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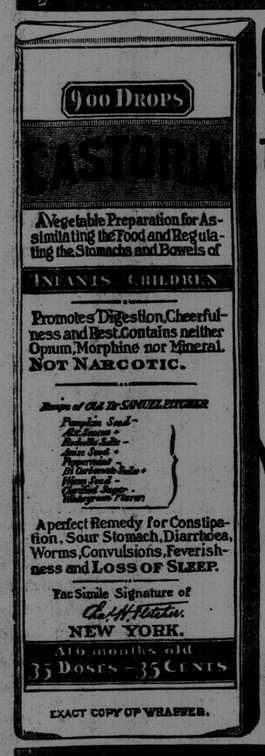

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For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of Chas. H. Fletcher.

In Use For Over Thirty Years

CASTORIA

THE CENTAUR COMPANY, NEW YORK CITY.

HOLBROOK'S

WORCESTERSHIRE

SAUCE

The Sauce that makes the whole world hungry.

Made and Bottled in England

SHIPPING

ALMANAC FOR ST. JOHN, SEPT. 28.

	A.M.		P.M.
Sun Rises	6.22	Sun Sets	6.05
High Tide	7.31	Low Tide	1.50

The time used is Atlantic standard.

PORT OF ST. JOHN

Arrived Yesterday.

Stmr Pontiac, 2,072, Meikle, from Sharpness, J. H. Scammell & Co., ballast.

Stmr Manchester Exchange, 2,649, Adamson, from Manchester, G. B., Wm. Thomson & Co., general cargo.

Stmr Governor Cobb, 1,556, Allan, from Boston via Eastport, W. G. Lee, pass and mdse.

Stmr Calvin Austin, 2,853, Pike, Boston, and cleared to return at 7 p. m.

Cleared Yesterday.

Schr T. W. Cooper (Am), 150, Barton, for Wickford, R. I., Stetson, Cutler & Co., 1,500,000 cedar shingles.

Coastwise—Schrs Abana, Clark, St. Martins; Frances, Gesner, Bridgetown; Nokomis, Lord, Wilson's Beach, Hobo, Ramsdell, Chance Harbor; stmr Bear River, Brinton, Digby.

Sailed Yesterday.

Schr Etta M Wilson (Rm) Green, Eastport, master, 17 hhds herring.

Schr Nellie H. Matthews, Chance Harbor.

Stmr Aurora, Ingersoll, Wilson's Beach.

CANADIAN PORTS.

Halifax, Sept 27.—Ard, stmrs Florizel, New York, and sailed for St John's (Nfld); Contra Amiral Caubet, (French), sea.

Sld—Stmr Rosalind, St John's (Nfld.)

BRITISH PORTS.

Liverpool, Sept 26—Ard, stmr Mauretania, New York.

Liverpool, Sept 27—Ard, stmr Brika, Pugwash (N S).

FOREIGN PORTS

Vineyard Haven, Mass, Sept 27—Ard, schrs Minnie, Perth Amboy for Canso; Collector, Fall River for Newburyport.

Returned—Schrs Strathcona, New York for Parrsboro; Adriatic, New York for Shelburne.

Sld—Schr Alcaea, from Bridgewater for New Haven.

Boothbay Harbor, Me, Sept 27—Ard, schr Oriole, St John.

Gloucester, Mass, Sept 27—Ard, schr Jennie C, for St John.

City Island, Sept 27—Bound south, stmr Flora, Amherst (N S); schrs St Maurice, Apple River; Sawyer Bros, do; Earl Grey, Advocate.

I. O. F. Anniversary

The anniversary of Court Wygoody, I. O. F., held last night, was largely attended. Chief Ranger Companion Belyea presided and welcomed the guests. High Chief Ranger Judge Cochrane made his first appearance since his election and was warmly received. He spoke of the benefits to be derived from the order and the good work being done by Court Wygoody. He concluded with predicting a great future for the court. The following musical programme was carried out: Piano duet, Mrs. Todd and Miss Drake; solo, Miss Turner; piano selection, the Misses McAndrews and Miss Carter; solo, Miss Cox. Speeches were also delivered by High Vice Chief Ranger Grass and Past High Chief Ranger D. G. Lingley, Past High Cashiers A. A. Wilson and E. J. Tod.

