

Stoessel a Coward.

According to Officers of Russian Battleship Sevastopol, Who Arrived Yesterday in Victoria, B. C.

VICTORIA, B. C., Feb. 19.—Aboard the str. Tartar, which arrived today, were Lieutenants Belov and Bogdy, officers of the Russian battleship Sevastopol, captured at the fall of Port Arthur. They were released by the Japanese after giving their parole. The captain of the Sevastopol and a number of other prisoners recently released, are expected to reach San Francisco shortly.

Below characteristics General Stoessel is a coward. "The world will know Stoessel as he is," said Belov. "He is a coward. Stoessel was burrowed a great deal of the time in a cave. The real hero was Madame Zouhoni, who, when her husband was killed, took command of a battery of three 11-inch guns at a point commanding the water supply and held them until she was also killed."

FROM HANSARD.

The following is an extract from Hansard reports:

St. John Quarantine Station, Partridge Island—hospital and two detention buildings, and acetylene gas plant and building; also repairs to old buildings, water service, etc., \$22,000.

Mr. Daniel—Does this include any damages for the building that was blown down last fall during the course of erection?

Mr. Hyman—An arrangement has been made with the contractor concerning the building which was blown down. We make no allowance for that.

Mr. Daniel—Who is the architect for that building?

Mr. Hyman—The plans and specifications are prepared in Ottawa. We have an agent of the department there, Mr. Waterbury, who looks after the local work.

Mr. Daniel—I think the building must have been faulty, because it blew down during a gale, in the course of erection, and it was freely stated that the building was too narrow for the height, the stringers—if that is the technical term—were not strong enough, and if the architect had been more careful in drawing the building on safer lines it would not have blown down. It stands on an island exposed to every wind that blows, and in winter time the storms from the Atlantic are pretty heavy.

Mr. Hyman—it need not necessarily have been the fault of the architect if the building was blown down. But in this case it was the fault of the builder, the building was not properly protected. The contractor should have known that these storms were likely to occur. I understand he did not even board up the windows, but allowed the wind to rush into the building, and in that way the accident occurred. The partitions were not even put up. The contractor stands the loss.

Mr. Foster—I see that this is to be lighted with acetylene gas. How much does the plant cost?

Mr. Hyman—The plant complete for generating gas, costs \$4,625. That was bought from the Acetylene Gas Construction Co., of St. Catharines.

Mr. Foster—That is the only company in Canada?

Mr. Hyman—I do not know of any other.

Mr. Foster—Were tenders asked for an acetylene gas plant?

Mr. Hyman—I do not think so.

Mr. Foster—For the information of the minister, I can inform him that in the constituency I have the honor to represent there is a plan for the manufacture of acetylene gas within twenty-five miles of the city of St. John. So there can be no difficulty in getting a plant.

Mr. Hyman—This plant was arranged for before I came into the department. I understand that we do not require to ask for tenders where the price does not exceed \$5,000. But it is necessary for the chief architect to certify that the price is fair and reasonable, and that was done in this case.

Mr. Oser—Was there a contract made with the company to supply acetylene gas?

Mr. Hyman—No, we have no contract.

Mr. Oser—Is that supplied by one company alone?

Mr. Hyman—I cannot give the information.

Mr. Oser—Were tenders asked for?

Mr. Hyman—That was the only tender.

Mr. Fowler—What was the cost of this gas plant, and what the number of lights?

Mr. Hyman—\$4,625, including the laying of the pipes; 500 lights, and 2,500 feet of piping.

Mr. Oser—In that contract is there any obligation to get the gas from that company?

Mr. Hyman—No obligation of any kind.

Mr. Fowler—This was let without tender?

Mr. Hyman—No, it was not let without tender, but there was only one tender.

Mr. Oser—As a matter of fact, is there only one firm supplying that in Canada?

Mr. Hyman—The hon. gentleman from Kings, N. B. (Mr. Fowler) has just told me there was another firm. I did not know that. But in a case of this kind, where the use of acetylene has to be very carefully guarded, I think the department was justified in accepting the tender from a firm that is well acquainted with this business.

