.

o New York.

New York.

Plymouth.

New York.

York to Plymouth.

ous Cunard Line.

1907-Lusitania, 4 days,19 hours

only to Queenstown. But the Collins biny to ducension. Duc the conins
Line paid a ruinous price for monop oly. Their lavish outlay and several
terrible disasters, by which hundreds of
lives and two of their beautiful fleet
were lost, ultimately broke their light 1828-Sirius, seventeen days; 1838-Great Eastern, fifteen days; Queenstown to New York. + 1840-Britannia, fourteen and a + spirit, and by 1858 the Company colhalf days; Liverpool to New . lapsed.

However, the Collins opposition had 1843-Cambria, thirteen days; made the Cunarders sit up, which was something. Now they decided to go 1851-Pacific, 9 days, 19 hcurs, ahead and win the premier place This they secured for the outward and homeward trips by several performan-ces, the best for the former being the Scotla's run in 1866 in 8 days, 4 hours, 1862-Scotia, nine days, New 1875-City of Richmond, 7 days hours and 45 min.; Liverpool + 1882-Servia, 7 days, 8 hours, 15 + steamer's run in 1863 of 8 days nins.; Liverpool to New York. + hours, In 1850 the Inman Line had be founded by Mr. William Inman, 1882-Alaska, 7 days and 17 • nins.; Liverpool to New York. •

1884—Oregon, 6 days, 10 hours between that port and Philadelphia. and 9 mins.; Liverpool to New + and 9 mins.; Liverpool to New + York. 1888—Etruria, 6 days, 1 hour, 17 + min.; Liverpool to New York. 1895—Lucania, 5 days, 8 hours, + 1895—Kaiser Wilhelm der Gros-se, 6 days; Southampton to + New York. New York. New York. 1897—Kaiser Wilhelm der Gros-se, 6 days; Southampton to + New York. New York. New York. 1897—Kaiser Wilhelm der Gros-se, 6 days; Southampton to + New York. New York. New York. New York. 1897—Kaiser Wilhelm der Gros-se, 6 days; Southampton to + New York. 1900-Deutschland, 5 days, 11 + gular port of call. But they had still 1900-Deutschland, 5 days, 11 to wait ten years for the blue ribbon hours, 51 mins.; New York to which they won in 1867 by the first which they won in 1867 by the first 1904—Lucania, 5 days, 8 hours, + 38 mins.; Liverpool to New York. + City of Paris (2,651 tons), which did the run outward in 8 days, 4 hours, 1 1906-Kaiser Wilhelm, II., 5 minute. Two years later they secured 1906-Kaiser Wilhelm, II., 5 days, 8 hours, 16 mins.; New York to Plymouth. to make Queenstown under eight days hours, 52 mins.; Queenstown to +

