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The News.

ST. JOHN, N. B., NOV. 23, 1907.

PROHIBITION AND PUBLIC OPINION

The Scott Act is not a failure, said one St. John clergyman on Sunday last. "The saloons exist because the people want them," said another. Both are correct, one remark being the complement of the other.

That public opinion is the only efficient law is something reformers are apt to forget. When public opinion reaches a certain point, in its progress for the betterment of human conditions, that point is marked naturally and inevitably by a statute, and statutes thus created are enforced. When laws are set up in advance of public opinion they fail. The Scott Act, though couched in stern and craggy words, is a good law. Where it has had back of it the driving force of public opinion it has proved its usefulness; where it has failed, it has naturally failed because it was not in accordance with the law. At McAdam's, for instance, where public opinion is the C. P. R., which provides employment for men, and which would naturally wish to keep its employees sober, emphatic evidence has been recently given of the efficiency of this law with an active force behind it. In other places such as Fredericton and Moncton, where the Scott Act is openly and flagrantly violated, it is improbable that any law that could be framed would prevent the sale of liquor until public sentiment is more favorable to enforcement.

The big work for temperance reformers is educative rather than legislative. In the church, in the school, in the lodges, on the platform, in the family, on the street, is their great field of usefulness. Parliaments, provincial or federal, follow the bidding of the people, must follow it or suffer extinction. Once the public sentiment is established among the people prohibition laws will arise as naturally as steam from boiling water.

MIXED MARRIAGES

The Roman Catholic Church has set its face absolutely against the marriage of Catholics with Protestants. What it has always looked upon with distaste is brought into force in the various dioceses, any Catholic man or woman whom love leads to wed with a favor upon the Protestant side. But the sentiment which makes mixed marriages will not only not be sanctioned, but they will not be recognized as valid. Hereafter, as the law is laid, the man himself liable to excommunication.

With all deference to the wisdom and greatness of the Church we venture the assertion that in this it is opposing a greater force than itself, a force before which it must eventually surrender or to which it must lose the best of its strength. It is to be noted that the world goes round, in what makes the world go round, is more than sentiment; it is a great philosophical and scientific fact. Upon the question of race and of all that makes life beautiful. To stand in the way of it is to fight the stars in their courses.

Religion may set its face against science and may conquer; for human knowledge is a weak thing at the best and that which human intellect conceives as truth today is tomorrow disproven. But the sentiment which makes men and women is more than human; with all its occasional folly it is greater than wisdom; with all its weaknesses it is stronger than any religion, stronger than life itself, for it is the very source of life. Nothing can stand against it.

HARBOR WORK

The chairman of the Board of Works, under whose supervision the work at Sand Point has been going on, is confident that everything will be cleared up before the winter opens. It is to be noted that the no hindrance will be placed in the way of the expeditious handling of traffic. Past experience has discounted such a possibility for more immediate action, and the other side, for steamers are on their way here now and there is considerable work yet to be done.

The real cause of all the trouble and uncertainty which has marked the development of port facilities in recent years is the dual management under which the process has been carried on. With two sets of contractors at work, one building wharves under civic contract and civic direction, and the other dredging the sites under government contract and amenable only to government officials, it is inevitable that friction and misunderstanding should arise, and cause grievous delays. Satisfactory progress will only be possible when the whole work is under one control, either civic or federal.

Plans for the future should all be made with this idea in mind. This winter will clear up all the work under the present unsatisfactory system and no more should be undertaken under similar conditions. And this radical change can be made without causing any delay in the port's development. For the work which is presently being done is to be undertaken under the extension of the new South Rodney wharf to the harbor line—the Council has now before it a proposition which, if speedily taken up, will result in the building of this berth by the government without civic worry or cost. The suggestion to this end made by the Sun some time ago was held by the Minister of Public Works informally last week and his reception of it leaves no room for doubt that the Council will take up the matter cordially and energetically, the city will be relieved of further responsibility and expense in this regard.

