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Girls! do you want a Lovely big Sleeping Doll, a beautifully dressed imported German beauty, nearly
1-2 YARD TALL
This lovely imported Doll is neatly and handsomely dressed in the very latest French doll fashion. Dolly is a beauty, prettier than any baby you ever saw; she has Bisque head, rosy cheeks, sleeping eyes, lovely long curly hair (dark or blonde), pearly teeth, fancy lace trimmed dress, fancy dress underwear, with hat, shoes, stockings, etc., complete and stylishly dressed from head to shoes, an elegant and lovely doll, sweet and pretty as a rose in June, she shuts her eyes and goes to sleep as natural as baby herself.
Girls! now is your opportunity to obtain one of our lovely dolls before any other girl gets ahead of you, drop everything else and write to us, we are giving away hundreds of lovely dressed, jointed and sleeping dolls for selling only 15 packages of our Famous Marvel Washing Blue, the best bluing made, at 10 cents a package. Don't send any money. Order to-day, we will send Bluing by mail postpaid, you sell it at 10 cents a package, and with each package a certificate is given entitling customer to a valuable silverware present from us. Marvel Washing Blue, the great wash day help, sells on almost every house, you can sell the 15 packages in a few hours; when sold return us the money, $1.50, and we will carefully pack and promptly forward to your address one of our handsome dolls. Note—We arrange to prepay all charges on your doll right to your address, so that you receive your lovely doll without cost, and besides the lovely large doll we also send you a beautiful little Bisque Baby Doll with lovely long hair and jointed body, you can put the baby doll to sleep with the large Mother Doll and have lots of fun, remember we send the two dolls for selling only the 15 packages, and we also send another lovely extra if you are quick in replying.
To every honest girl to write at once, we will send right, and expect the same from you, understand, this is no catch-word to give our little friends, but an honest offer made in good faith, by a well-known firm to advertise our business. Box 1 Write your locality to receive these lovely dolls. L. DEPT., 331 Toronto, Ont.

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BOARD OF TRADE.

The annual meeting of the St. John Board of Trade was held Monday afternoon. Those present were: W. M. Jarvis, who occupied the chair; Joseph A. Likely, W. S. Fisher, D. J. McLaughlin, G. Fred Fisher, J. J. Foote, H. B. Schofield, S. S. Hall, R. B. Emerson, J. Hunter White, Geo. Robertson, M. P. P., J A Seeds, John E. Irvine, H. C. Tilley, F. A. Dykeman and T. H. Somerville.

The report of the council submitted reads as follows:

To the Saint John Board of Trade:

The council have again to submit their annual report.

During the year thirty-eight meetings of the council have been held, besides which the various committees have met from time to time. There have been also seven regular and five special meetings of the board, and two public meetings under its auspices have been held at the rooms.

Throughout the city there have been many signs of a quiet and continued prosperity. No general exhibition has been held, but the horse show in October was the means of attracting many visitors.

As a distributing centre Saint John steadily gains ground. Evidence of this may be seen in the fine warehouses erected or in the course of construction on Mill street and elsewhere. The new str. Senlac, now being built for the Saint John and Halifax via Yarmouth and the South Shore of Nova Scotia service, will shortly be launched and will furnish facilities for traffic, the want of which has been greatly felt.

The various factories have been working steadily, and those engaged in the various industries carried on, have found ready employment.

APPROACHES TO SAINT JOHN HARBOR.

In March a delegation from the council visited Ottawa with the view chiefly of urging the completion of some needed safeguards in the Bay of Fundy and harbor improvements at St. John.

One of the safeguards, the steam siren or whistle at Negro Head, half way between Partridge Island and Point Lepreaux, is approaching completion. Early in June, Lieut. Col. Wm. P. Anderson, chief engineer of the department of marine and fisheries, visited St. John, and, accompanied by several members of the board, inspected Negro Head and its vicinity in order to select a suitable site. That chosen is nearly midway between Negro Head and Split Rock. The land required has been purchased, plans have been prepared and the contract awarded for the building, which is now under construction.

The lightship for the Lurcher Shoal, at the entrance to the Bay of Fundy, fitted with the most modern improvements, has been detained by ice in the St. Lawrence River and at Quebec, but will, it is still hoped, be in her place before the new year begins.