WHITE STAR LINE But the Inman Line did not keep the

record for long. In 1872 the White Star Line challenged their headship, and *********************** The story of Atlantic steamship remade good their claim to the honor. cords, from 1838, when the Sirius cross-This line was quite a youngster, av ed in 17 days, down to the present ing only been established in 1870 by month, when the time was reduced to 4 the well-known shippers of Liverpool Lusitania, is an interesting one. Messrs. Ismay, Imrie and Co. They went to Belfast for their boats, and Lusitania, is an interesting one. When proposals for the use of steam Messrs. Harland and Wolff did them fell thick and fast, there were the cussplendid service. Their steamers were tomary men of light and leading who the first liners in which the saloon proved to demonstration that the thing was placed amidships, and instead of was impossible. There was the famthe old-fashioned high bulwarks they ous dictum fathered upon Dr. Diony-sius Lardner, at a meeting of scienti-fic folk held in 1885, at the Royal Infic folk held in 1835, at the Royal Ininteriors. They began record breaking stitution at Liverpool: "As to the project which is announced in the news- at once. In 1872 the Adriatic made her outward trip in 7 days, 23 hours, 17 papers of making the voyage directly minutes, being the first steamer to do from New York to Liverpool, it is, I have no hesitation in saying, quite the run wihin eight days. Next year erical, and they may as well talk the Baltic collared the homeward record in 7 days, 20 hours, 9 minutes. Then the Inman had another look in, of making a voyage from New York or Liverpool to the moon!" Complete answer to such amusing dogmatism was given in 1838, when the Leith-built-Sirstus (of 702 tons) left Liverpool for New York via Queenstown on the 4th of April, and three days later the Great Western (1,340 tons,) designed by the illustrious Brunel, left Bristol for the same port. Both were wooden paddle steamers, the latter the first steamer expressly built for the run. answer to such amusing dogmatism steamer expressly built for the run. The Sirius made New York in seventeen beating her own record in August of were checked. days, the Great Western in fifteen. next year, when she accomplished the This was the first of a long series of distance in 7 days, 10 hours, 53 min-Even to the Lords of the Admiralty it utes. Her equally famous sister, the Germanic (5,004 tons)), had also been Atlantic races. had meanwhile grown apparent that going great guns. She took Lie homethe new mode of communication had ward record in February, 1876, in 7 come to stay, and they invited tenders for an Atlantic Steam Mail Service. In December to her sister, who got for an Atlantic Steam Mail Service. George Burns, of Glasgow, who had brought the coasting trade to a great home two hours and a half quicker. At this stage the Guion Line made pitch of perfection, thought the matter a bold bid for the leadership. In 1879 their Arizona (5,147 tons), seover but, considering that his hands cured the record for the homeward, were full, at first decided to leave it But a less canny-going man run in 7 days, 8 hours, 11 minutes, and next year for the outward trip in had secured a copy of the Admiralty circular. This was Samuel Cunard, of days, 10 hours, 47 minutes. In 1882 the Alaska (6,400 tons)-the Halifax, Nova Scotia, a wealthy Quafirst steamer in which the picturesque ker, whose family had emigrated from pithet of a "greyhound of the Atlan-Wales to the States in the seventeenth tic" was expressly applied-bore the century. Cunard had formed the fixed palm for the outward passage in 7 idea that there was no reason why. a days, 6 hours, 43 minutes, and for the steamship service should not be estabhomeward run in 6 days, 22 hours, belished between the two continents which should run with all the regularing the first to perform the port to-port voyage within a week. Then came the ity and more than te safety of a railmeteor-like achievement of the Natway train. So he journeyed to London ional Line's America, which, in June, got into touch with Lord Napier, al-1884, made the eastward run in 6 days, ready making his mark as an engineer 14 hours, 8 minutes, only to be imme-diately capped by the Oregon's exploit and was by him introduced to George Burns. The result of their talk wasof winning the blue ribbon for both their counsels having been joined by traps within the month of August, David MacIver, of Liverpool-that a 1884. She made New York in 6 days, 9 company was formed with a capital of \$270,000 which obtained the contract seven years for a fortnightly service between Liverpool, Halifax and

CLOSE CALL OF FRENCH TROOPS FROM ANNIHILATION IN MOROCCO

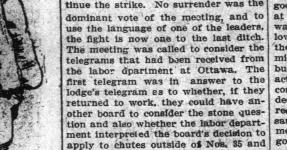
THE NEWS, ST. JOHN, N. B., FRIDAY, OCTOBER 25, 1907

LIULAI HAFID, HALF BROTHER OF SULTAN ABDUL AZIZ, WHO HAS HAD HIMSELF PRO CLAIMED RULER OF MOROCCO.