And for the rest, the continual extension and improvement of facilities which the growth of traffic will undoubtedly require, the joint committee on harbors and wharves is now preparing a plan which will do away with the dual management system and will ensure the necessary development at a minimum of cost. Probably their

scheme will call for a commission which shall control and administer the harbor properties as regards exports and imports trade and shall be empowered to borrow money from the government at a low rate of interest. Under this system the government would probably contribute the necessary dredging, as at present, and would undoubtedly be willing to locate some powerful dredges here permanently to allow them to work under the commission's direction. Pending the day when the port shall be taken over and managed as a national enterprise this seems the best plan possible, and no time should be lost, either by the Council or the harbor improvement committee, in working toward it.

CAPITAL PUNISHMENT

The strongest argument in favor of capital punishment is the protest its individual application provokes, the individual's sympathy with the criminal in his terror of death, the mauling horror of the inhumanity of the law—all the neurotic phenomena which precede a crime have followed the recent execution of Thomas P. Collins, for instance.

All this sentiment is founded upon man's instinctive dread of dissolution. The same instinct leads men to consider murder the greatest of crimes and has led them, with the idea of protecting their own lives, to the death—the fate most men most fear—as the punishment for murder. The same idea which animates an outburst of sympathy for a condemned man is the foundation of the law which has condemned him—the sacredness of human life. The sentiment which sent Collins to the gallows and that which sends the man to the gallows are the same in one case the welfare of society, the protection of men in general from the assassin, is the chief consideration; in the other it is the suffering of the individual. In either case the sentiment is emphatic evidence that in the public mind death is more than a scientific fact, that human life is sacred and must be guarded as closely as possible, that death is still king of terrors and hence that the fear of death is the most effective deterrent of crime.

CORPORATIONS

In the 50th anniversary number of the Atlantic Monthly, President Woodrow Wilson of Princeton University in a paper on the corporation compares between the political outlook in the United States in 1857 and that of the present year. He discovers the parallelism in their attitude toward the corporation. He recognizes in common with most men who think on the subject of political and political necessity of the present day is the effective control of corporations. If individual liberty is to be protected, justice is to be obtained between man and man, if law is to be comprehensive and effective, then some means must be devised whereby the law will possess the same authority over the corporation that it now exercises over individuals.

Both great political parties consent at the present time to the necessity of such control, but the method of control is in dispute. The Republican President Wilson is that in the methods which they approve they do not give public opinion an opportunity for expression. The Republican and other leaders vie with one another in their recommendation of stringent government control of corporations. The only difference between the comparative and speculative degrees of what Woodrow Wilson believes to be a political fallacy, of the method of government control he has in mind is that "government cannot properly or intelligently regulate business without fully comprehending it in its details as the government cannot regulate it if it cannot comprehend it except through the instrumentality of expert commissions; it cannot use expert commissions long for purposes other than the immediate and direct undertaking actually to order and conduct what it began by regulating. We are at present on the high road to government ownership of the railroads, or to some other method of control which will in practice be as complete as actual ownership." That is to say the inevitable result of the application of the principle of government control and regulation, is Socialism.

But such a policy grows out of the fact that corporations have not been reached by the laws written for individuals. The offending official buried himself in the corporation and was lost, so far as adequate punishment was concerned. But it is the opinion of President Wilson that corporations are not essentially impersonal. In that he does not consent to the prevalent doctrine. He believes that political action will presently offer the opportunity for the expression of that body of public opinion which he represents by his dissent. The individual must be discovered in the corporation, if the moral obligations of the corporation are to be defined, formulated into law, and enforced. The corporation must stand before the law not as an impersonal machine, but in its constituent, personal, and hence, morally and legally responsible, parts. "Our thinkers, whether in the field of morals or in the field of economics, have before them nothing less than the task of translating law and morals into the terms of modern business; and, inasmuch as morals cannot be corporate, but must be individual, however ingeniously the individual may seek covert, that task in simple terms comes to this—to find the individual amidst modern circumstances and bring him face to face once more with a clearly defined personal responsibility."

President Wilson has already earned an enviable reputation as a political prophet and there is some ground for the belief that he has herein discovered the issue which may shortly determine party allegiance, and that not only in the United States.

THE PRICE OF MILK

Much has been published, and doubtless more has been said, respecting the threatened increase in the price of milk. On one point only have the various disputants been agreed; they all manifest amazing confidence in the absolute fairness of their contentions. The farmer is certain that he does not receive a fair price. The consumer is equally dogmatic in the expression of his conviction that the dealer's price is exorbitant. And the dealer emphatically

agrees with both, according to circumstances. It is manifest that the fair price will never be determined by the vehement assertions of any of these interested parties.