Solon Underwood of South Londonderry (Vermont) does all his farming, except the plowing, with a sturdy 3-year-old bull that he raised himself. The bull has been thoroughly broken to harness and is driven to wagon or sleigh, Mr. Underwood often hitches the bull to a buggy and drives about town.

To revive a black straw hat and make it equal to new, rub it all well over with a tiny piece of butter on velvet and then polish with a fresh piece of velvet.

"BUT DAVIS' PERFECTION Cigar costs only 10c. Why don't you try to sell me one of those expensive cigars?"

"Because, sir, you asked me for the cigar that I know you would like. And I know you will like PERFECTION.

"You remind me of the manager of my bank. He reasoned just as you did. Thought DAVIS' PERFECTION couldn't be good enough for him just because it costs only 10c.

"Well, sir, one day he was in here arguing the point when millionaire Blank stopped by.

"'Morning Fred' he said, 'Going on a little fishing trip Send up six boxes of PERFECTION CIGARS.' And with that, he put down the money and went out."

"What did the bank manager say, Fred?"

"He didn't say anything at once, sir, but he was thinking a whole lot. He is a man through and through, is Mr. Banker. For pretty soon, he began to smile and then he said maybe you're right about PERFECTION, Fred. Anyway, if it's good enough for a man who can buy about all the cigars in Canada if he wanted them, I guess PERFECTION is good enough for me to try."

"Well, Fred, I won't be behind these two good examples. Give me a box of DAVIS' PERFECTION and I will take your word that these cigars will suit me too."

DAVIS PERFECTION 10¢ CIGAR 10¢

MADE BY S. DAVIS & SONS, LIMITED.

FAMOUS GEMS OF PROSE

PENSIONS TO MEXICAN WAR VETERANS

By Andrew J. Caldwell

From a speech in favor of pensions to the soldiers and sailors of the Mexican war, in the U. S. house of representatives, March 8, 1884.

THE name of an ancestor on the pension roll of this great republic is more to be cherished than a patent of nobility. It is not a badge of beggary. If it were, no American soldier would be willing to wear it. It is the jewel of the nation's honor and gratitude, that would glitter even amid the rags of an outcast like the star of an unforfeited nobility. That people which honors its own brave honors and perpetuates itself. Our late civil war, which made a continent a battlefield, had dwarfed by its tremendous strategy and terrible conflicts all preceding history. But we should not forget the services of the gallant band who bore our eagles to unknown victory under the tropic of Cancer and added to the republic the Lone Star state and the immense empire that stretches its leagues over prairies and sierra and gold-grained river to the coastline of the Pacific. The veterans of Mexico enabled the young Hercules, who in 1776 could scarcely strangle the serpents around its cradle, to bestride the continent like a Colossus.

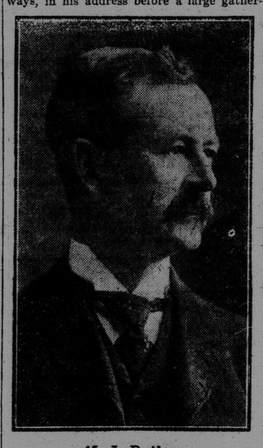
The heraldic blazons of the arms of great states through which the sun lights this hall are the witnesses of the valor and conduct of the battle-scarred men who emancipated them from sloth and savagery and gave them to liberty and progress. Texas, California, Utah, Nevada, Colorado, Arizona are the captives these legions brought to Rome. In these ranks were 930 men from Massachusetts, 1690 from New York, 420 from New Jersey, 2117 from Pennsylvania, 1274 from Maryland and the district of Columbia, 1182 from Virginia, 805 from North Carolina, 1120 from South Carolina, 1987 from Georgia, 2981 from Alabama, 7392 from Texas, 2235 from Mississippi, 7341 from Louisiana, 5392 from Tennessee, 4694 from Kentucky, 5334 from Ohio, 1037 from Michigan, 4392 from Indiana, 5791 from Illinois, 146 from Wisconsin, 229 from Iowa, 6441 from Missouri, 1372 from Arkansas, 289 from Florida, 541 from California, 578 from Salt Lake City—total of 63,339 volunteers, who, with regulars, marines and sailors, made in all in round numbers, 100,000 men, of whom there survive, it is thought, from 11,000 to 13,000 men. Coming from every part of the union, their claim to pension cannot certainly excite prejudice in any generous heart.