MULAT HAFID, pretender to the Moroccan throne, who was recently proclaimed suitan at Marakesh, has raised quite a formidable army and is a decided mensee to the rule of Abdul Aziz. The real sultan's troops are none too loyal, and a plot to assassing here him was recently discovered in his own samp

CASABLANCA, Oct. 20, via Tangier,] Oct. 22 .- The timely arrival of General Drude with reinforcements alone saved Colonel De Fretay's reconnoitering column from annihilation yesterday near Taddert. The troops, which were sent out to search for the body of a Frenchman named Kuntzer, who wandered from the camp and was murdered, consisted of a detachment of cavalry, two companies of infantry and a section of a rapid fire gun battery. On arriving at Alvarez a group of sixty Moorish horsemen was seen on top of a mound. for in 1875 their City of Berlin, (5,491 tons) took the outward prize in 7 days,

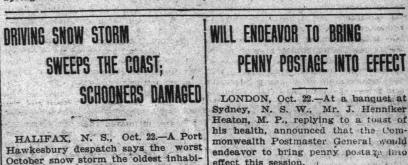


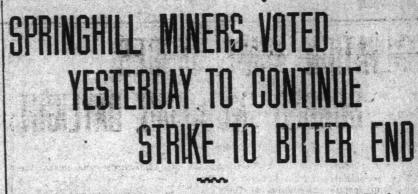


board. The reply did not touch on the lest part of the lodge's query, and the lodge wired back for further information on this point. The answer received late last night was almost an exact repetition of the previous telegram and left the men as much in the dark, as

known defeat within recent years, and they are fearful as to what it may mean now.

The company are expecting cold wea made in regard to Nos. 35 and 9, and ther to be a powerful ally in their that the matter of stone in pillar work in chutes just being opened up was left an open question. In his latest letter to the lodge, the chairman states that the decision does apply to Nos. 35 and 9, and it also covered five other specified chutes where pillar work had be, a waiting game with the business already been begun. A curious fea- men of the town. The prospects for an ture of this notice was that it reached enthusiastic Thanksgiving are not par-Springhill at about precisely the same ticularly bright.





FIVE

First Vote Was by No Means Unanimous, as Eighty-Four Were in Favor of Resuming Work-Outlook in Springhill is Far from Bright-Cold Weather Likely to Cause Misery.

SPRINGILL MINES, N. S., Oct. 22 .- | time as Mr. Cowans' telegram telling By an overwhelming majority this afternoon Pioneer Lodge voted to con-tinue the strike. No surrender was the good deal of bitterness by the leaders dominant vote of the meeting, and to at the meeting this afternoon and it use the language of one of the leaders, was pointed out to the men if they althe fight is now one to the last ditch. lowed themselves to be beaten out of The meeting was called to consider the their just rights in this case, they elegrams that had been received from might as well go out of the union labor dpartment at Ottawa. The business altogether. Mr. Cowans' first telegram was in answer to the lodge's telegram as to whether, if they decided to go back to work was also recalled and it was declared to be a sample of the arbitrary spirit which the ment interpreted the board's decision to apply to chutes outside of Nos. 35 and got them in their power. The feeling went to work the, could have a board to consider any matter that had not al-ready been passed on by a wood of the end party carried the dom was made unanimous to continue the strike until the victory was won. The strike finishes its twelfth week tomorrow. It is the longest strike in Springhill and the longest in the history of labor struggles in this province. There is no possibility of hope that it will be finished before the end of the year, and there is every probability that it will continue much longer. The struggle is made more inveterate from the fact that Pioneer lodge has never

At a meeting this afternoon it was clearly pointed out that by Chairman Graham's latest explanation the men had more than lost all that they thought they had gained by their conference in Halifax. At that conference the men clearly understood from the chairman that no decision had been

jump. McLean, who was outside on the tender, jumpleft. While regaining his feet t car struck him, but running ld have been out of danger had right forward part of the seccaught him and almost comburied his body in the bank J. McNeil, who was visiting at therland home, almost opposit eck, rushed to the rescue, and hers undermined the track and nd took out the dead body of Me-The only visible injury he rewas a broken ankle, death b to suffocation and s hock. Had gone a foot farther, the dead would have been ground into ecognizable mass.

tion the first thing to take into eration was the class of horse deand this class the speaker conshould be the draft horse, which all farmers could successfully

Standish, who is a veterinary surf 30 years' experience, and has judge at exhibitions from the ic to the Pacific, showed himself a complete master of the subject rses, and his address was one of interest. The speakers addressed lic meeting at Harvey tonight.

