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ALFRED MARKHAM.

## THE SEMI-WEEKLY SUN

ST. JOHN, N. B., NOVEMBER 21, 1900

(From Friday's Daily Sun,) HOW MR. BLAIR DOES BUSINESS

On nomination day Mr. Blair as serted that he would bring Intercolonial export freights to St. John at paying rates. He refused to give the price though repeatedly asked for it and has not yet answered the question. The Globe of last evening supplied the information which was sought during the campaign. So far as the terms of the contract go the statement wired to the Globe agrees practically with that sent to this paper, and both correspond with the facts as ascertained some days ago by the Sun. For the protection of the Intercolonial staff it may be said that the information did not come from that source.

The fact is that the grain brought here for shipment pays four cents per bushel, or a fraction under seven cents per hundred pounds, from that point to St. John. The Canada Atlantic company hauls it from Parry Sound to Coteau, 338 miles, and gets three cents per hun dred pounds, which is a little under two-tenths of a cent per ton per mile The Grand Trunk carries the grain to Montreal, say thirty inlies, and receives about one cent per hundred pounds, or six-tenths of a cent per ton per mile. The Intercolonial hauls it 740 miles for three cents per hundred pounds, paying elevator expenses, and, it is said, car mileage to the Canada Atlantic, out of that share. Leaving these expenses out of the account, the Intercolonial gets less than one-

twelfth of a cent per ton per mile The Intercolonial gets the same for 740 miles as the Canada Atlantic gets for 338 miles, and three times as much as the Grand Trunk has for the short run from Coteau to St. John. The Intercolonial mileage rate is half that of the Canadian Atlantic, and about one-eighth that of the Grand Trunk.

In a recent enquiry Deputy Minister Schreiber testified that one-third of a cent per ton per mile was the lowest paying rate. It is stated by other authorities that business can be done without loss at a quarter of a cent, and under peculiar circumstances as low as a fifth of a cent. The figures last quoted are in cases where the road-bed is superior, the quantity of freight large, and where there is return business.

The Sun has reason to believe that the Canadian Pacific company accepted one-fifth of a cent per ton per mile for much of the grain delivered here for export last year. Without return freights this traffic would evidently be unprofitable. But the 300,000 bushels for which Mr. Blair has contracted has to be hauled 1.100 miles from Parry Sound, at the same rate as that which the Canadian Pacific obtained from Owen Sound to West St. John, a distance 200 miles shorter. If the Canadian Pacific, bringing freight to St John, had to compete with routes onethird shorter than its own leading to United States ports, and was obliged to make a rate that did not pay, it is certain that the same rate for a distance 200 miles greater would entail a loss. This would be more certain when the longer route included portions of three railway systems, so that the freight was handled by three dif-

ferent corporations.

There is no doubt that the business obtained by Mr. Blair would be done at a loss to all concerned if they all shared equally. But the two company lines have protected themselves by claiming in the one case a profitable rate, and in the other a rate that involves little or no loss. The two concerns which haul the grain 370 miles for four cents may be able to recoup themselves if they have a return business. The minister who gets only three-quarters that much for hauling the freight double the distance, and pays car mileage and elevator expenses out of his share, pockets his

loss and recoups the companies theirs. If we assume the low rate of one fifth of a cent per mile per ton as sufficient to meet the actual outlay, allowing nothing for management, or wear and tear, or interest, or risk, or car mileage or elevation, we shall have

these figures: Receipts for hauling 300,000 bushels or 9,000 tons of wheat, at three cents per hundred pounds, or 60 cents per ton. \$5,400.

Cost of hauling 5,000 tons 740 miles at one-fifth of a cent per ten per mile,

Loss on the transaction, \$7,920.

The American Alberta

the loss is increased to over \$11,000, and if we take Mr. Schreiber's figures we raise it to \$17,000, if the elevato harges are added, the loss is still fur-

which is a heavy deficit on less than \$6,000 worth of business Our own more moderate and favorable calculation makes it appear that the Intercolonial is carrying the freight

cost of hauling. No one who asks Mr. Blair to do an export grain business by the Intercolonial should find fault with this arrangement. Business cannot be done the long route on any other basis. The roads from the lakes must work this round about route at a loss and as the company railways cannot afford the luxury of carrying goods at a loss, the government must not only pocket its own deficits but make up the loss that would fall on the com-

But is it really proposed to go on do-ing business on these terms? Last year the Canadian Pacific company brought some four million bushels of grein. Mr. Blair might perhaps bring as much a few years hence. But he can only do it by losing three to five cents on each bushel. If Mr. Blair can bring 300,000 bushels and lose \$15,000, he can bring 3,000,000 bushels and lose ten times that much.