The confines of sectional animosity between the north and the south being long since passed, shall it not again be written, the Farthian drinks of Arar and the German of the Tigras? It would sound like a twice-told tale to recount the story of their services. Under circumstances that put to the test all soldierly qualities, these men deserved well of their country. From Palo Alto to Buena Vista; from Vera Cruz to the City of Mexico, whether fighting in plain or plaza, through chaparral or the walls of Monterey, facing guerrillas or the vomito, their patience, fortitude, courage and discipline did honor to the American arms. As the host went down the cordilleras on their march upon the capital, the mists of the mountain wrapped them round like winding sheets. Each snow-crowned peak lifted its white summit like a marble cenotaph for the devoted band, while in the torrid sky above them the Mexic eagle soared, with the serpent in its talons, and screamed defiance and ill-omen. They lost no fight. Under that sky of brass they made no retrogrades. Right onward was the march, till they poured like a stream of fire over the causeways that ran with castilian blood upon the triste noche of Cortes, and burst through the gate of Innocence into the city. The great bell tolled out from the cathedral tower as when, 300 years before, the teocallis of Montezuma wailed its despairing music over the conquest of Mexico.

ST. JOHN WILL BECOME MODEL PORT OF AMERICA

Inspiring Address on Subject of Transportation by M. J. Butler Before Canadian Club Last Evening

"With Courtenay Bay properly developed St. John will be the model port of America." This was one of the striking statements made by M. J. Butler, general manager of the Dominion Iron & Steel Co., Ltd., and formerly deputy minister of railways, in his address before a large gather-



M. J. Butler.

ing of Canadian Club members in Keith's assembly rooms last night. He spoke on transportation, and it was evident that he had a thorough grasp of the matter. He spoke for about forty minutes, and every word of his address was listened to with the keenest interest by all present.

M. E. Agar, president of the Canadian Club, presided. His Worship Mayor Frink also occupied a seat on the platform. The meeting was called to order at sharp 8 o'clock. Mr. Agar introduced the speaker, who in opening tendered an apology for having given Secretary Porter such short notice of his coming to St. John. "The question of transportation," he said, "is one of vital interest to the people of St. John at the present time, as well as to the maritime province people in general. The government of Canada has spent upwards of $100,000,000 in an effort to better transportation facilities by the St. Lawrence route, and I think that they have spent every cent of it wisely. The construction of the Grand Trunk Pacific railway has been to my mind the most important undertaking in this country for some time. When this road is completed, the problem of transportation in Canada will be about solved. Another excellent thing which the government did toward solving the transportation problem was to fix up the harbor of Montreal. Not very long ago a vessel of six feet draft could hardly enter Montreal harbor, while today they are taking 30-foot boats right into the docks, and it will not be long before 35-foot boats can enter.

When we come to winter navigation, we must come to your own little city, St. John. And right here I might say that you have facilities equal to those of any city in the dominion today. On the eastern side of the harbor you have Courtenay Bay. This could without any great difficulty be dredged out, wharves built, and made as accessible as Sand Point. Then again you must get the wharves laid out properly so that the railways will have free access to the freight, etc. The equipment for freight handling must be modern so that no time will be lost in loading and unloading vessels.

"With proper freight handling mechanism between the wharves and the steamers, your port, figuratively speaking, would be on an average of about 250 or 300 miles further inland. The bay could be easily dredged out and wharves built. With Courtenay Bay properly fitted out, St. John would be the model port of America.