Enquiry was made as to the dredge under construction especially for use in the maritime provinces, and it was learned with much regret that there is no prospect of this dredge being in readiness before the spring of 1905. The dredge will be of great power, adapted for deep water work, and it is hoped that her services may be available for the harbor of St. John at once on her completion. The importance of deepening the entrance to the harbor so that vessels of large draft may be able to enter and leave the harbor at all times of tide intensifies the regret felt that this work cannot be at once proceeded with.

EXPORTS AND IMPORTS.

The ocean traffic of this port during the winter of 1902-3 showed a marked increase over that of the preceding year. The number of steamship sailings was 99, with a tonnage of 303,549, and no doubt exists that the piers and warehouses will be fully utilized during the coming winter.

The total value of exports through St. John during the season 1902-3 reached the sum of $14,503,747, an increase of $4,100,130 over the corresponding period in the preceding season. This is the largest increase in any one season since the winter export traffic commenced. The total exports through the port of St. John during the calendar year 1902 amounted in value to $14,412,836, and the imports for the same period amounted to $5,513,514.

INCREASED HARBOR FACILITIES.

For the large traffic thus in course of development the present accommodations are insufficient, and in the interests, not so much of St. John as of Canda, extended facilities are urgently required.

The piers and warehouses at Sand Point have been provided very largely at the cost of the city of St. John, which has expended a large amount in providing for the winter traffic of the dominion. These piers and warehouses are practically free. In the opinion of very many the expenditure has reached a point where the financial circumstances of the city and its present indebtedness should be carefully considered and taken into account before further liabilities are incurred. And it is believed that the opinion is general that no further expenditure of a serious nature should be made by the city in connection with the development of the winter traffic without a well ascertained and definite arrangement for a sufficient return.

The subject of extended harbor facilities was dealt with at a public meeting held at the board rooms in November. It was pointed out that it was the well understood policy of the federal government to secure for Canadian ports, both in summer and winter, the import and export trade of the country, that large sums of money were with this view expended in developing the harbor facilities of the St. Lawrence and lake ports, as well as in enlarging the canals and developing the railroad systems of Canada; that the United States government was making large expenditures in improving waterways and harbors of the union; that St. John has expended about $750,000 besides contributing valuable properties, in demonstrating its ability to carry on a winter export and import trade; that that trade had developed until the wharf accommodation and terminal facilities were overtaxed to such an extent that steamers were being turned away from the port, and it was unanimously resolved that the federal government be urgently requested to take immediate action to provide for an expenditure at St. John of such sums as are needed to furnish additional wharves and facilities on a large and comprehensive plan, looking towards the future development of the winter trade of the Dominion.

The pressing need of action on the part of the government was urged upon the attention of the Hon. Mr. Fielding, minister of finance and acting minister of railways and canals, by several members of the council during a recent visit of Mr. Fielding to St. John. The claims of St. John to be treated as a national port were put forward. It was explained that immediate action was necessary, as if better accommodation for the business of another season was to be provided, that timber for the piers must be contracted for and got out during the present winter. While the minister was unable to pledge himself to any definite action, he promised to use his influence to secure an early visit of the newly appointed transportation commission to St. John, in order that their report might be presented to the government at the earliest possible date.

HARBOR TRUST OR COMMISSION.

A committee of the council gladly co-operated with a committee of the common council in considering plans for the creation of a trust to take in the Sand Point improvements, in connection with which the wider plan of a general harbor commission was to some extent discussed.

The council regret that further progress has not been made, and that it has not been found possible so far to submit a definite proposal for public consideration.

IMPERIAL CHAMBERS OF COMMERCE.

In August five delegates from the St. John Board of Trade were present at the fifth Congress of Chambers of Commerce of the Empire held at Montreal.

The delegates were most hospitably entertained at Montreal. Subsequently the British and other delegates from beyond Canada visited various parts of the dominion from the Pacific to the Atlantic coast. Two parties, each numbering about thirty delegates, accompanied by several ladies, visited St. John and were driven over the city and entertained at excursions on the river and at dinners at the Union Club.

The board has unanimously adopted a resolution approving of the course of the Hon. Joseph Chamberlain in endeavoring to encourage preferential trade arrangements throughout the empire, and copies of this resolution have been sent through Lord Strathcona to Mr. Chamberlain and duly acknowledged.