In the meantime here is the adian Pacific, reaching St. John by the chortest route from the grain fields and lake ports, having a line under one management all the way, willing to do. business in competition with the Boston and Portland routes, and asking only that shippers in Nova Scotia and eastern New Brunswick should be allowed to send their freight west through St. John if they prefer that more direct route. The company is said to have offered to guarantee to the Intercolonial the same profit that is now obtained by diverting west bound freight over the longer North Shore route. It is proved by the records that the company has offered to refer this matter to a railway expert to decide. Mr. Blair refuses. The Canadian Pacific cannot go on bringing traffic here without recompense when a paying rate can be got by sending it another way. Mr. Blair meets the case by contracting for two or three cargoes, which he brings here at the expense of the Canadian taxpayer, and there is yet no certainty that any more business will be done If more shall be done by the Intercolonial it will have to be paid for by the taxp yers, while the direct route, to which the traffic naturally belongs, and over which it may be done without expense to the public is either kept out of export business altogether or so hampered that development and extension seem to be impossible.

THE RACE WAR.

Premier Parent of Quebec will run his provincial election on the same lines as those followed by Mr. Tarte in son to expect a different result. The smashed just as it was a dozen years ago when Mr. Mercier swept the province on the Rielite ssue. The appeal was then made to the French speaking voters just as Mr. Tarte makes it now. They were told that Riel was hanged by the fanatical Orangemen who controlled the conservative party. They were called upon to punish the "insulter of our race," the fanatics, "the eaters of French" and "the hangmen." A few years later they learned that the leaders when they made the appeal had their hands deep in the public treasury, and were building great mansions for themselves, contributing twenty-five thousand and fifty thousand dollars at a time to the boodle fund, and subsidizing with the people's money the orators and the press to keep the race feeling hot while the plunder went on. When this, became understood the

people of Quebec acted well. They destroyed the provincial government and established an honest ministry. But as soon as this exposure had beome an old story the old incendiary appeal which had opened Mercier's way to the treasury a few years before was resumed on behalf of Sir Wilfrid Laurier. It was the chief stock in trade of the Laurier party in 1896. It was their whole campaign in 1900. Assisted by a splendid election fund and

by patronage it swept the province almost clear last week. There will be another fund and the same appeal next month.

For fifteen years this thing has been going on, systematically and thoroughly. There is no pause. It is a deliberate political propaganda carried out with scientific precision and with relentless determination. No conservative running in a French constituency has been spared or can hope to escape, unless the people rise superior to this appeal to their sentiments and pas-

sions. Let it not be supposed that Sir Wilfrid Laurier is a narrow man or a jealous man. Mr. Tarte is altogether free from any feeling against the English people. So far as the leaders and managers are concerned there is an entire absence of prejudice. It is all political. Sir Wilfrid and Mr. Tarte have no passionate interest in the matter. But they see the political value of this appeal to the passions of their com-

It is also a part of the game to represent that the conservatives in other provinces are making war on the French-Canadians. The premier, his colleagues, and the press know that this is not so. Mr. Tarte knows that ter, is entitled to a considerate and Sir Charles Tupper and Mr. Foster favorable hearing. He may ask more If the cost of carriage is placed at that the fullest measure of justice is a question to be considered later. this support. Why should they now

and to Roman Catholics. He and the premier know that the members of the late government, rather than leave a minority complaining, construed the rights of that minority in a liberal anner, and that by so doing they weakened their position before the electorate. Yet Mr. Tarte has day after day, in his own press, and in his own speeches, represented Sir Charles at from one-third to one-half the mere and Mr. Foster to the people of Quebe as fanatical and intolerant anti-French leaders-determined to crush out the French population.

35 B

It is on this false appeal that Sin Wilfrid Laurier has obtained his great majority in his own province. The premier can at times use smooth and conciliatory words, but knows exactly what has been done and why it was done. He knew beforehand that it would be done. He wished it to be done, and profits by it.