Any producer would be pleased to receive eight cents a quart or more for his milk if he could obtain it. The question very evidently is not, how much the producer wants? But at what price can milk be sold to the consumers with a fair profit to both the dealer and the farmer? In answering that question it is well to bear in mind the fact that the milk supply of cities forms a comparatively small part of the dairy industry of Canada. The bulk of Canadian milk is manufactured into cheese and butter. Moreover, it is a matter not merely of assertion but of absolute proof that the farmers engaged in that branch of the dairy business are, in most cases, finding it in a very reasonable and constant profit. Farmers living within market distance of the city are afforded an additional opportunity of disposing of their milk either to the dealers or direct to the consumers. Without examining that market it is difficult to see how it can be a fair inference that milk, in common with other commodities, will find the most profitable market. Producers distant from the city are not afforded the opportunity of disposing of their milk to the city consumers because it is more profitable to accept the price offered than it would be to join with the farmer who does not live near the city market, in the manufacture of butter and cheese.

Very evidently the farmer sends his milk to the city because it pays him better than the other markets at his disposal. It will, therefore, be very difficult for any man to prove that the producer who is fortunate enough to have a city market does not have a reasonable profit. Their business is more profitable than the butter and cheese business, else they would not be sending their milk to the city. In the face of experience to contend that the dairy farmer supplying milk to cheese and butter factories had not been successful is to contend that the farmer in general will seek as large a profit as he can realize. Yet it is in these cases that the producer is most likely to come to the city consumer at less profit than it goes to the cheese and butter factory. When the price of cheese and butter makes it more profitable than selling milk to the city at either 3¢ or 4¢ cents a quart, it will be absolutely impossible to keep the price down. Unless the dealer's profit must be due to artificial influences.

We do not here assert that the profit of the farmer is either too large or too small, but we do assert that the dealer is fair or unfair. The simple statement is this, that barring a monopolistic combination, the price the consumer pays for the milk is determined previously by the profit in cheese and butter. What the producer may do by the elimination of competition to force the dealer's price, and what the dealer may do by the same method to raise the price to the consumer, remains to be seen. Meanwhile the consumer will see his disturbed equilibrium as he reflects upon the man who supplies him with milk does so because "it pays" better than to supply him with butter and cheese. The man who supplies the city market with milk is not a reasonable profit, but he has a better opportunity than the man in the same business who is denied the market. And the possibility of a fair profit in supplying there is not much room for doubt.

DEFENDING THE NATION'S HONOR

Mr. Rufus Pope, whose name has become more familiar to the public since he left parliament than before his defeat in 1906 which left him some leisure for profitable speculation in western lands, has recently been making public complaint of Liberal dishonesty and in apparent fear of a long continuance of Liberal rule at Ottawa, tragically asks the question, "Who will defend the honor of the nation?" The answer which he apparently invites and which he cheerfully gives is: "It is for me, and it is his effort, Mr. Pope himself, and he is backed by all the weight of his good and earnest intentions, prove insufficient for the task, he might call to his aid Mr. George V. Fowler, in association with whom he has already accomplished some notable feats. It is true that these feats have not been along the line of defending the honor of the nation, but to men so brilliantly versatile as Messrs. Pope and Fowler, such a right-about-face as this task would involve should not be difficult.

THE MISTRESS OF THE SEAS

Comparing the merchant marines as well as the navies of the several powers, Engineering shows that the recent construction of the Mauretania and Lusitania places Great Britain again far in the lead of all competitors for the speed supremacy of the seas. While Britain's own forty-eight steamers, which exceed 20 knots in speed, foreign countries possess only thirty, and ten or eleven of these were constructed in Britain. It is true that in ocean liners the British position is not so favorable, as Germany possesses five vessels of between 21 and 24 knots, against Britain's six, and, excluding the Mauretania and Lusitania, the fastest of the British ships is of 22 knots speed. In Channel steamers, however, Britain has 20 knots in the premier position, and the problems which have been solved in the design of the thirty vessels between 1,000 and 5,000 tons register, most of them built in Britain, are 24 to 24 knots, have eminently fitted British builders for undertaking the work of constructing a Lusitania or a Mauretania, and it is fair to say that these smaller vessels in making a comparison of fast merchant craft.

