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Will heat a room in a very short time and at a minimum cost. No smoke, or smell or dirt.

Prices \$4.50 to 6.15.

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The RIGHT GOODS At Right Prices.



- COAL HODS—all kinds.
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- COAL SHOVELS from 5c. up.
- MICA from 2x2 to 6x8 inches.
- ASH BARRELS made of heavy galvanized iron.
- STOVE PIPE—Common Iron, Patent Iron and Russian Iron.

EMERSON & FISHER, - 75 Prince Wm. St.

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Manufacturers of and Dealers in—
**Mattresses of all kinds,
 Wire Mattresses and Cots,
 Iron Bedsteads and Cribs, all kinds of first-class
 Bedding, Wholesale and Retail.**
 101 to 107 GERMAIN STREET.

FALL WOOLLENS.

My stock of Imported and Domestic Woollens now open.

J. P. HOGAN, 101 Charlotte St., Opp. Hotel Dufferin, Telephone 1281.

Man's Best Friend
Deserves
Man's Best Care.



NOW is the time to provide your Horse with a good Blanket. We have a large variety which we offer at low prices.

H. HORTON & SON, 11 Market Square.
The Largest Horse Furnishing Establishment in the Maritime Provinces.

CLOTHING BARGAINS
FOR SATURDAY NIGHT
At Harvey's, 199 Union Street.

- Men's Overcoats - \$4.00 to 15.00
- Men's Suits - \$8.00 to 14.00
- Men's Underwear - 30c., 50c. and up.
- Men's Lined Gloves (special value) 60c. to \$1.25.

Top Shirts, Night Shirts, Hats and Caps, Boys' 2 and 3-Piece Suits, Boys' Reefers, Men's, Youths' and Boys' Ulsters at lowest prices.

—STORE OPEN TONIGHT TILL 11 O'CLOCK—

J. N. HARVEY, OPERA HOUSE BLOCK,
109 UNION STREET, St. John, N. B.

Winter is Coming.

It is none too soon to have your Sleigh or Pung overhauled for the Winter.

JAMES A. KELLY,
644 Main Street, - Portland.

SOUTH AFRICA.

Disaster Overtakes Col. Benson's Column—Large Casualty List—Kekewich Makes a Capture.

LONDON, Nov. 2.—Lord Kitchener has reported to the war office a disaster to the British near Bethel, Eastern Transvaal, in which two guns were lost, several officers were killed or wounded, and fifty-four men were killed and 100 wounded. The following is the text of Lord Kitchener's despatch, dated Pretoria, Nov. 1:

"I have just heard of a severe attack made on the rear guard of Col. Benson's column when about twenty miles northwest of Bethel, near Brakenburg, during a thick mist.

"The strength of the enemy is reported to have been a thousand. They rushed two guns with the rear guard, but it is uncertain whether they were able to remove them.

Later Lord Kitchener telegraphed as follows: "Col. Barter, who marched from the Constabulary line yesterday, reached Benson's column early this morning (Friday) unopposed. He reports that Col. Benson died of his wounds."

"The other casualties are as follows: "Killed—Col. E. Guinness, Major F. D. Murray, Captains M. W. Lindsay and W. T. Thorold, Lieuts. E. V. I. Brooke and R. E. Shepherd, and Second Lieut. A. J. Corlett.

"Died of his wounds—Captain Eyre Lloyd."

Lord Kitchener then gives the names of thirteen other officers who were wounded, most of them severely, and announces that 54 non-commissioned officers and men were killed and 100 wounded, adding that four of the latter have since died of their wounds.

The despatch then says: "I assume that the guns have been recovered and that the enemy have withdrawn, but I have no further details."

"I deeply regret the loss of Colonel Benson and the officers and men who fell with him. In Benson the service loses a most gallant and capable officer, who invariably led his column with marked success and judgment.

"The fighting was at very close quarters and maintained with great determination by both sides. The enemy suffered heavily, but I have not yet received a reliable estimate of his losses."

"The Boers retired east."