TRANSCONTINENTAL RAILWAYS.

Early in the year the board welcomed a visit from several gentlemen representing the trans-Canada railway as then proposed. Their scheme has since been merged into the Grand Trunk transcontinental railway to extend from Moncton, N. B., to the Pacific coast. The council has given much anxious consideration to this proposal. Resolutions adopted by the board and expressing its views on the subject generally were printed with the last report. At a special meeting of the board held in August the subject was again considered and a resolution adopted reaffirming the previous resolutions of the board and approving only a transcontinental railway built and owned by the government.

JAMAICA SERVICE.

The establishment of a fortnightly service between Jamaica and St. John has been under consideration by the council. The Jamaica government has offered to give a subsidy of £2,500 sterling towards a fortnightly steamship connection with Canada, and a resolution of the council was forwarded to the federal government urging that a liberal subsidy might be given on the part of Canada as well. This service has now been established, monthly sailings during the winter months being made from Halifax and St. John.

The embargo placed last winter on the importation of cattle from the New England ports into Great Britain had the effect of largely increasing the shipments from St. John.

The council have also urged the modification of the present restrictions of the importation of Canadian live stoc kinto Great Britain. A resolution having this end in view was adopted at the Congress of Chambers of Commerce at Montreal.

WINDING LEDGES DAM.

A proposal to dam the Saint John River at Winding Ledges above Edmunston, thus interfering with the free passage of timber to points below, received the serious consideration of the council. A delegation from the lumber merchants of St. John, visited Ottawa and opposed the passing of the proposed bill to incorporate the Winding Ledges Power and Dam Co. The bill was defeated in committee of the house.

SUBSIDIES.

The continuation of the subidies for the lines of steamers running from St. John to the United Kingdom, South Africa, the West Indies, Digby, Grand Manan and the Basin of Minas, has been urged in the proper quarters. An increase of the subsidy for the service between St. John and Glasgow to $15,000 has been recommended with the object of making the service weekly instead of fortnightly. Subsidies of $10,000 from the Dominion government and $3,000 from the provincial government for the service between St. John and Halifax, touching at Yarmouth and ports on the south shore of Nova Scotia have been also advocated.

The report also mentions the Tourist Association work, industrial arbitration, the South Africa mission of W. E. Earle and various matters of administration. It refers to the death of E. L. Whittaker and W. L. Waring and the late secretary, Frank O. Allison. The number of members is 195, and 16 joined during the year.

(Signed)

W. M. JARVIS, President,

W. E. ANDERSON, Secretary

D. J. McLaughlin was elected president of the board for the ensuing year and H. B. Schofield, vice-president.

R. B. Emerson moved a vote of thanks to the retiring president, W. M. Jarvis, for the excellent services which he rendered the board and the city of St. John during the two terms in succession that he held office.

Geo. Robertson in seconding the motion referred to the long time that the board of trade had been in existence and the valuable services it had rendered for St. John. Its responsibilities had been much increased with the growth of the winter port. The expression was current that the board had interfered with the common council in its efforts to improve the port. It was unfortunate that this report had been made. He was sure that the board of trade at no time wished to interfere with the council in the performance of its functions. On the other hand it wished to strengthen the hands of the council. The members of the board of trade were leading property owners, and their interests were coincident with those of the city in general. For that reason, if for no other, the board would not interfere but do all in its power to assist the common council in its efforts to further the interests of the city. The board had done good work while Mr. Jarvis ably performed the duties of president, and he had much pleasure in seconding the motion for a vote of thanks. The motion was carried unanimously.

The members elect of the council are T. H. Estabrooks, W. H. Thorne, W. M. Jarvis, W. S. Fisher, Joseph A. Likely, T. H. Somerville, John Seely, W. F. Hatheway, J. H. White and G. Fred Fisher.

The former board of arbitrators was re-elected.