In saying this we make no attack on the French-Canadians. The best men among them say the same thing Within the last five years the state ments made here were made over and over again in the house of commons by French-Canadian members. There is no doubt in Quebec as to the issue which was at the front there. Mr. Casgrain does not hesitate to describe the canvass made against him. The campaign i made through the press

speaks for itself. This being so, the people of Canada have at least a right to ask of the ministers and of the government press to give over the cheap and frivolous hypocrisy of pretending to regret the race cry. Let them cease to charge that somebody in Ontario or somebody in New Brunswick is responsible for it. The persons who are respon sible are those who have gained by it, and those who have been engaged in it from 1887 to the present day. The men of the Saskatchewan musket; the men who called for vengeance on the murderer of Riel; the men who issued the "why fight for England" manifesto in 1896; the men who have denounced Sir Charles Tupper and Mr. Foster as fanatics and Orangemen-are the same who now blame the conservatives for raising the race cry. They are the guilty parties and are enjoy ing the proceeds of their crime.

A MONTREAL TEST.

The Montreal Herald (liberal) has been moved with a desire to ascertain the drift of conservative public opin-The Herald says:

To test the feeling of Montreal conserva Herald yesterday had ballots distributed in that part of the city which lies Notre Dame Paris church and McGill street, the heart of Montreal. Including as it does a fair average of commercial and professional classes, both French and English, the vote must be taken as a fair indication of the feeling of Montreal conservatives on the question of the leadership. It was particularly requested that none but conservatives would mark these ballots, and the vast ma jerity of those that have been received bear evidence of the fact that those who received them gave the Herald credit for acting in good faith and within its legitimate sphere

as a newspaper. Following was the result of the vote: Hon. Geo. E. Foster.... 302 Mr. T. C. Casgrain ..... 81 Mr. F. D. Monk ..... 70 Hon. Hugh John Magdonald ........65 Hon. Sir Hibbert Tupper..... 57 Mr. E. B. Osler ..... 55 Mr. R. L. Borden .... 27 Hon. N. Clarke Wallace .... 15 Mr. Bergeron.... 2 Sir Mackenzie Bowell......1 Mr. Ames..... 1 Dr. Roddick

The Herald says editorially that Mr. Foster is undoubtedly the choice for the position, and that he is "by common admission the ablest man whose services the opposition have at their disposal. The Herald adds: The voice of conservative Montreal

evidently for Mr. Foster, especially for Mr. Foster working in cordial agreement with Mr. Casgrain or Mr. Monk, in showing, in the policy he advocates, a due regard for the history and institutions of the province of Quebec. Montreal is metropolitan. The man who is acceptable to the conservatives of that section of Montreal covered by the Herald's canvass ought to be, and probably is, acceptable to a large majority of the conservatives of Canada. Let us hope they servatives of Canada. Let us hope they will make up their minds to the fact, that they will frankly accept Mr. Foster's leadership, that they will find him a place in the house of commons, so that he may be, as soon as possible after the house meets, in position at the head of the parlian which by his talents he has

A PROPOSED ST. JOHN INDUSTRY

The project of erecting here a ferro manganese furnace costing \$250,000, employing a great number of highly paid men, and requiring a large quantity of lime and other material, is one in which the people of St. John will naturally feel a deep interest. The precise nature and extent of the concession which the company would expect is not as yet definitely known. This city has every reason to welcome any enterprise, especially an industry of a class not now existing here. Any organizer of such enterprises who comes with capital behind him, and whose proposition offers reasonable guarantees of sound business charachave gone to extreme lengths in order than the city ought to give, but that government was anxious enough to get

At this stage it may be taken for want to see new industries established in this neighborhood, and are will-

GOVERNMENT, NOT MEN.

Lawrance A. Wilson, president of the icensed victuallers, says that his ororganization defeated Mr. Foster and Hugh John Macdonald, and returned the government to power. An attempt is made to discredit his claim by showing that no more temperance men than liquor men have been defeated. That claim misses the point. Mr. Wilson does not say that the organization supported anti-prohibitionist members. He says that it supported the government because the government made prohibition impossible. He says also that Mr. Foster was obnoxious because he had done the liquor interest some injury, and that Hugh John was defeated because he introduced a prohibitory law. But Mr. Wilson does not claim that he attacked temperance supporters of the government. On the contrary, he reports favorably of them, ind observes that his organization was articularly will satisfied with men like Mr. Fisher, the minister of agriculture.