Mr. Fowler—There is a company manufacturing acetylene gas plant in New Brunswick who are thoroughly capable, and thoroughly equipped, and have met with great success. One of the gentlemen engaged in the manufacture of this plant is the inventor of an improvement on the ordinary gas plant, which has been very successful indeed.

Mr. Oser—That sum, I understand, includes the manufacture of the gas?

ed. The garrison was deceived by false reports of the approach of Kuro-patkin's army and the battle fleet." A number of outbreaks have been started by Russian prisoners at Matsuyama.

SAN FRANCISCO, Feb. 19.—Three paroled Russian naval captives and eleven lieutenants arrived here today from Port Arthur, en route to Russia on the str. Siberia.

The naval officers had no criticism of General Stoessel or the conduct of the defence of Port Arthur beyond the fact that the Russian fleet was undermanned and had not a sufficient supply of ammunition when the war began. Port Arthur, they said, would have fallen the latter part of August had it not been for the strengthening of the land forces with guns and men from the fleet.

Mr. Hyman—Yes, includes the lights and the pipes.

Mr. Oser—When this discussion came up a year or two ago, I think it was understood that there was only one firm in Canada supplying acetylene carbide. Is that the case still?

Mr. Hyman—I do not know of any other company. I understand there is a company here supplying acetylene and a company in St. Catharines. I do not know whether they are the same.

Mr. Sproule—I have been told it is a fact that the one company owns the three different establishments, the one here, the one in St. Catharines and the one at Shawenigan; and that Mr. Wilson, who was the original patentee, is in all these companies, and all the profits go to the same persons.

Mr. Hyman—I suppose the hon. gentleman knows that is the case.

Mr. Sproule—I am told by parties who ought to be well informed, one living in St. Catharines and another living in Woodstock, and who know Mr. Wilson very well, that there is no such thing as the one company, and the charges which the government have made for lighting on the lakes and for their buoys have all been made from the same company without any competition; that the hon. gentleman has never purchased a pound of acetylene. The department of marine and fisheries has its estimates before the house and I have no doubt that the hon. minister of marine and fisheries will give all the information that hon. gentlemen opposite require.

Mr. Oser—I am in connection with the contract for the plant there are several firms building this plant then care should be taken to have tenders asked for from the different firms so that the owners of the patent should not have a monopoly on the machinery as well as on the gas.

Mr. Oser—I am not objecting at all to what you say, but I think the government enter into a contract if they should be very free in their information to whether there is only one company owning the patent. I think the company are entitled to make a lot of money out of this, having worked for many years with it, but I also think that the government should give us the fullest information when they are dealing with this acetylene gas as to whether this is a close corporation and whether they must purchase at the price these men propose to give. They should ascertain whether they are charged the same price that the acetylene company charge the rest of the world. I do not think any one would object if the price paid by the government is the same as that paid by the ordinary large consumers. As there are apparently several contracts prepared to put in the plant, fair competition can evidently be had in this respect. I think that in all the house would want and I think that in this case where there is apparently a close patent there should be the fullest information given, because in connection with this lighting we are going to spend a large amount of money.

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SERIOUS COMPLAINTS

Made About the Mail Service at Cambridge and Narrows, Queen's County.

To the Editor of the Sun:

Sir—I would like through the columns of your paper to call the attention of the P. O. Inspector for New Brunswick to the mail service. I might say lack of mail service at Cambridge and Narrows, Queens Co., and the post offices that are served by them.

We are supposed to have a mail daily from Cody's station on arrival of train from Norton, but since Jan. 25th to the present time (Feb. 10th) we have only had five mails.

No one expected a mail on such a day as Jan. 26th, but if it had been driven from Springfield it would have been here on Friday, Jan. 27th, where we received none until the following Tuesday. This was a very long time from Tuesday until Friday without any, and no word of when there will be another.

In the winter of 1901 the people, disgusted with the miserable service from the Central railway, asked through a largely signed petition to have a daily mail from Springfield to Narrows and Cambridge instead of Cody's.