Mr. McLaughlin took the chair and Mr. Jarvis in a short address said that he heartily acknowledged the vote of thanks tendered to him. It was always his object that the utmost harmony should exist between the common council and the board of trade, and it was unfortunate that a report was spread that there was friction between these two bodies. As to the work of the past year there were two points which he would emphasize, the facilities for mariners at the entrance to the harbor and those at the entrance to the Bay of Fundy. A public meeting was held last winter with respect to extending the breakwater. While the improvements he referred to were not completed yet, they were begun, and considering the large number of calls upon the government to carry out a similar kind of work in other parts, good progress had been made. He was sorry to hear that the whistle on Partridge Island was not sounded regularly. Serious damage might result to shipping and to the reputation of the harbor if it were not regularly sounded. He had not long ago corrected statements which appeared in the Brooklyn Eagle damaging to the reputation of this port, and hoped that precautions would be taken against the spreading of false reports, and that such improvements would shortly be made as to put St. John in the forefront of British ports. Mr. Prefontaine, the minister of marine and fisheries, had assured him that the Lurcher lightship would be in her position by the first of the new year. This would make a valuable improvement. Mr. Jarvis hoped that the board of trade would not conflict with any other bodies in the community, but that it would work in harmony with them and continue to advance the interests of the port.

The meeting adjourned.

SARDINE PROBLEM.

A. J. S. Copp, M. P., Talks of Small Herring.

A. J. S. Copp, M. P. for Digby, and John Cowie, a fish expert from Scotland, are at the Royal Hotel. Mr. Copp and the other members of the fishery commission, accompanied by Mr. Cowie, will leave for St. Andrews today, where they will take the str. Curlew for Grand Manan.

The commissioners are visiting that part of the coast for the purpose of investigating the cause of the decrease in herring and to determine upon a means whereby that class of fish may be preserved. Mr. Copp says that fishing on the Nova Scotia coast will have decreased this season over one million dollars, and the sole cause he attributes to the scarcity of bait. Fishermen look to herring for their bait. The people of the United States have erected vast canning industries on the Maine coast for the purpose of preparing sardines. They are not allowed to fish within three miles of the Canadian coast, but they have, notwithstanding, been getting the fish. They visit the weirs on the coast of Charlotte county in their own vessels and buy from our fishermen

Herring of the size used in sardine canning are non-productive. In order for herring to multiply they must at least have attained the age of 2 1-2 years. Hence all those that have from year to year been caught for the sardine industry have caused a telling decrease, because they did not reach the productive age. The principal herring territory for the maritime provinces is in the vicinity of Grand Manan and the Passamaquoddy Bay. It may be that the dominion government will shut down on the sardine industry in order that the waters of our coast may be replenished with herring. Or if that industry is permitted at all it may be to a limited extent, and to whatever extent it is allowed a move will be made to have the sardine manufactories in New Brunswick.

Mr. Cowie has been selected from the Scotch fishermen, among whom he is a recognized expert, by the dominion government to visit our herring fishing grounds and instruct the fishermen in the best methods of drying and packing herring. It is said to be an established fact that herring caught on the coast of Scotland are inferior in size and quality to our herring, but because of the far superior methods they use in curing them Scotch herring sell on the market for from 50 per cent. to 75 per cent. more than Canadian herring. It is the object of the government, said the Sun's informant, to not only teach the fishermen of the maritime provinces the latest and best methods of curing herring, but to interest Scotchmen in the industry here, so that they may come out and invest money in canneries and help man our fishing vessels.

VENICE UNDER WATER.

VENICE, Dec. 6.—As a result of the extremely bad weather, accompanied by a violent wind which has prevailed for some days, Venice was almost entirely under water for a few hours today. At the piazza of the Cathedral of St. Mark, the flood rose to a height of four feet, while inside the cathedral the water was so high as to threaten serious damage. Gondolas had to be used from shop door to shop door, until bridges were improvised by the firemen, the ordinary bridges having disappeared. The water gradually subsided. There is a fear that unless the weather changes there will be another flood during the night.

HERBERT SPENCER.

Death of the Greatest of Victorian Era Philosophers.

Has Gone to His Long Rest—Comments of the Press on His World's Record.

LONDON, Dec. 8.—Herbert Spencer, the famous author and philosopher, died this morning at his home in Brighton. His health has been failing for some months. The illness took a critical turn a few days ago and he became unconscious last night, passing away without pain. By his own desire, the least possible information was given out during Mr. Spencer's illness.