LONDON, Nov. 1.—A despatch from Lord Kitchener, dated Pretoria, received here today, says that Colonel Kekewich, during a night surprise of Van Albert's laager, northwest of Rustenburg (about 60 miles west of Pretoria), captured 78 Boers.

Briefs by Wire.

Wm. O'Brien, M. P., says a London cable, has gone on a long cruise for the benefit of his health.

The Russian battleship Perseviet, which went ashore yesterday morning on the island of Lanze, has been floated.

The Paris correspondent of the London Times and the New York Times says there is already some talk of a return visit by President Loubet to St. Petersburg next June.

WAS A CANADIAN.

ST. CATHERINES, Ont., Nov. 2.—Col. Frederick William Benson, whose death in action in South Africa was announced today, was a native of St. Catherines, being a son of the late Senator J. R. Benson. He was born in 1849, was educated at old Grantham Academy, St. Catherines, and Upper Canada college, Toronto, and received his military training at the Royal military college at Sandhurst, England. He served as a volunteer in the Canadian militia during the Fenian raid in 1868 and entered the British army service in 1869. Col. Benson saw a good deal of service in India and Egypt, and distinguished himself in the service of the empire in far-away countries. He was ordered to South Africa on the outbreak of the war in '99 and had filled a number of important posts there, being frequently in the thick of the fighting.

ELEVEN ARE DEAD

ST. LOUIS, Mo., Nov. 1.—The list of deaths attributed to lockjaw as a result of the administration of diphtheria anti-toxin manufactured by the city chemists, now numbers eleven, two more deaths having been reported today. Eleven other children are reported to the health department as suffering from lockjaw with slight chances for recovery. The cause of lockjaw in each case is said to be poisoning from the city's diphtheria anti-toxin. The health department has now begun the free distribution of tetanus anti-toxin for injection into the blood of patients who have been inoculated with the infected serum and thus exposed to lockjaw. The health department has announced that no more diphtheria anti-toxin will be made by the city of St. Louis.

The investigations ordered by the coroner's jury to determine positively the cause of the deaths of the eight children who are alleged to have died of lockjaw following the administration of the city's anti-toxin, is being pushed, and it is expected it will be completed in a few days. Drs. Bolton, Fish and Waldron, three of the most experienced bacteriologists in St. Louis, are making tests with the anti-toxin and the serum taken from the spinal column of the dead children.

THE WEEK'S DEATHS.

The secretary of the Board of Health reports the following deaths for the week ending Nov. 2:—Pneumonia, 1; pertussis, 1; small-pox, 1; debility, 1; consumption, 1; cerebral meningitis, 1; congestion of brain, 1; tubercular meningitis, 1; obstruction of bowels, total 9.

INTERESTING IF TRUE.

St. John or Halifax May Be Ocean Port of 100-Hour Route From New York to London.

NEW YORK, Nov. 2.—New York to London in one hundred hours is the problem which two great American railroad companies are considering two solutions, says the Journal and Advertiser. The New York Central's engineers are working out the details of a plan involving the following route to Europe, with a view of determining its mechanical and commercial possibilities:

New York to Boston by New York Central and Hudson River and Boston and Albany lines; Boston to St. John, N. B., by Boston and Maine railroad and connections; St. John to a port on the Irish west coast by a line of swift steamships to be established, by rail to Dublin; packet across the Irish channel; rail to London. Time, four days, four hours.

Pennsylvania railroad officials and Clement A. Griscom of the American S. S. company, are having brought to their attention anew the long cherished plan of Austin Corbin, who desired to establish a steamship port at Montauk Point, cutting many hours off the trip by way of Sandy Hook, and gaining through traffic for the Long Island railroad. The Corbin plan was modified and proposed to the Pennsylvania, which now controls the Long Island, making two jumps of the ocean voyage as follows:

New York to Greenport by Long Island railroad, the East River tunnel, when completed, would make this a two-hour run without change from a terminal in down town New York. Greenport to Halifax, N. S., by fast steamship; Halifax to Southampton.