After considerable enquiry and correspondence with the P. O. department Mr. Wilmot was informed by the acting P. M. G. that the Central railway was running regularly and there was no need of a mail by the way named by the petitioners, and so when it pleases the Central railway we get a mail.

And now, Mr. Editor, it is not only in winter that our mail service is so poor, but in the summer months, too. I quote the words of the above mentioned petition, "irregular and uncertain," but you never know the day in the summer weather you will hear the now familiar cry "No mail today." I think the people of this locality are justly entitled to a decent mail service and that the postal authorities should see that the railway company carry out their contracts or publish some other mode of conveyance.

Thanking you, Mr. Editor, for the space in your valuable paper,

I remain, yours,

CAMBRIDGE.

Cambridge, Queens Co., Feb. 10th.

BABY ECZEMA.

"My daughter was afflicted with eczema when she was three weeks old. Her entire face and head were raw, and she was in awful distress. When doctors failed we began the use of Dr. Chase's Ointment, which has entirely cured her and she has never had the least symptom of the trouble since."—Mrs. Patrick Sullivan, Welland Ave., St. Catharines, Ont.

SHIP NEWS.

PORT OF ST. JOHN.

Arrived.

Feb. 17—Str Montclair, Evans, from Avonmouth Dock, C P R, gen.

Feb. 15—Str Salacia, Mitchell, for Robertson, from Liverpool, via Halifax.

Feb. 15—Str Lake Champlain, 4,685, Stewart, from Liverpool, C P R, mdse abnd.

Feb. 20—Str Parisian, 3,385, Vipond, from Liverpool via Halifax, Wm Thomson and Co. general.

Coastwise—Schs Fred and Norman, 21, Cheney, from Grand Harbor; Eastern Light, 40, Cheney, from Lepreaux, Agnes May, 91, Kerrigan, from Saint Martins.

Cleared.

Feb. 20—Coastwise—Sch Nelle D, Dickson, for Beaver Harbor.

Sailed.

Feb. 16—Str Bengore Head, Campbell, for Dublin.

Feb. 17—Str Melville, Jones, for New York.

DOMESTIC PORTS.

Arrived.

At Adelaide, Jan 30, bark Sainte Anne, Lebas, from New York.

In port, Dec 27, bark Anesley, Culbert, for Newcastle, NSW, and San Francisco.

At Adelaide, Feb 13, bark Nellie Troop, Nobles, from Cape Town.

At Barbados, Feb 3, sch Kestrel, Morash, from Melbourne (and d sailed 4th for Trinidad).

At Barbados, about Feb 12, bark Robt S Bismarck, Andrews, from Buenos Ayres (see Miscellaneous).

At Cardiff, Jan 21, str Lewisport, Robertson, from Manchester (for Cuba and N of Hatteras).

HALIFAX, Feb 17—Arrd, sch Independence, from Gloucester, Mass, for Boston (for bait).

HALIFAX, Feb 18—Arrd, strs Parisian, from Liverpool (and sailed for St John, NB; Manchester Importer, from Manchester).

HALIFAX, Feb 19—Arrd, strs Dominion, from Liverpool (and proceeded for Portland, Me.); Senlac, from St John, NB, via ports; Baker, from Boston.

MISCELLANEOUS.

ST JOHN, Feb 10—Str Pydna, Crossby, from Cardiff, before reported arrived at St Michaels with loss of propeller blades and vessel leaking, having been ashore on St Michaels Breakwater Feb 9, also had several plates bent by the crew of 13 men. They had Punta Delgada for survey and have propeller shipped.

Str Wyandotte, Richards, from St John for South Africa, which bunkered at Louisbourg, on Tuesday evening. Of Louisbourg she met drift ice and was compelled to return again.

Sch Valoria, from Turks Island, reported Jan 15, at 27, on 63, struck some wreckage which damaged her and caused vessel to leak; put into Nausau and made repairs (as before reported). On arrival here vessel was heavily covered with ice and some of the crew were frozen.