Herbert Spencer was born in Derby, England, April 27, 1820. He was the son of William George Spencer, school master and private teacher, who had a dread of overtaxing the immature mind by the ordinary forcing system, and accordingly young Spencer was kept at home till he was 14 years old, thus reaping the advantage of his father's personal training and attention. He was then placed in charge of his uncle, Rev. Thomas Spencer, of Hinton Charterhouse, near Bath, where he spent three years. It was decided not to send him to Cambridge, and in 1837, he undertook the work of civil engineer. This was in the early days of railroad activity, but in 1846 he abandoned this calling.

Spencer presently removed to London, where he secured a position on the Examiner, a newspaper of which from 1848 to 1853 he was sub-editor. In the meantime, he had written his first important book, Social Statics, published in 1850.

Shortly after this began his connection with the Westminster Review, to which, during the next few years, he contributed essays. In 1855 appeared his book on The Principles of Psychology.

In 1858 he published a long defense of the Nebular Hypothesis, and during the preparation of this article the scheme of the Synthetic Philosophy took place in his mind, and this was later published. His other publications were: Principles of Biology; Principles of Ethics; Study of Sociology; Education; Essays; The Man vs. The State; Reasons for Dissenting from the Philosophy of M. Comte.

His greatest work is undoubtedly the Synthetic Philosophy. Of the importance of this finished work in the intellectual annals of the 19th century much might be said. That it is in itself the largest, most comprehensive and most ambitious plan conceived and wrought out by any simple thinker of our time, is obvious; nor will it be less obvious to those who concern themselves in any way with the progress of thought that, measured alike by the constructive genius manifested in it and its far-reaching influence, the Synthetic Philosophy, towers above all other philosophic achievements of the age.

(N. Y. Herald, 7th.)

LAST OF THE GREAT VICTORIANS.

The last of the great Victorians—such is Herbert Spencer's title to present day pre-eminence. To be a great Victorian is in itself a title to glory, for only the Augustan age in Rome, the age of Pericles in Athens and the Elizabethan age in England can rival it in its brilliant aray of poets, artists, statesmen, historians and scientists.

Especially was it great in science, and Herbert Spencer was among the greatest of its scientists. He stands as one of that extraordinary quartet which forced John Bull and the Philistine at large to accept the doctrines of evolution that have practically revolutionized the entire world of modern thought.

It was Charles Robert Darwin who first gave scientific cohesion and precision to the doctrine in 1858-59 by his "Descent of Man,' 'and his "Origin of Species." He was ably assisted in his first and chief converts, John Tyndall, Thomas Huxley and Herbert Spencer. Tyndall developed it on the side of physics. Huxley brought new evidences from it from his studies in biology. Herbert Spencer emphasized and enlarged it on the side of social science.

In fact, on the basis of what is now known in philosophical slang as "natural selection" and "the survival of the fittest," he produced an absolutely new philosophy of social science which is generally accepted by the thinking world.

The author of this comprehensive revolution was born in the first quarter of the century, (April 27, 1820), the son of a poor schoolmaster in Derby. He had a few early advantages. His education comprised only a smattering of the dead languages and no knowledge of the living ones, not even German, the lack of which he freely deplored. In his seventeenth year he became an engineer and followed that calling for eight years.

In his leisure hours he interested himself in the study of social science, the first fruits of which appeared in 1865, in Social Statics, a book which, appearing four years before The Origin of Species, dimly anticipated some of Darwin's conclusions—for it purported to interpret the phenomena of mind on the general principle of evolution.

The book was received with curiosity and approved by the learned and progressive, with scorn or neglect by the unlearned and the conservative. The Darwinian controversy, which set all England by the ears, attracted a certain sensational reclame for Herbert Spencer, who, through lectures and miscellaneous writings, was gradually pushing himself forward as one of the most energetic and able advocates of the new doctrines.

HAS LIVED TO WIN TRIUMPH.

Best of all, he lived to see the world, which on its lower but more numerously populated levels had been inclined to hoot at him, turn around and applaud him as one of the greatest intellectual leaders of his time. His eighttieth birthday, in 1900, was greeted with a chorus of praise in which all the civilized world joined.