British supremacy is further indicated by a corresponding consideration of the number of warships of over 20 knots speed owned by the various powers. Britain has 32 vessels equipped with 20 knots in speed, whereas the other powers combined have but 211. Practically all of these ships are over 1,000 tons. Thus there are 285 naval ships of over 20 knots' speed compared with 78 merchant vessels of this

speed. One-fourth of the high-speed ships owned by foreign navies have been constructed in British yards, so that of the 285 vessels nearly one-third are the product of British marine works. This is gratifying, as is also the fact that of vessels exceeding 20 knots' speed, Britain has, in addition to the Mauretania and Lusitania eleven cruisers, while foreign powers possess only three, and these are small craft; between 24 and 25 knots Britain has eighteen, of which seventeen are armored. Foreign powers have six armored cruisers, and twenty-seven ordinary cruisers, and of these British shipbuilders constructed about half. Thus as Britain occupies a favorable position; and with the advent of the Mauretania and Lusitania has recovered the first place on the Atlantic, which has been held by Germany for ten years. Not for over fifty years control of the council board, but met with a signal defeat. The next council will be composed of fifteen Liberals, seven Conservatives. One district, the plaintiff, and R. A. Lawler, the defendant. The case is exciting much speculation as to its outcome.

L. K. Loyd was fined \$100 and costs for a second Scott Act conviction. Mrs. Alice Currie was fined \$50 for violation of the Scott Act. This is the first time in two years that she has been caught. The assault case against Alexander Cooper, a ticket of leave man, has been again postponed, as the complainant, Mary Dawson, did not appear. Arch. Fracker was today fined \$50 for violation of the Scott Act, and the liquor seized by Chief Lawson during his recent raid was ordered to be destroyed.

There is a strong feeling on the North Shore that the exportation of pulp wood should be prohibited and the pulp manufactured here. The Chatham Commercial is conducting a vigorous campaign along this line editorially, and in addition today's issue contains the opinions of many leading citizens, nearly all favoring such a policy.

MY KINGDOM

Robert Louis Stevenson. Down by a shining water well I found a very little dell, No other king than I needed. The heather and the gorse about In summer bloom were coming out, Some yellow and some red.

I called the little pool a sea, The little hills were big to me, For I am very small, I made a boat, I made a dam, I searched the caverns up and down, And named them one and all.

And all about was mine, I said, The little sparrows overhead, The little minnows, too, This was the world and I was king, For me the bees came to sing, For me the swallows flew.

I played there were no deeper seas Nor any wider plains than these, Nor other kings than I needed. At last I heard my mother call Out from the house at eventide, To call me home to tea.

And I must rise and leave my dell, And leave the dimpled water well, And leave my heather blooms, Nor other kings than I needed. How very big my nurse appeared, How great and cool the rooms.

ACROSS THE LAND

Across the land at morn she went, And all the while she watched the dawn, She thought of him who woke, a rose leaf when she slept; Across the land when night had flown, And all the skies were still, She thought of him who lay upon the wakening hill.

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LIBERALS SWEEP CUMBERLAND CO.

Municipal Elections Resulted in Return of 15 Liberals, 7 Conservatives, with One Seat in Dispute.

AMHERST, N. B., Nov. 19.—The municipal election passed off quietly throughout Cumberland today, the weather being fine, and an exceptionally large vote was polled. The Conservative party continued to secure control of the council board, but met with a signal defeat. The next council will be composed of fifteen Liberals, seven Conservatives. One district, the plaintiff, and R. A. Lawler, the defendant. The case is exciting much speculation as to its outcome.

IS SCIATICA CURABLE?

Many who have used poor remedies think sciatica is well nigh incurable. But it doesn't take long to change this opinion when Polson's Nervine is tried. It is excellent also for rheumatism and neuralgia. For nearly fifty years Nervine has been curing the worst cases; it will cure you too. Large bottles, 50c., at all druggists.