DANNY MAHER

Will Get \$35,000 Next Year and May Ride King Edward's Horses.

NEW YORK, Nov. 2.—According to the World, Danny Maher, the little American jockey, is now the premier rider of the world. He has been engaged to ride the horses in charge of Trainers C. Blackwell and Richard Marsh at the combined salary of \$35,000 for next season—the highest amount ever paid any jockey in the world for a year's work in the saddle. Richard Marsh trains for King Edward VII.

The engagement of Maher as jockey is regarded as a tactical way of expressing the king's opinion that he is not prejudiced against American riders. Maher spoke to the World representative on the subject of his engagement to ride King Edward's horses.

"Why first engagement next season," he said, "is for C. Blackwell's stable, and Richard Marsh is to have second call on my services. Marsh trains for King Edward, and my retainer, of course, includes riding the king's horses. This has been the most successful season I have ever had. I have ridden eighty-five winners this year. I rode three today. I think the English tracks are better than the American courses. The former are much easier to ride on. I have been treated very well. I will go to my home in Hartford, Conn., in December, but will return here in March. It is possible the king's horses may be again leased next year to the Duke of Devonshire, in which event I shall not ride in the king's colors."

FRANCE AND TURKEY.

NEW YORK, Nov. 2.—Commenting upon the departure of the French fleet for the Levant, the Paris correspondent to the London Times and the New York Times, says:

"The French opposition is now menacing the government because it sent the squadron to the Levant without the permission of parliament. The correspondent remarks that it is folly to expect that the French government would deliberately inform another government in advance of its intention to support the arguments of diplomacy by force of arms. A great majority of impartial Frenchmen support the action. It is a fact that the invasion of the brilliant and strange world of the Orient by a French fleet fires the popular imagination and relieves the monotony of events by which France has been seriously bored."

LONDON, Nov. 2.—A despatch to a news agency from Rome says that the second division of the Italian Mediterranean squadron has been called for Turkey with the object of counterbalancing the French naval demonstration.

A CUT IN SUGAR.

MONTREAL, Nov. 2.—The St. Lawrence and Redpath Sugar Refining Companies have made a cut in the price of sugar of all grades 10 cents per hundred pounds, the new tariff going into effect this morning. This action follows the action of the Halifax refinery in making a similar cut a few days ago, as well as in sympathy with the reduction made by the American refineries of 15 cents per hundred pounds.

AUSTRALIAN PARLIAMENT.

MELBOURNE, Nov. 2.—After a continuous sitting of twenty-seven hours the federal house of representatives rejected by a vote of 39 to 25 a resolution of confidence in the government, introduced by Mr. Egid, the opposition leader, in connection with the tariff bill.

MISS STONE.

NEW YORK, Nov. 2.—A despatch to the Journal and Advertiser from Sanakow, Bulgaria, says that the latest snow storms must hasten the negotiations for the release of Miss Ellen M. Stone, the kidnapped missionary, because fears are entertained about her health.

NEW CANAL TREATY.

It is Said Lord Pauncefote Has Draft of New One Approved by Government.

LONDON, Nov. 2.—The first official statement of any kind made for a month in relation to the Nicaragua canal has been obtained by the Associated Press. It confirms the fact that Lord Pauncefote, the British ambassador to the United States, when he lands in New York today, will have with him the draft of a new treaty, abrogating the Clayton-Bulwer treaty, which in every particular is satisfactory to Lord Salisbury's cabinet.

The state department does not have to see a copy of the important document Lord Pauncefote carries in order to learn its terms, though, officially, negotiations will only commence when the ambassador reaches Washington. Until then the exact condition of the new contract are withheld. Though it is admitted that Great Britain has agreed to put the Clayton-Bulwer treaty to one side and to acquiesce in the construction of the canal by and under the control of the United States, this concession from Lord Lansdowne's original contention has not been granted without some real or fancied advantage to Great Britain. It would not be fair to say that a quid pro quo construction of the canal by and under the control of the United States, this concession from Lord Lansdowne's original contention has not been granted without some real or fancied advantage to Great Britain. 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