But it is praise more than pudding which Mr. Spencer received from the civilized world. He has told us that for the first twenty years his publishing, insted of enriching him, cost him money. Even at the rosiest part of his later period the philosopher's bank book looked petty enough compared with that of any popular novelist who happened to be the fad of the hour.

Mr. Spencer did not desire riches, but he felt sadly hampered by his inability to make money sufficient for the purpose of continuing his studies at ease, and there was a bitter ring to his preface to The Principles of Psychology, in which he found that up to that time he had been materially impoverished by his published works.

"Should the day ever come," he concludes, "when the love for the personalities of history is less and the desire for its instructive facts greater, those who occupy themselves in picking out the gold from the dross will perhaps be able to publish their results without inflicting on themselves losses too grievous to be borne—nay, may possibly receive some thanks for their pains."

Herbert Spencer was one of the most simple and unostentatious of men. He repeatedly declined academic honors from universities and colleges and titular honors which Queen Victoria was willing to bestow upon him, with, it must be confessed, a somewhat niggard hand. She who made Disraeli an earl never offered to make Herbert Spencer anything higher than a baronet. But in truth the earldom would have been even more distasteful to him than the baronetcy.

A friend, writing of him as he was in his first appearance in London in 1848, says that with his ruddy complexion and vigorous frame he gave the impression of being a young country gentleman of the sporting farmer class. "When discusssion arose, however, he gave a hint of his quality. His manner was earnest and he argued as a man who had carefuly thought out his convictions."

FRIEND OF GEORGE ELIOT.

At this tme Herbert Spencer, havng given up civil engineering, because the crash in railroad enterprises, had forced him out of work, was a subeditor on the London Economist, and a contributor to the Leader, a weekly paper, established by Thornton Hunt and George Henry Lewes.

Thornton Hunt was a son of Leigh Hunt, but is only remembered as the man who ran away with Lewes' first wife, and thus established a justification for Lewes' subsequent relations with the brilliant woman now famous as George Eliot.

It was Herbert Spencer, however, who first presented George Lewes to George Eliot. The latter was then (1830) a sub-editor on the Westminster Review, living in the family of the editor, Dr. John Chapman. Herbert Spencer was her great friend, and he certainly did as much as Lewes himself to awaken and stimulate her intelligence. It is said that he was in love with her. It is only certain that he was never in love with any one else and that he never married.

In his early days Spencer had shown inventive talent. He constructed a velocimeter, to indicate the speed of locomotives, and long before Francis Galton produced composite photographs Spencer had suggested the idea and pointed out its value. During the last illness of his mother, to whom he was devotedly attached, he invented for her a bed which moved in any direction at a touch. Likewise he was something of a painter and rather more of a singer, possessing in the latter capacity a strong bass voice of good timbre. He continued to sing as an amateur in part music until ill health forbade the exertion.

PREPARE FOR ELECTIONS.

OTTAWA, Dec. 8.—If confirmatory evidence was wanted that the federal election campaign is really in progress it was forthcoming today. Alex. Smith is back into harness as chief organizer of the liberal party, and simultaneously with this announcement there appears from the press a pamphlet embellished with a portrait of the prime minister, entitled Political Pointers, No. 1—7 Years of Liberal Adminstration Contrasted with 18 Years of Conservative Rule. It is a unique document. Some one in each department has evidently contributed to this peculiar document, and the material thrown together higgledy piggledy, with the result that an apologetic note has had to be inserted. There are lengthy references to trade and financial matters, to the development of the Northwest, preferential tariff, etc. Fisher's tooter gives two pages for what he has done for the country, and before Mulock's advocate gets in his work the press is stopped to tell how many fog horns Prefontaine and his predecessors have put in operation. The establishment of the Labour Gazette, the fruitless arrangement with Marconi and a score of unimportant matters are featured in the book. Altogether it is a disappointing publication.

Ragged clothes quickly—that's what common soaps with "premiums" cost; but
SUNLIGHT SOAP REDUCES EXPENSE
Ask for the Octagon Bar

JOHN SNODGRASS

Leaves Much Money to His Kin in New Brunswick.

A Queens County Man Divides His Estate Between the Churches and His Own Flesh and Blood—St. John Ladies Remembered.