"The people of the provinces have enjoyed comparatively low freight rates on nearly all the railroads in these parts for some time. In my opinion the Canadian Pacific Railway Company is one of the greatest transportation mediums in the world today. With steamers on the Atlantic and Pacific, and an excellent railway service they are able to carry freight almost from one end of the world to the other at a very low rate."

Touching on local matters again, Mr. Butler went on to say that within four or five years there should be several transcontinental roads seeking terminal facilities in St. John. "The amount of freight that is shipped from the west to the east exceeds that which is shipped from the east to the west by about one-third. It is therefore up to the people of the maritime provinces to boom their businesses and see if the amount of freight shipped could not be more equalized."

With a map of the Dominion of Canada, the speaker went on to point out the transportation possibilities in and around Hudson Bay, Winnipeg and the great lakes. "If Hudson Bay and its straits are navigable we in the maritime provinces will be able to ship our goods up around to Port Nelson, across Hudson Bay to the west much cheaper than we can do at the present time. From Sydney we would be able to ship ore to Port Nelson at less than one dollar per ton. If the merchants of the province will be able to ship their goods vit this route, and I think that before a great while they will be able to do so, transportation matters will be greatly facilitated."

On resuming his seat, Mr. Butler was loudly applauded.

At the close of his address, Mayor Frink spoke briefly. He reviewed the improvements that had been made in St. John during the past few years and spoke of the intended improvements to Courtenay Bay and the proposed transfer of city property on the West Side to the C. P. R. "In regard to the improvements which Mr. Butler suggested should be placed around the wharves, I may say that only a couple of days ago I had a letter from the Minister of Public Works, in which he stated that arrangements had been about completed for the placing of several electric cranes, such as are used on the Montreal and Liverpool docks for the quick handling of freight, on the new West Side wharf, known as No. 7, and also on the other wharves which are to be built. This ought to facilitate matters greatly, and I have no doubt whatever that when the Countenay Bay wharves are built, they will be equipped with all the modern freight handling devices."

After a few words by Mr. Agar, the meeting was closed by the singing of the National Anthem.

A woman who gave her name as Amy Connelly, was arrested yesterday in Moncton, on a charge of obtaining money on false pretences. She is the same who operated in the name of the W. C. T. U. in this city about a month ago. In Moncton she was using the name of the Y. M. C. A. to collect money. She was accompanied by a man, and had collected about $21 when caught.

When a man is compelled to eat his words his appetite is quickly satisfied.

AUSTRALIA'S COAST DEFENSE

British Admiral Thinks Coast Line Very Bare and Open to Attack--Steamship Service—Land Tax

Melbourne, Australia, Sept. 27—The trans-Pacific steamship service already arranged between New Zealand ports and San Francisco would be extended to Vancouver if the premier of New Zealand, Sir Joseph Ward, had his way. Sir Joseph expresses himself as anxious to secure a fast service between Auckland and Vancouver, and no doubt the future will see some movement in this direction, especially as New Zealand, by its subsidy to the line which will call at San Francisco, will have a potent voice in the matter.

Admiral W. H. Henderson has arrived here to inspect the naval defences of Australia, similarly to the manner in which Lord Kitchener inspected the land defences and forces. The admiral will report to the federal government the best methods of defence for ports and harbors. He is reported to have declared that he thinks the coast line very bare and easily open to attack.

Lord Kitchener is known to have condemned the northern bases of the continent, especially Thursday Island, as being open to attack.

Admiral Henderson will in all probability insist upon a better protection of the coast line so as to guard against any invasion from northern nations.

Much political extitement has been caused by the land taxation proposals of the Fisher government. The taxes are of a penal nature and have aroused fierce opposition. It is thought, however, that the states of the commonwealth would take means to render their own land taxes less burdensome so as to afford relief to the taxpayers. In one state, South Australia, this was exactly the opposite of what took place. The Labor ministry, instead of reducing the tax, actually increased it. The land owners are up in arms against the government whose avowed desire is the nationalization of the land and the destruction of private ownership.