MOBILE, Ala, Feb 12—Bark Gallovidian, Alberta, from Colon for Moss Point, Miss, had a collision with an unknown Italian bark off Pensacola night of 10th, losing masts and mizen masts, rigging and both anchors, and was beached this morning five miles east of Port Morgan; vessel lying in six feet of water; tugs have gone to tow.

18th—Bark Robert S Bismarck, from Buenos Ayres, has arrived at Barbados with loss of two yards and several sails.

W H Dix, from San Andrea, east, for Baltimore, went ashore Feb 16, at Wolf Trap, Chesapeake Bay. She was floated by tug John M Clark and towed here. Master says the vessel is during thick and foggy weather.

Schs Samuel H Sharp, from Claremont for New York, and Fannie Tracy, for do, are reported near Ferguson's Island. The latter Master of Sharp came overland for a tug to pump; also a lighter; says his vessel is somewhat out of ice and is leaky.

Sch Frances, before reported arrived in St John, Feb 19, was reported broken at Hatteras to Norfolk, 100 miles. Capt Brooks reports a swift current sweeping southward off Hatteras, making progress against it very slow and difficult.

PORTLAND, Me, Feb. 15—Sch Rodney Parker, at this port, was sold at auction yesterday by the U S Marshal, to satisfy a libel brought against the vessel. The cargo was sold to other parties. She brought \$2,775. The vessel was recently ashore on the rocks at Simonton's Cove, and was floated on 8th.

ALBANY, N. Y., Feb. 18—Fishing sch Arbutus is stranded at Abbott's Harbor and full of water. A steamer and steam pumps have been sent to her assistance and the steamer afterward returned here, being unable to help.

NEW ORLEANS, Feb. 14—Captain and crew of schr Atrato, from San Blas for New York, arrived here yesterday on steamer Olympia, from Baltimore. The Atrato arrived at Belize Jan. 17 and cleared from there Feb. 1. Shortly after leaving port she ran into a heavy gale, and was driven on the rocks off the coast of Tucatan. The captain and crew abandoned the vessel and reached Belize in time to sail on the Olympia, which left there on Feb. 10. The vessel and cargo are a total loss. The report requires confirmation. The Atrato was last reported at Belize Jan. 20, dismasted, with loss of rudder and bottom damaged.

DISASTERS.

LONDON, Feb 14—Str Ohio, Oliver, from Rotterdam via Sunderland for Baltimore, before reported put into Greenock with machinery out of order, has repaired and proceeded for destination.

A telegram received from Nantes states that it is rumored that str Roma, Present, from Port Tampa via Newport News for Nantes, has been lost. The report requires confirmation. Str Ruma, Evans, from Baltimore for Rotterdam, has passed Pravel Point with no blade of propeller broken.

Str Alba, Cox, from Newport News for Odense, with part of cargo aboard, grounded at entrance to Odense canal. Assistance is with her.

Manila cables that str Carlisle, Simpson, has arrived at San Miguel with loss of all blades of propeller.

Ship Paul Revere, Whittier, from Newcastle, NSW, for Manila, before

reported anchored off Cape Moreton, has put into Brisbane Leaky. She will be surveyed.

SPOKEN.

Str Lord Ormonde, from Port Talbot for Baltimore, Feb 11, lat 42.47, lon 45.24 (by str Cassel, at Baltimore).

Str Saxonia, from Boston for Liverpool, Feb 16, lat 41.28, lon 55.45 (by wireless).

Str Lucien, from Tynne for Philadelphia, Feb 17, lat 40.56, lon 64.18 (both by str Campanian).

Str Miramichi, from New Orleans for Bremen, under control signal set, Feb. 13, lat 45.45, lon 22.54; declined assistance.

Str Zealand, from New York for Antwerp, Feb 15, lat 43.48, lon 42.31.

Str Touaine, from New York for Havre, Feb 17, lat 41.07, lon 63.19 (all by str Louis).

Ship Rhone, Hatch, from Philadelphia for Calcutta, no date, lat 4 N, lon 83 W.

NOTICE TO MARINERS.