NEW YORK SOCIETY AGAIN TURNS OUT IN FORCE

NEW YORK, Nov. 19.—Society turned out in force today at the horse show and there were many visitors at the Glen and York City horse shows. Fred Fabst of the Paper Stock farm at Oconomowoc, Wis., made a smart record today in carrying off four blue ribbons and two red ones in the hackney class. The champion of the class, a three-year-old named Vanderbilt, was bred by three blue ribbons and one red. August Belmont captured his first blue ribbon of the show this afternoon, when his pony, a three-year-old named Vanderbilt, was bred by three blue ribbons and one red. August Belmont captured his first blue ribbon of the show this afternoon, when his pony, a three-year-old named Vanderbilt, was bred by three blue ribbons and one red.

FIVE EXPRESS TRAINS HELD UP BY WRECK

BOSTON, Mass., Nov. 20.—Five express trains and a special train containing the officials of the Boston & Albany road and a large party of newspaper men from Boston and other cities of the commonwealth, who were taken on to inspect the road and its facilities, were held up tonight at Westboro by the wreck of an eastbound freight train, and at an early hour in the morning the road had not been cleared.

ROCKEFELLER DENIES THAT HE IS HOARDING GOVT BONDS.

NEW YORK, N. Y., Nov. 19.—John D. Rockefeller has denied the government bonds, according to the statement issued tonight by those who said that he was authorized to speak for him. The statement follows: "John D. Rockefeller authorizes the following: 'I am informed that there have appeared in several newspapers recently reports that I possess one hundred million dollars of United States government bonds, which I have refused to loan or sell for the purpose of helping the situation or of aiding additional circulation by the banks. 'I do not own at the present time, nor have I owned at any time during the recent crisis, any United States government bonds whatever.'"

BRAKEMAN CRUSHED BETWEEN TWO CARS

TORONTO, Nov. 19.—Brakeman Robert Durst of Springville was killed at Goderich today. The yard engine was moving fourteen empty cars, when on rounding a curve about half way down the hill a cow was discovered lying on the track. Brakeman Durst, who was on the rear end of the train, ran back to signal the engineer, but before he had done so the engine struck the cow, striking the cow, throwing the last three cars off. The brakeman attempted to jump, but he was thrown between two cars and cut in two.

CASTORIA

Bears the Kind You Have Always Bought. Signature of J. C. Watson.

PROVINCIAL NEWS.

CHATHAM, N. B., Nov. 19.—An interesting case is now before the courts here. Three weeks ago when the schooner Ada, Captain Chas. McLean, was entering the river she touched on the bar and ground her keel on the Mauretania and Lusitania eleven cruisers, while foreign powers possess only three, and these are small craft; between 24 and 25 knots Britain has eighteen, of which seventeen are armored. Foreign powers have six armored cruisers, and twenty-seven ordinary cruisers, and of these British shipbuilders constructed about half. Thus as Britain occupies a favorable position; and with the advent of the Mauretania and Lusitania has recovered the first place on the Atlantic, which has been held by Germany for ten years. Not for over fifty years control of the council board, but met with a signal defeat. The next council will be composed of fifteen Liberals, seven Conservatives. One district, the plaintiff, and R. A. Lawler, the defendant. The case is exciting much speculation as to its outcome.

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FURTHER CURTAILMENT OF WORKING HOURS IN NEW ENGLAND INDUSTRIES

BOSTON, Mass., Nov. 19.—Despatches from New England industrial centres show a further curtailment of working hours, due to the scarcity of raw materials and to a falling off in the demand for goods. The principal industries affected are the woolen, rubber and shoe trades. A curbing of production, but as yet the amount of machinery idle is inconsequential. Dry goods houses in New York and elsewhere are urging the curbing of production, but as yet no definite plan of curtailment is under consideration.

TRIAL OF MRS. MINNIE TURNER POSTPONED UNTIL JANUARY

TORONTO, Nov. 19.—The trial of Mrs. Minnie Turner for the murder of her husband by criminal operation, was today postponed to the January sittings. Mrs. Evans, the prisoner in Montreal, who is charged with the conversation in the Toronto jail with Miss Bertha Pearson, a crown witness, Miss Pearson was an inmate of the Turner household, and was arrested at the same time as Mrs. Turner. An affidavit stated that Mrs. Pearson said she was an eye-witness to the operation, and intended to give crown evidence. She refused to swear to anything. If I don't they'll fasten it on me, and you know what that means for any one like me.