RVEY CORNER, Oct. 18 .- Two of legates who are visiting the Farmnstitutes in various parts of the nce addressed a meeting held in blic hall of this place last even-The chair was taken at 8 o'clock he first speaker to be introduced . E. Sharp of Midland; N. B. He ed the audience on Seed Selecand was followed by J. Standish Valkerton, Ont., who spoke on Production. Both : speakers ed their subjects well and impartich valuable information. ; This the last meeting held in Albert this year. The farmers are heng to appreciate these meetings

DNEY, Oct. 19.-The directors of epreaux iron mines, at a special ng this morning at the office of Wetmore, received and accepted fer made to them by the Dominron and Steel Company to rent areas at Point Lepreaux. The will be made for eighty years, is the intention of the new ownbegin prospecting at once. deposits are believed to be very sive and of a very high grade. xpectation is that for the present ast the new owners will confine operations in New Brunswick to the ore and shipping it to the A es here in Sydney to be smelted. Steel Co. will pay 25 cents royon all iron taken out and must the mine continuously. They will reasury stock for their developat \$25 share value on hundred. nore than two thousand shares be given in any event, no matter nuch money is spent developing. oard of directors is as follows: Wetmore, president; F. A. Crowice-president; J. S. McLennan, . Robertson of St. John and F. nes, general manager of steel At the meeting three-fourths stock was represented.

having been purchased by the Cunard-Boston. Thus was founded the famers, it was under their flag that she obtained her double-first, In 1840 they placed the first four boats of their fleet-all Clyde-built-

upon the sea. According to a widelyadopted practice to attain some recog-nised uniformity the names of their shins all ended is in the source of the sings the Etruria and the smooth sea she covered 580 miles. Her fairfield slips the Etruria and the record westward run 20 hours 5 min. ships all ended in ia, these vessels be-Umbria (of 7,718 tons each. The for-April, 1898, in 5 days, 20 hours, 5 min-of New Brunswick . In May, 1884, she ing called the Britannia, Acadia, Cale-donia, and Columbia. They were wood-and 1888 with runs of 6 days, 5 hours, over 221-3 knots an hour. On two en paddle-wheel boats and the first mail steamers ever seen on any ocean. On the 4th of July, 1840—"Independence Day"—the Britannia, 1,154 tons, sail-ed from Liverpool to Boston, accom-plishing the journey in 14 days 8 hours, 4 hours, 42 minutes, 43 minutes, 44 minutes, 45 minutes, 46 minutes, 47 minutes, 47 minutes, 47 minutes, 48 minute plishing the journey in 14 days, 8 hours, 1887, of 6 days, 4 hours, 42 minutes. or four hours sooner than had been expected. The first serious assault on their supremacy proceeded from an Line, under their new title of the In-American firm, who set up a compet-ing line between New York and South-ampton. Their first ship, the Wash-ington, started on the same day that the Balt took the homeward rec-ing line between New York and South-ampton. Their first ship, the Wash-ington, started on the same day that the Balt took the homeward rec-the Balt took the homeward rec-the Balt took the homeward rec-the Balt took the homeward recthe Britannia left Liverpool and reach-ord in May, 1889, with a run of 5 days, the 10th of January, 1900, and went Fraser continued to reside at Farraiae ed New York two days behind the lat- 23 hours, 38 minutes, which she re- from Plymouth to New York, on her Place, the family residence in Frederic-Thus the Cunard won with duced in December of the same year maiden trip in July, in 5 days, 15 hours, ton. For the past few weeks Mrs. mmate ease, the first interna- by three-quarters of an hour. She se- 46 minutes, with an average of 22,42 Fraser had been in failing health and