THE CHARGE CONFIRMED.

The organ of the minister of railways claims that the price received for transporting grain from Parry Sound to St. John is the same as would have been paid from Parry Sound to Boston. Perhaps it is nearer true to say that the rate paid from Chicago to Parry Sound and thence to St. John is the same as would be paid from Chicago to Boston by a direct route not more than half as long. But let us suppose that the Boston route from Parry Sound is made as the minister's friends say, Boston is 400 miles nearer to Parry Sound than St. John is. This 400 miles distance must therefore be carried for nothing. Who does the gratuitous hauling? Not the Canada Atlantic for its share of the long haul. That line gets at least the Boston rate, and prohably a little more. Not the Grand Trunk. That road gets two or three times the Boston rate for its short section. The loss comes on the Intercolonial which out of its 740 miles has to haul 400 miles for nothing, and then to make up the over-charge of the other connecting lines.

WHO PAYS?

The Moncton Times shows that Mr Blair is hauling, a carload of grain from Montreal to St. John, 740 miles, for the same price as he charges for hauling a carload of local freight 20 the federal election. We see no rea- ion as to the leadership of the party: miles. The city consumer, ort the country farmer, or both together, are made to pay a large profit for hauling tives concerning the party leadership, the country produce to town. The city dealer and the country purchaser have to pay another large profit on merchandise sent from this and other cities to the country round about. Then the same people who pay this profit are taxed to pay the loss on hauling grain from Montreal to St. John which another railway, if it were allowed would bring without costing the taxpayer a cent.

THE ARMY.

There are few more powerful and impressive religious speakers than Commissioner Booth of the Salvation Army. The wonderful family to which she belongs has gifts for organization. administration and exhortation, but this lady excells all the others in the gift of eloquence. It is part of Miss Booth's mission here to open for use the new Salvation Army establishment with its Rescue Home, its Maternity Hospital and kindred departments. There are in this city many religious agencies and activities, but in these two particular fields of service it is not likely that the Army will be accused of undue competition. Special attention will be called to the enterprises at this moment by the presence of the Commisisoner, but the work goes on every day and all the year round, at the hands of patient and devoted women, who perhaps need more encouragement at all times from the best people than they get.

The discussion of exempting small incomes from taxation will be resumed at next week's meeting of the Board of Trade. The board was in favor of such exemption when the matter was up before, but that was a good while ago. Tax-reform is one of the subjects which the board and the city council consider when in their academic mood, but usually avoid in their business moments. Yet this matter of taxing small incomes is so essentially a business question that it might well be taken up and disposed of in a practical way. There is a strong feelingperhaps it would be safe to call it a general feeling-that the income of laboring men earning say eight dollars a week or less ought to be free from tax. The division of opinion would probably be on the question where the line would be drawn.

The Telegraph wonders why the Sun reprints the statements of Mr. Lawrence A. Wilson, president of the Licensed Victuallers' Association, who explains how his organization elected Mr. Blair and Mr. Sifton and kept the government in power. It is more surprising that the government organs have had so little to say about it. The

boycott the man who gave it to them? We see no reason why Mr. Wilson should be cheated out of his share of the glory. An organization which brought to the government 200,000 votes, which is many times the government majority, should at least be allowed to mention its services, even though it has already obtained its price in the plebiscite fraud, and hopes for another reward in a modification of the liquor duties.

Some sanguine friends of the minis try include Richardson of Lisgan among the supporters of the government. Richardson was opposed by the government. He was supported by the conservatives. He is the editor of a political newspaper, in which, after pointing out the government losses in the west, he says:

The full force of the verdict can be understood only when taken in connection with he tremendous outlay of money and energy combined with every device that could be suggested by desperate unscrupulousness This holds good, of every constituency in the province where a machine nominee was in the field; in Lisgar the campaign of the machine closed in a carnival of iniquity, and in Brandon it attained the climax of unspeakable political debauchery. Had not the ntelligible and uninfluenced electors three to one in condemnation of the legislation, administration and political methods of the minister of the interior, the machine candidates would have swept the field."