NEW YORK, Dec. 8.—The will of John Snodgrass of Babylon has just been filed at Riverhead, L. I., and disposes of property valued at $17,700, bequeathed as follows: First Presbyterian church of Babylon, for use of Sunday school, $200; Methodist Episcopal church of Babylon, for use of Sunday school, $200; Baptist church of Babylon, for Sunday school, $100.

Mary A. Williams of Vernon, N. Y.; Mrs. Jennie Baird of St. John, N. B.; Miss Jane Ann Bradley of St. John, Mrs. Esther Miles of St. John, nieces, were each bequeathed $1,000.

Mrs. Elizabeth Baird of Grand Lake, Queens Co., N. B., Canada, and Mrs. Margaret McLeod of Grand Lake, nieces, each $500.

Mrs. Isaac Snodgrass and Mrs. John Snodgrass, wives of nephews, each $200; Henry W. Buxton, nephew, $250.

The residue goes to his niece, Mary Ann Snodgrass, and his nephew, William Snodgrass.

ENTOMBED ALIVE FOR TWO WEEKS.

Stowaway Leslie Tells of His Terrible Ordeal Under a Vessel's Cargo.

NEWPORT NEWS, Va., Dec. 6.—Robert Leslie, a stowaway who was landed here by the steamship Rappahannock almost a skeleton from starvation, may not recover from his ordeal.

When Leslie stowed on the Rappahannock at Liverpool he was a hale, hearty young man, weighing 145 pounds. As he lies at the hospital he weighs no more than sixty pounds. Owing to his condition, he has not yet related a complete story of his sufferings as he lay imprisoned under tons of cargo for two weeks without food or water. To the physicians and nurses at the hospital he has told it briefly in instalments. But to those who have seen him a story is scarcely necessary. His appearance tells the story.

"While the British steamship Rappahannock, Capt. Buckingham, was loading her cargo at her dock at Liverpool," Leslie told the hospital attendants, "I quietly slipped aboard, intending to stow away until the vessel was a day or two at sea and then make my presence known to the master, with a request that I be allowed to work my way over to America. I carried a small package containing two pounds of bread and about a pint of water in a bottle. This would have been sufficient to sustain me had my plan been as successful as I anticipated when I boarded the vessel, happy in the thought of returning to my native country.

"I succeeded in getting below without being observed and concealed myself in the hold. The loading of cargo continued for some hours. Nothing but darkness was there and I could not see what was going on. I had no idea that box after box was being rapidly piled around me, later to serve as walls of a living tomb.

"Finally the loading was finished and the ship left her pier and put to sea. The next day I determined to make my presence known to Capt. Buckingham and throw myself upon his mercy. I had up to this time hardly stirred for fear that I would attract attention before it was too late to put me off. I groped my way around in the dark. Nothing but boxes could I feel on every hand, I tried to shove them away, but couldn't budge them. I was buried alive. Nothing could give way; no one would answer my frantic calls for assistance.

"I cannot describe my feelings. I do not want to recall them. It was horrible. I was not even allowed to eat all of the bread I brought abroad with me, for the big rats with which the ship was infested devoured half of it. I fought them for hours at a time. Then my water gave out and I had nothing to eat or drink and very little strength left to keep off the rats.

"Finally I had to give in. I could not move. I could not offer resistance. I starved; I thristed; I prayed; I lost my mind at time; I made up my mind that my time had come, believing that I could not survive until the ship reached Newport News and my condition should be learned."

The man's vitality is wonderful, and for these reasons the physicians have been hopeful of saving his life, but tonight they are doubtful.

LORD CURZON'S TOUR.

KARACHI, British India, Dec. 8.—The viceroy, Lord Curzon, who has concluded his tour of the Persian Gulf, arrived here yesterday after three weeks' absence. The result of his trip has fulfilled the most confident anticipations of the viceroy and his suite. His progress was watched with the keenest interest in India and the leading newspapers have given it the warmest approval. They say there is no doubt the result will be a substantial strengthening of the British position in a quarter so essential to the security of India.

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"My wife was always complaining of a lame back, and they completely cured her.
"Our son was also troubled with his kidneys and as your pills had done us so much good we got him to try them and they cured him as well. They are far ahead of doctor's medicine, and I advise a trial of Doan's Kidney Pills for all sufferers from kidney trouble."
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