and British steamers. THE COLLINS LINE. Still, they were not to be allowed to bring each passage within the compass journey was made in 5 days, 14 hours, she was attacked with pleuro-pneulaurels long. Mr. E. K. of six days. In 1891 the White Star 6 minutes, with an average hourly monia and her condition became so ser- and my health is so greatly improved Collins, a go-ahead Yankee, whose Line again asserted themselves and In gain asserted themselves and took the record both ways with the because the ships here and can sleep well, whereas, before, I because the ships bore such names as Teutonic, which ran westward in 5 all eastward records. the Shakespeare, Garrick, and the like —had been celebrated for their excel-lent work, obtained a heavy subsidy Then the "I. and I." came in once Then came the great Lusitania which once more restored the blue ribbon to the Cunard line and the British na-the blue ribbon Then the "I. and I." came in once the blue ribbon to the Cunard line and the British na-the blue ribbon to the Cunard line and the British na-the blue ribbon the blue ribbon to the Cunard line and the British na-the blue ribbon the blue ribbon to the Cunard line and the British na-the blue ribbon the blue ribbon to the Cunard line and the British na-the blue ribbon the blue ribbon to the cunard line and the British na-the blue ribbon the blue ribbon to the cunard line and the British na-the blue ribbon the blue ribbon the blue ribbon the blue ribbon the blue ribbon to the cunard line and the British na-the blue ribbon the blue ribbon th from the United States Government, more, and in 1892 reduced the outward tion by making the run in 4 days 19 no immediate relatives. Her brothers and in 1850 started the fleet of the Col-record by the City of Paris's run of 5 hours and 52 minutes. She also made and sisters all have predeceased her, lins Line, with which he announced days, 14 hours, 24 minutes, and their records in her fastest average speed and she had no children. C. H B. that he would sweep the Cunarders off City of New York's homeward run of 5 of 23.99 nautical miles per hour and Fisher, formerly of Fredericton, and the ocean. His first ships were the At- days, 19 hours, 57 minutes.

"ic" aping the "ia" of the Cunarders-of 2,860 tons each. The colors of the of 2,860 tons each. The colors of the Cunard Company floated their famous Cunard Line were at once lowered, as the Baltic cut the outward record in of 12,950 tons). The Campania at once

The situation was growing critical, fully 5,000 white-clad Moorish warriors threatening to overwhelm Colonel De Fretay's column, when General Drude, who arrived upon the Moorish flank, unperceived, with two companies of infantry, two batteries of field guns and another section of the rapid fire guns battery, opened on the enemy. The Moors were taken by surprise and General Drude quickly launched his cavalry in a furious and brilliant charge, resulting in fierce hand-to-hand

gave a taste of her quality by perform-MRS. JANE M. FRASER ing the homeward run in 1893 in 5 days, 17 hours, 27 minutes, and even on her outward run, though she failed to break the record, she set up a new rec ord of the best maiden trip ever made by a British steamer. But, four years later, a German-built steamer was to make the mistress of the main take a back seat. Launched on the 4th of May, 1897, the Kaiser-Wilhelm de Grosse started on her maiden voyage from the Needles to Sandy Hook on the 26th of September, and accon.plished the run in the marvellous time of 5 after five o'clock yesterday afternoor days, 22 hours, 35 minutes, with an av- The deceased had been ill with pleuroerage knottage per hour of 21.39. Her. 6 days, 11 hours, 9 minutes. The Oregon had been built for the Guion Line, but of October, she made Plymouth in 5 had been built for the Guion Line, but of October, she made Plymouth in 5

days, 15 hours, 10 minutes, doing an average of 21.91 knots an hour. For in Fredericton, where she resided durtrial trips these were remarkable per-formances. Her record steaming for The deceased was born in Fred It was pleasant to see the Cunard one day was made on the 3rd of May, ton a little more than seventy years Line waking up from their long sleep. 1898, when with a gentle breeze and ago. She was one of the four daugh

22.35.

tional race ever run between American cured the record for the outward run knots per hour, brushing aside at one a week ago Saturday came to St. John in 1889 with a run of 5 days, 19 hours, 18 minutes, being thus the first boat to And on a trial trip, too! The return benefit her. While at the Royal Hotel

Then came the great Lusitania which | lowed, and she passed away yesterday longest daily run of 617 nautical miles.