REVISED VERSION.

City Boarder.—"What's the old adage about enumerating young poultry?" Farmer Geshaw.—"Don't count your chickens till after they've pizen'd the ole cat."

Farm For Sale

Cuts 75 Tons Hay. 100 ACRES between Bangor and Waterville; near neighbors, 1-1.3 miles to railroad station, stores, churches, on main traveled road; 50 acres in fields, 50 in pasture and 50 in wood; all machines moving; spring water pure; cream sold at door; plenty of wood and timber for home use; 100 barrels apples in season; house of 12 rooms, 2 halls; spring water in house; barn, 40 x 70; cow house, wood shed, 20 x 20; barn 24x30, blacksmith shop 25x25; this affords this month will include 4 cows, 2 heifers, 2 horses, 15 sheep, 2 moving machines, horse rake, 2 plows, 1 harrow, 2 farm wagons, 1 pair double harness, all kinds of small farming tools, for \$2,800. A. B. Rice, Newport, Me.

Dual Life of Duke

LONDON, Nov. 15.—Is the alleged dual personality of the fifth Duke of Portland, upon the establishment of which depends the title and riches of the late eccentric nobleman, reflected in Charles Dickens' "The Mystery of Edwin Drood"? Dr. Dickens conceals the plot of that remarkable story from his knowledge of the life of the fifth Duke of Portland?

DUKE'S DUAL LIFE DICKENS' Claimant to Title Says Author Nobleman and

These questions have arisen in the public mind since the discovery yesterday of Robert Caldwell, the American witness for George Hollambly Druce, claimant to the estate and title of the late duke, and many there are inclined to answer in the affirmative. Charles Hollambly Druce, grandson of T. C. Druce, the Baker's street bazaar keeper, is suing for possession of the title and the dukedom. He claims the income of which alone is nearly \$50,000 per annum, on the contention that the duke and shopkeeper, his grandfather, were one and the same person.

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Dual Life of Duke

LONDON, Nov. 15.—Is the alleged dual personality of the fifth Duke of Portland, upon the establishment of which depends the title and riches of the late eccentric nobleman, reflected in Charles Dickens' "The Mystery of Edwin Drood"? Dr. Dickens conceals the plot of that remarkable story from his knowledge of the life of the fifth Duke of Portland?

DUKE'S DUAL LIFE DICKENS' Claimant to Title Says Author Nobleman and

These questions have arisen in the public mind since the discovery yesterday of Robert Caldwell, the American witness for George Hollambly Druce, claimant to the estate and title of the late duke, and many there are inclined to answer in the affirmative. Charles Hollambly Druce, grandson of T. C. Druce, the Baker's street bazaar keeper, is suing for possession of the title and the dukedom. He claims the income of which alone is nearly \$50,000 per annum, on the contention that the duke and shopkeeper, his grandfather, were one and the same person.

IS SCIATICA CURABLE?

Many who have used poor remedies think sciatica is well nigh incurable. But it doesn't take long to change this opinion when Polson's Nervine is tried. It is excellent also for rheumatism and neuralgia. For nearly fifty years Nervine has been curing the worst cases; it will cure you too. Large bottles, 50c., at all druggists.

NEW YORK SOCIETY AGAIN TURNS OUT IN FORCE

NEW YORK, Nov. 19.—Society turned out in force today at the horse show and there were many visitors at the Glen and York City horse shows. Fred Fabst of the Paper Stock farm at Oconomowoc, Wis., made a smart record today in carrying off four blue ribbons and two red ones in the hackney class. The champion of the class, a three-year-old named Vanderbilt, was bred by three blue ribbons and one red. August Belmont captured his first blue ribbon of the show this afternoon, when his pony, a three-year-old named Vanderbilt, was bred by three blue ribbons and one red.

FIVE EXPRESS TRAINS HELD UP BY WRECK

BOSTON, Mass., Nov. 20.—Five express trains and a special train containing the officials of the Boston & Albany road and a large party of newspaper men from Boston and other cities of the commonwealth, who were taken on to inspect the road and its facilities, were held up tonight at Westboro by the wreck of an eastbound freight train, and at an early hour in the morning the road had not been cleared.