BALTIMORE, Md, Feb 14—The Lighthouse Board has issued the following notices:

Tanger Sound Light Station, Chesapeake Bay, Va.—The machinery operating the fog signal bell at this station was reported disabled Jan 31, and until repairs the bell will be struck by hand during thick and foggy weather.

The following buoys, reported carried away by the ice Feb 11, will be replaced as soon as practicable: Craighill Channel lower entrance bell buoy, No 2; Craighill Channel buoy, No 4, temporarily a spar; Cut Entrance buoy, No 6, a spar; Craighill Channel buoy, No 8, a spar; Craighill Channel buoy, No 10, a spar, is reported broken; Cutoff Channel buoy, No 7, a spar; Cutoff Channel buoy, No 9, a spar; Cutoff Channel buoy, No 11, a spar; Cutoff Channel buoy, No 13, temporarily a second class can; Brewerton Channel buoy, No 15, in position, spar marker broken off; Fort McKenry Channel buoy, No 22, a spar, broken off.

PORTLAND, Feb. 13—Commander Rees, in charge of the reported broken district, gives notice that Orono Point buoy No 1, black, second class can, reported dragged about 1/2 of a mile to the eastward, will be replaced in its proper position in York Narrows as soon as practicable.

Eastern Bar Ledge buoy No 2, red, second class nun, reported adrift from East Penobscot Bay, will be replaced as soon as practicable.

Sheep Island Bar buoy No 2, red, first class nun, reported out of position, will be replaced at Owls Head as soon as practicable.

PORTLAND, Me, Feb. 17, 1905.

Whitlocks Mill Light Station, Maine.

Owing to the post lantern light at Whitlocks Mill has been discontinued. It will be re-lighted upon opening of navigation.

CHARTERS REPORTED.

Str Pontiac, St John to West Britain, two trips deals, at 35s. May loading.

Schr Marjorie J Sumner, Gulf to North side Cuba, lumber, \$5.25 and \$5.50, two trips.

Schr Melba, Savannah to Nipe Bay, lumber, at or about \$5.25.

American schr Anna, Portland to Bridgeport, lumber, P T.

Schr Keevaydin, New York to St John, coal, P T.

Schr Gypsum Queen, New York to St John, coal, P T.

Schr Laura C, Appalachicola to Sydney, lumber, P T.

British sch Brooklyn, Appalachicola to St John, lumber, P T.

ST. ANDREWS CUT OFF.

ST. ANDREWS, Feb. 20.—The locomotive that hauled the C. P. R. train into St. Andrews on Saturday was sent to McAdam for repairs and falling to get back, there was no train or mails out from here this morning. A locomotive from St. Stephen driving a wing plow arrived at one o'clock. A train with mails is expected at four. The train will probably leave with mails to connect with the night train at McAdam.

CHATHAM, Mass, Feb 20—Light southwest winds, with rain at sunset. Passed north, sch Thos W Lawson, from Newport News for Boston.

SHIP NEWS.

Antonio, brought six of the crew of the abandoned schr Ida C. Southard, which was lost Feb. 9th after a terrific battle with the storms of January and early February. Captain M H Blake and two of the crew came ashore, the rest of the crew were shipped as crew of the Little and worked their passage home.

NEW HAVEN, Conn., Feb. 19.—An investigation into the mysterious wreck of the ice-masted schooner off Fond Point, which was reported by a captain of an oyster steamer yesterday, was made today, and it turns out that the supposed wreck was a bell buoy which had drifted from its station.

LEWIS, Del., Feb. 19.—The Spanish bktn San Ignacio de Loyola, from Pinar del Rio, for Marcus Hook, Pa., Sages, Spain, for Marcus Hook, Pa., delagada, from Paramore Beach, Delaware Bay, on the 9th instant, was floated today. The vessel was in good condition.

WATHAM, Mass., Feb. 19.—The fishing schooner which was ashore off Chatham Bar last night and was later floated, has proven to be the Gloucesterschr Ramona, Capt. James Grammer, with crew of 13 men. They had been fishing at Block Island, but not finding plenty there, they were returning to the grounds off Chatham. The schooner sustained no damage by going ashore and passed north this morning.