CASTORIA. The Kind You Have Always Bought Bears the Signature

seven thousand men and equipped with field guns and modern rifles, not only drove the French, back to the city walls, but menaced the town to the extent that the French authorities found t expedient to request aid from a Spanish warship in the harbor to refel the attack. No further word has been received here of the conflict between the forces of the rival sultans Abd-el-Azez and Mulai Hafid, which took place October 17th near Hettal. Great importance is attached to the reported victory of Mulai Hafid, which it is believed will do his cause incalculable good.

DIED HERE TUESDAY

on the Boston express. The body will be taken to Fredericton today. Reports from the provincial capital Cape George. say that the announcement of Mrs. Fraser's death has been received with CONSULAR AGENTS

fighting, the French troopers and Al-

gerian irregulars sabreing the enemy right and left. The Moors broke and

fled. The French losses, which were all

sustained during the charge, were Cap-

tain Ihler, killed while leading his squadron, and two privates with nine men wounded. During the height of the

combat the French cruiser Gloire drop-

After the French charge, General

Drude formed his troops into two hol-

low squares and moved eastward to-ward his camp, under the cover of the artiliery. The Moors several times re-

formed and charged. TANGIER, Oct. 22.- According to

semi-official information received at the Spanish legation here today, the

French forces at Casablanca, under command of General Drude, suffered a

serious repuise at the hands of the Moors yesterday. Moorish troops, estimated to number

ped shells among the Moors.

deep regret by all classes. During her lifetim she earned the respect and admiration of all through her beautiful disposition and philanthropic charac-

Hon. Charles Fisher, father of the de reased, was always a great friend of

Jane M. Paulette Fraser, widow o the University of New Brunswick, be the late Lieutenant Governor Fraser ing himself a graduate of that institu-States consuls and consular agents died at the private hospital shortly from all over the Maritime Provinces tion. His daughters also felt a keer are arriving here tonight to attend a interest in the welfare of the college. monia for only a few days and By the terms of their wills Summ first run home to Plymouth was just as had entered the hospital on the day Villa, the family residence of the Fishwill continue and they will be held in university. It is situated on Waterioo the consular offices. The object of the

OLD SOAKERS The deceased was born in Frederic Facts Saturated With Knowing

suls-generals and twenty consular agents in the Maritime Provinces. Among those arriving tonight was G. When a person has used coffee for a number of years and gradually de-H. Murphy, of Washington, D. C., conclined in health, it is time the coffee sul general inspector. should be left off in order to see wheth-

er or not that has been the cause of the trouble. A lady in Huntsville, Ala., says she

used coffee for about 40 years, and for came Lieutenant Governor of this his the past 20 years has had severe ach trouble. "I have been treated by

TORONTO, Ont., Oct. 22 .- Nomina many physicians, but all in vain. Was prostrated for some time, and came near dying. When I recovered suffi- Government parliament vacancies. At London, Major Thomas Beattie, Conserpartake of food and drink vative, and John D. Jacobs, Labor, I tried coffee again and it soured on were nominated. For East Northummy stomach.

NOMINATIONS FOR

berland, Alex A. Mulhelland, Liberal, "I finally concluded that coffee was and Charles L. Owen, Conservative, the cause of my troubles and stopped using it. I tried tea in its place and are candidates. The latter nominations milk, but neither agreed with were held at Warkworth. then

me: then I commenced using Postum, SYDNEY'S MERCANTILE FAIR had it properly made and it was very pleasing to the taste. "I have now used it four months,

No improvement in her condition folsuffered for years with insomnia.