As the Laurier government is sustained we find the Chatham Advance still opposed to the conservative party except in Northumberland, where the conservative candidate was elected. Had the Laurier government been defeated last week the Advance would have condemned it this week, as appears from its own announcement: One policy and one side of politics is quite enough for the Advance at a time, as it is too honest a paper to be otherwise than in

accord with the people of the country, who, in the aggregate, are sure to be right. After the election of 1896 Mr. Gibson the member elect for Lincoln, Ont. caused the postmaster of Beamsville to be dismissed for partisanship. It was shown afterward that the officer

took no part in the campaign but attended strictly to business. He was however, so indiscreet as to remark on election night before the returns were all in: "Gibson's in the soup." The statement was not correct then. But it is true now, for Gibson was badly

The war in the Philippines has not attracted so much attention even in the United States as the war in South shown are the finest in the country months ending at the beginning of September 268 United States soldiers were killed. 750 were wounded, and 50 were captured. In five months of that period the deaths, including those from

## EVENING CLASSES OPEN FOR 6 MONTHS.

Winter Term. Monday. October 1st

HOURS: 7.30 to 9.30.

MAY HAVE COME THIS WAY. There are reasons to believe that a

trace has at last been obtained of John McIntyre, who is wanted for assaulting two old ladies in South Corinth on Sunday night. Nov. 11. On Sunday morning Chief of Police Gillman received a letter from Maurice Tremble of McAdam Jct., N. B., stating that a man answering the description of McIntyre was in that place on Friday. The description that Tremble gave of the man was that he wore a light soft hat, had a light moustache. dirty trousers in which there was a tear. He did not know whether the man had lost a bit of his finger or not, as the man kept his hand in his pocket. The man said that he slept in the woods the preceding night and he was begging food.

As soon as he received the letter, Chief Gillman notified Sheriff Brown. who telegraphed Deputy Sheriff George W. Ross at Vanceboro to investigate the matter. The sheriff also telegraphed the chief of police of St. John, New Brunswick, to look out for Mc-Intyre.—Bangor Daily News.

DEATHS OF P. E. ISLANDERS. (Guardian.)

The news of the death of John Gillis in Montana has been received. He was a son of Malcolm Gillis of Lyndale, P. E. I., and was quite young, having left home about two years ago. when he was only eighteen years of

age. The sad news has been received of the death of James Norman McDonald in Bute City, Montana. He was a native of Kinross. P. E. I., where his widowed mother, Mrs. Donald H. Mc-Donald, still lives. His death was caused by an explosion in the mine where he worked. Malcolm C. Campbell, son of Donald

. Campbell of Heatherdale, died at his father's home a few days ago. It is only a few months since he arrived home from Boston, where he contracted the disease which caused his death.

READ THE SEMI-WEEKLY SUN.



## A BIG INDUSTRY

St. John May be Able to

Russell P. Hoyt, general manager of the Mineral Products Company, has a scheme to build a blast furnace for the manufacture of ferro-manganese in St. John. This company controls the very large deposit of bog manganese at Dawson settlement in Albert county, and also the Stockton manganese mine near Sussex, besides undeveloped manganese properties in other parts New Brunswick.

On Saturday Mr. Hoyt, accompanied by City Engineer Peters, inspected some of the city properties suggested as suitable for his purpose. It is expected that the capacity of the fur nace will be 100 tons per day. To make this will require 200 tons of manganese ore of the quality found at Dawson, which also contains the iron required to produce the standard 80 per cent ferro-manganese. It will also require 100 tons of limestone, so that the enterprise would employ important subsidiary industries. Mr. Hoyt considers that he will require six to eight acres of ground for his operations. Some two hundred tons of slag would have to be disposed of every It suggested that use could be day. made of part of this for road making and railway ballast. Proposals have been made to the company to go to Pictou and to Halifax, but Mr. Hoyt thinks that if he can make suitable arrangements at St. John, the locality will be more convenient, as it is nearer the properties and also to the market.

Bentley's Liniment will cure Croup.

NEW YORK HORSE SHOW.

Sixteenth Annual Exhibition Successfully Opened Yesterday.