The fasting cure, so popular in the United States, has caught on here. A dairyman, suffering from indigestion, went without food forty-two days, his only sustenance being three cups of coffee. He lost five pounds in weight but at the end of the fasting period was completely cured.

TRAINING IN ARMS OF GREAT IMPORTANCE

Says Sir George Doughty — Ardent Imperialist Sketches Canada's Future As a World Power

(Montreal Herald.)

A federated Empire, under one government with a national navy for Canada and the absolute necessity of training the young men of the country in the use of arms were the keynotes of an address in Imperial Unity given by Sir George Doughty before the members of the Canadian Club Monday.

Sir George, who is an ardent Imperialist, declared that among the citizens of the British Empire, no matter where they lived, there was a bond of brotherhood between them in so much as their one aim and ambition was to make the empire first in the world. It was in the existence of this brotherhood Sir George Doughty said he discerned a strong power making for a federated Empire governed by a central body.

Just as certainly as we were living today, the speaker continued, such would come to pass and as Canada grew and developed under Imperial union she would, from the wonderful future which she undoubtedly possessed, become essentially part of a world power if not indeed, a world power herself.

Canada and Australia were destined to be the backbone of the Empire, and he was glad to see that Canadian statesmen in commencing to build a Canadian navy were taking the first step towards that attaining greatness. Some people had said that it was a "baby navy," but everyone had been a baby once. Another point which Sir George strongly emphasized was the necessity of training the young men of the Empire in the use of arms. The surest preventive against war was preparedness, and he foresaw the day when it would be absolutely necessary for a British Canadian fleet to be stationed in Pacific waters for, if Canada ever got into trouble he firmly believed it would come from that quarter.

The spirit of Imperial unity, as Sir George defined it, was that in his opinion the men of Canada, Australia, New Zealand and South Africa should be the same to one another as were the men of Northumberland or Devonshire in England.

The union of the states under one great government had made the United States what it was today—a wonderful country, so also would Imperial Union bring the British Empire to undreamed-of power and greatness.

It was in every sense most essential that to attain this end we should become a United Empire.

There was something better than making dollars in this world. The men who had made the Empire what it was today had not done so for gain of gold but from absolute patriotic love of their country. The history of the British Empire was a record of self-sacrifice of men who had laid down their lives in this cause.

89 Cts.

About fifty patterns in fancy colored shirts, coat style, guaranteed absolutely fast, cut full and liberally and laundered in the best manner. Will let the shirts do the rest of the talking when you see them, 89c.

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A PRIVATE TREATISE, WITH CHARTS AND ILLUSTRATIONS, RELATING TO DEBILITY, ITS CAUSE, EFFECT AND HOME CURE.

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Here is a little volume of cheer and helpfulness which all men, young or old, can read with great profit; it contains much valuable information of a private nature, is fully illustrated, and represents the practical knowledge I have gained from forty years of actual experience in giving help to upwards of 100,000 enfeebled, nervous discouraged men. Just a postal card with your name and address, and the book will be forwarded free, sealed, by return mail, and with it, as well, I will enclose a full description of my new 1909 model Electric

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"Your Health Belt cured me of Nervous Debility, and general prostration of the whole system after all else failed."

J. GRUNDMARK,
Sea View, St. John Co., N.B.

In all instances I concentrate the full positive current at small of back; it thus enters the system at the nerve and vital centre.

centre, passing thence through the different weakened organs, giving them new life and force. You can get the Belt

ON TRIAL UNTIL CURED

or for cash at a discount, just whichever you wish. Send your address on postal or fill in coupon; or call at my office, if you live in or near this city. Advice concerning your case will be cheerfully given without charge or obligation.

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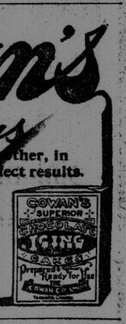

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A special sale of Ladies' Footwear for the balance of this week.

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These are tan and black boots for fall.

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