At Buenos Ayres, Feb 11, bark Odersian, from Gander Bay, N S.

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At Newport News, Feb 14, str Albarka, Newdry, for Hamburg via Norfolk.

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From Buenos Ayres, Dec 27, bark Macdonald, Rogers (Rosario), for New York or Stamford.

From Bremen, Feb 12, str Pontiac, Meikle, for Savannah.

From Bahia Blanca, Feb 1, str Drummond, Fowler, for Easter Island.

Sid, Italian trading ship Amerigo Vespucci, for London.

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BIRTHS.

DAVIS.—In St. John, on Feb. 20th, to the wife of A. H. Davis, a daughter.

DEATHS.

BARKER.—In this city at 83 City Road, on Feb. 16th inst., George T. Barker, DESBRISAY—At "Old Ladies' Home," St. John, Feb. 12th, Sarah DesBrisay, sister of the late Theophilus DesBrisay of Bathurst, N. B., aged 85 years.

HILLMAN.—On Friday evening, Feb. 17th, Maria S. Hillman, leaving three brothers and one sister to mourn their loss.

MONTGOMERY.—At St. John west, Feb. 19th, John Montgomery, in the 70th year of his age.

JONES.—In this city, at an early hour this morning, after a few days' illness of pneumonia, Elizabeth Jane, widow of the late Robert Jones, leaving six children, aged 75 years.

JONES.—In this city, on Feb. 12th, after a lingering illness, Harriet Jones, daughter of the late Rev. Ezekiel McLeod, in the 64th year of her age.

Referring to the paragraph of a Sun correspondent that a party of Sussex men drove to J. E. McAuley's at Lower Millstream and spent a pleasant evening in dancing and card playing, Mr. McAuley writes to say that he did not see his way clear to allow dancing at his home.

THINK IT OVER.

RESTAURANT OR CAFE.

A physician puts the query: Have you never noticed in any large restaurant at lunch or dinner time the large number of hearty, vigorous old men at the tables; men whose ages run from 60 to 80 years; many of them bald and all perhaps gray, but none of them feeble or senile?

Perhaps the spectacle is so common as to have escaped your observation or comment, but nevertheless it is an object lesson which means something.

If you will notice what these hearty old fellows are eating you will observe that they are not munching hard crackers nor gingerly picking their way through a menu card of new fangled health foods; on the contrary, they seem to prefer a juicy roast of beef, properly turned down of mutton, and even the deadly broiled lobster is not altogether ignored.

The point of all this is that a vigorous old age depends upon good digestion and plenty of wholesome food, and not upon dieting and an endeavor to live upon bran crackers.

There is a certain class of food cranks who seem to believe that meat, coffee, and many other good things are rank poisons, but these cadaverous, sickly-looking individuals are a walking condemnation of their own theories.

The matter in a nutshell is that if the stomach secretes the natural digestive juices in sufficient quantities any wholesome food will be promptly digested; if not, nevertheless it is an undigested mass of food, and certain foods cause distress, one or two of Stuart's Dyspepsia Tablets after each meal will remove all difficulty, because they supply just what every weak stomach lacks, pepsin, hydrochloric acid, diastase and nux.

Stuart's Dyspepsia Tablets do not act upon the bowels, and in fact are almost entirely upon the food eaten, digesting it thoroughly, and thus gives a much-needed rest and giving an appetite for the next meal.

Of people who travel nine out of ten use Stuart's Dyspepsia Tablets, knowing them to be perfectly safe to use at any time, and also having found out by experience that they are a safeguard against indigestion in any form, and eating as they have to, at all hours and all kinds of food, the travelling public for years have pinned their faith to Stuart's Tablets.

All druggists sell them at 50 cents for full-sized packages, and any druggist from Maine to California, if his opinion were asked, will say that Stuart's Dyspepsia Tablets is the most popular and successful remedy for any stomach trouble.

FOR SABBATH OBSERVANCE.