NEW YORK, Nov. 19.-The sixteenth annual exhibition of the National Horse Show Association began today in Madison Square garden and there were many groups of fashionablely dressed men and women to grace the occasion. The animals that will be frica, but it is still going on. In ten and the people who will flock to the garden during the week will be representative of society.

The beginning of the show this morning consisted merely in raising an orange flag with a black horse in the centre, the official device of the association, on the main flagstaff in the garden, and sounding a trumpet within, announcing to exhibitors that for thirty minutes they might exercise their horses in the ring. Before the echoes of the trumpet blast had died away the ring was alive with hunters and jumpers scheduled to be judged

later on. Gorgeous in its many trappings of yellow and black, the time-honored colors of the association, and its myriad lights, the garden is a delight to the eye.

The judging of the horses began shortly before noon and continued throughout the afternoon. Then again there was the night session, and as the day grew on the crowds increased intil they promised to break all first day attendance records. It took but a short time to fill the majority of the arena boxes, and a few minutes later the balconies and galleries commenced to fill up.

Everywhere brilliant costumes were conspicuous, and every costume bore he stamp of horse show week.

OTTAWA.

Hon. Wm. Mulock Will Represent Canada at the Inaguration of the Australian Confederation.

OTTAWA, Nov. 19.—George B. Reeve has been appointed general manager of the Grand Trunk, successor to Mr. Hays. Mr. Reeve was formerly manager of the Chicago Grand Trunk and an old employe of the Grand Trunk. The appointment gives general satisfaction among the officials and public.

It is understood the government has decided not to send a military contingent to Australia on the occasion of the inauguration of the confederation. Hon. William Mulock will, it is said, represent Canada.

A HARD WORKER One of the "Kings" of the Coast.

Mrs. L. S. King, of Concord, Cal., is state organizer and lecturer for the W. C. T. U. of California. She had been carrying on her work without using proper food to sustain her body, and says: "Before I found Grape-Nuts food I was suffering seriously with indigestion and my mind had become sluggish and dull, the memory being very much impaired.

"Hearing of Grape-Nuts as a food for rebuilding and strengthening the brain and herve centres, I began its use. In two months I have gained four pounds in weight, never felt better in my life, and find a most remarkable improvement in my memory and mental activity. I never stood the fatigue and pressure of work as well as I do now. A short time ago I went to a new county, worked twenty-two days, almost day and night, without rest, and came home feeling fine. You may be sure I take Grape-Nuts food with me so that I may depend upon having it."

Recent

Around

Together With from Correspo Exchan When ordering the WERKLY SUN to be NAME of the

which the paper is that of the office to member! The Office must be sent nsure\_prompt comp THE SUN PRINT issuing weekly 8,50 WEEKLY SUN, chail lation of all papers | Maritime Province

J. C. Vantour, ge Richibucto, has assig of Kent county. about \$4,000 and asse

please make a note

Rev. G. Swim write Intelligencer that h call to the Moncto He is now settled in

Burton Taylor of Kings, Queens and ties on the 9th inst. to each polling place carriage. William Donahue,

has been appointed the office of G. M. superintendent of th Dickie & McGrath lumbermen, are tracts of timber lan ty, and when cut,

for the C. P. R. at

shipped from Digby Fred Crane, a re Baie Verte, dropped ence on Saturday ! eighty years of age the Methodist chur widow, one son and

The Charlottetov edonia club on Th comed home from lain Fullerton and donald. Addresse gifts were presented clansmen.

Henry Patterson, ing at Salisbury years with his broth veyor, John W. P. has been in failing on the 16th. Mr. 1 tive of Lincoln, Sur George McElhine ience in Truro, I Ten years ago he

tive conductor on

which time he red railway accident the and rendered him a The Intercolonial the following orders the newest type: Company, Amherst Crossen Car Compa 200 box and 150 flat

pany, Deseronto, 7 The crew of the a run, Capt. Roosela for Conway, have port by steamer T which they were Gudrun, was aban condition Nov. 3, la

In the recent ele the conservative Sunbury-Queens majority of 275. Hi was 39, the vote be in Sunbury the m vote being 742 to 55 the united counties

In the supreme Fredericton, in White, appellants, ens, respondent, St. John county co B. M. Baxter, on pondent, the appedismissed with cos

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