"I have found the cause of my trou bles and a way to get rid of them The late Mrs. Fraser is survived by You can depend upon it I appreciate "There's a Reason." Postum." Read "The Road to Wellville," in pkgs.

BEST OF ALL.

J. J. Finter Winslow and Mrs. George Wife-Lige, what is th' bes' thing ter J. Bliss, intimate friends of the late Mrs. Fraser, were summoned from put inter pis? Lige-Yer teef, honey. Fredericton and arrived last evening

tants remember, passed over this sec tion yesterday and last night. It commenced in the morning from the eastward and shifted around to the south and west with rain and snow, until it settled in the west with heavy gales. The brigantine Marconi drifted down SHOULD NOT SE ALLOWED TO UNDERfrom the north while the storm was at its height, and fouled a cable of the schooner Paragon, while the schooner Lawrence, lumber laden, came in un-

MEETING IN HALIFAX

It is impossible to go into details der bare poles, went through the fleet on this subject, but the experience of and was beached at the head of the many a poor woman who is crippled harbor One schooner and several for life, just because she didn't use a boats dragged ashore. The schooner good romedy in time, should be a Laura Victoria lost her mainmast off warning to others.

Womanly Troubles

MINE HEALTH.

When the first stages of womanhood appear in a young girl, a great deal depends in getting her over this critical stage, so that in years to come she will not develop green sickness or consumption.

When she complains of flushed face, adache, bearing down feelings, give her a course of Ferrozone, which will carry her past the crisis. In the adult woman if any irregu-

HALIFAX, N. S., Oct. 22. - United larities occur Ferrozone will be found a remedy of remarkable potency and power.

Ferrozone is the ideal regulator and onference called by Consur General Wilbury. For two days the meetings causes all organs of the body to perform their work properly.

It purifies the blood, tones up the conference is to discuss problems in nerves and vital energies. The stomconnection with the service, and many ach is strengthened and digestive and important- matters will come up for assimilative processes are improved by consideration. This conference is a the good work of Ferrozone. It regunew idea and is the first one held in lates the bowels, cures constipation astern Canada. There are nine conand piles, and replaces disease and decay by health and strength.

There is nothing better for the complexion than Ferrozone. It removes the dark circles from under the eyes, removes and cures all manner of skin eruptions, gives brightness and brilliancy to the eyes, a rosy tint to the cheeks, whitens the teeth and develops FEDERAL VACANCIES a well rounded, plump and handsome

orm. Ferrozone is the ladies' favorite, and should find a place in every household. ions were held today for the Dominion It is prepared in the form of a chocolate coated tablet, convenient and pleasant to take. 1 rice per box, 50c., or three boxes for \$1.25. Sold by all druggists.

Widower Will Sacrifica 350 Acre Farm,

Cair Horses, Tools, Furniture.

Dishes, beds, carts, wagons; keep 25 cows, 1,000 cords wood, 500.000 feet of lumber, bordering on the river. 4-room house; barn 40x100 feet, with basement. SYDNEY, N. S., Oct. 22. - Sydney's mercantile fair was formerly opened silo, horse fork, etc.; ice house 13x20 here tonight by Mayor Kimber. The feet and in good repair Only it 22x45 silo, horse fork, etc.; ice house 13x20 fair is being held in the Rosslyn Rink. utes from village; telephone in house, All the leading industries have exand \$2,700 takes everything. hibits together with the C. B. Electric down; balance easy terms. For details Co., and a number of local concerns. see No. 13234, page 3, "Strout's List 19," the largest Ills. catalogue of farm bar-A dog show is being held in connection gains with reliable information of with the fair, while a poultry exhibit farming localities ever issued; mailed is its chief attraction. The amusement end of the fair is being looked free. Money-making farms for sale after by a vaudeville company, while throughout twelve states. Please write tug of war and other games are daliy what State you wish to know about. in progress. The exhibition will con- Buyers car fare paid. E. A. Strout tinue until Saturday, the 26th instant. Co., 88 Broad street, Boston, Mass.