Provinces Have to Enact Federal Government According to Supreme Court Judgment

OTTAWA, Feb. 20.—The court has decided a case which has no precedents in the history of the Dominion of Ontario in the negative of the Ontario legislation to fix the Sunday statute in controversy; the provisions are beyond the province in part of sections are ultra vires in extent; third, it was consolidated statute of 104, the legislature could, or any part of it. The Ontario court did not give answers were given if a province had power to regulate labor or business works of mercy on

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900 DROPS

CASTORIA

For Infants and Children.

The Kind You Have Always Bought Bears the Signature of *W. H. Druggist*

Use For Over Thirty Years CASTORIA

THE CENTAUR COMPANY, NEW YORK CITY.

BIRTHS.

DAVIS.—In St. John, on Feb. 20th, to the wife of A. H. Davis, a daughter.

DEATHS.

BARKER.—In this city at 83 City Road, on Feb. 16th inst., George T. Barker, DESBRISAY—At "Old Ladies' Home," St. John, Feb. 12th, Sarah DesBrisay, sister of the late Theophilus DesBrisay of Bathurst, N. B., aged 85 years.

HILLMAN.—On Friday evening, Feb. 17th, Maria S. Hillman, leaving three brothers and one sister to mourn their loss.

MONTGOMERY.—At St. John west, Feb. 19th, John Montgomery, in the 70th year of his age.

JONES.—In this city, at an early hour this morning, after a few days' illness of pneumonia, Elizabeth Jane, widow of the late Robert Jones, leaving six children, aged 75 years.

JONES.—In this city, on Feb. 12th, after a lingering illness, Harriet Jones, daughter of the late Rev. Ezekiel McLeod, in the 64th year of her age.

Referring to the paragraph of a Sun correspondent that a party of Sussex men drove to J. E. McAuley's at Lower Millstream and spent a pleasant evening in dancing and card playing, Mr. McAuley writes to say that he did not see his way clear to allow dancing at his home.

THINK IT OVER.

RESTAURANT OR CAFE.

A physician puts the query: Have you never noticed in any large restaurant at lunch or dinner time the large number of hearty, vigorous old men at the tables; men whose ages run from 60 to 80 years; many of them bald and all perhaps gray, but none of them feeble or senile?

Perhaps the spectacle is so common as to have escaped your observation or comment, but nevertheless it is an object lesson which means something.

If you will notice what these hearty old fellows are eating you will observe that they are not munching hard crackers nor gingerly picking their way through a menu card of new fangled health foods; on the contrary, they seem to prefer a juicy roast of beef, properly turned down of mutton, and even the deadly broiled lobster is not altogether ignored.

The point of all this is that a vigorous old age depends upon good digestion and plenty of wholesome food, and not upon dieting and an endeavor to live upon bran crackers.

There is a certain class of food cranks who seem to believe that meat, coffee, and many other good things are rank poisons, but these cadaverous, sickly-looking individuals are a walking condemnation of their own theories.

The matter in a nutshell is that if the stomach secretes the natural digestive juices in sufficient quantities any wholesome food will be promptly digested; if not, nevertheless it is an undigested mass of food, and certain foods cause distress, one or two of Stuart's Dyspepsia Tablets after each meal will remove all difficulty, because they supply just what every weak stomach lacks, pepsin, hydrochloric acid, diastase and nux.

Stuart's Dyspepsia Tablets do not act upon the bowels, and in fact are almost entirely upon the food eaten, digesting it thoroughly, and thus gives a much-needed rest and giving an appetite for the next meal.

Of people who travel nine out of ten use Stuart's Dyspepsia Tablets, knowing them to be perfectly safe to use at any time, and also having found out by experience that they are a safeguard against indigestion in any form, and eating as they have to, at all hours and all kinds of food, the travelling public for years have pinned their faith to Stuart's Tablets.

All druggists sell them at 50 cents for full-sized packages, and any druggist from Maine to California, if his opinion were asked, will say that Stuart's Dyspepsia Tablets is the most popular and successful remedy for any stomach trouble.

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