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Reminders of Fall

A Heavy Wool SHIRT OR DRAWERS For 49 Cents

BS' WOOL UNDERWEAR At 55 Cents a Garment.

eat Sock at 12 Cts. a Pair.

y Silk-Worked Braces 9 Cts. and 25 Cts. a Pair.

ING W. NICHOLS. ent for Standard Patterns.

ed in his district. In the spring he had an attack of influenza which he never fully recuperated. The severe symptoms passed of course, but he remained in a weak condition. No amount of food would have him up, provided he could have and digested it. Yet here was a little he took, as a matter of course, rather than of relish, to get him up. In the evening, after giving him some strength, it produced pain and distress in his chest and stomach.

again—which is a common experience—he would feel a craving for food; yet on sitting down to eat, in the hope to enjoy it, he would suddenly rebel against proceeding, and he would turn the table without having swallowed a mouthful.

ever, he finally said, "If my strength fail to make you better it goes to your age." That idea was as a pikestaff, and if the patient never got any better afterwards, who would dispute what the doctor said? Nobody, of course. It would be just as though Mr. Legatte were going to pieces from old age, something subsequently happened which spoils that easy theory of case. What it is he tells us in a dated February 3rd, 1893.

fter doctoring several months after receiving any benefit, I determined to try Mother Seigel's. I purchased a bottle from Mr. G. H. Henson, Chemist, New Bolingbroke. After taking the Syrup for a week I much better. I had a good appetite, and what I ate digested, and I felt stronger and more energetic. I had taken two bottles I was well and as ever. You may publish this if you think proper. (Signed) J. G. McNALLY.

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subscribe for THE WEEKLY SUN.

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0 Brass Trimmed, Iron Bedsteads for sale. They are sold for cash, as we need the money. at bargain. Come and see them at J. G. McNALLY'S.

200 Bent Wood Chairs, now to be had at ten per cent discount for cash value. J. G. McNALLY.

Another Cheap Sale.—200 more of our \$1 Cane and Perforated Chairs for sale at 50c and 60c. J. G. McNALLY. New Goods.—40 packages New Crocheting Goods, 2 cases Easels, 10 Ring Beds, 7 cases Agate and Tinware, 100 Butter Prints, 2 cases Fancy Goods, 100 cases Feathers and Pillows at J. G. McNALLY'S. By keeping expenses low we will sell in low prices and live. J. G. McNALLY.

TEMPERANCE COLUMN.

By the Women's Christian Temperance Union of St. John.

ON BEHALF OF POLICE MATRONS

While I was in Chicago in August some of the women were looking over the plans for four new police stations. It transpired as they talked that they have succeeded in establishing a woman's advisory board of the police, consisting of ten women appointed by the chief of police, and in charge of the quarters of all women and children prisoners and of the station house matrons, two of whom are allotted to each station where women are taken through the work of the women, Chicago led in this reform, which is now extending to the chief cities of the country.

Now all women and juveniles are separated from the men in nine of the Chicago precinct stations, to one of which every such prisoner must be taken, no matter at what time or on what charge such a person is arrested. The chief matron is Mrs. James Logan, a woman who came to Chicago from Toronto and became conspicuous in the Woman's club and in the Household Art association. Miss Sweet "coaxed her into the police station" and she has since been the chief matron. She has an office in a down town station, where the worst prisoners are taken, as well as the friendless girls and waifs who drift in at the railway stations. The waifs are all taken to her, and she never leaves them until they are on their way back to their homes, or to better guardianship. She maintains "an annex" kept clean and sweet, with homelike beds and pictures, and to this place are taken any first offenders and others of saving whom she thinks there is a chance. Female witnesses are also kept there instead of in the prisoners' cells, and all who go to the station are entirely secluded from reporters as well as all others. Two of the best matrons of the force are in charge day and night. All women and girl prisoners are attended at court even the drunken women being washed and dressed and made to look respectable. Mrs. Logan always goes herself with the young girls to see that they are not approached and in order that, if it is just and advantageous that they should escape from punishment, she may plead with the court for their release. Formerly every woman who was arrested was searched by men, and thrown into a cell in the same jail room with male prisoners.

Lost children, homeless girls, and abandoned women were all huddled together. The women of the city "couldn't stand it," they say. They worked eight years, led by Miss Sweet, to bring about the now accomplished reform.

In all cases in which women complain of abuse or mistreatment by the police or others, Mrs. Logan sits on the police board, "to show" the unfortunate woman that she has a friend. The board is comprised of five inspectors and the assistant chief of police, and the president asked her to join the sessions whenever a woman is involved in any case that comes before it.

The police do not oppose the work of the women. Desperate and abandoned females used to make fearful charges against the patrolmen and others of the force under the old regime.—Julian Ralph in Harper's Monthly, July, 1893.

SOME OF WOMAN'S WORK IN CHICAGO.

Mrs. Fanny Howe is president of the Protective agency, one of the most remarkable humanitarian organizations in the city of Chicago. Its founder Mrs. D. J. Harvey, is the daughter of Judge Plato, who was distinguished among the early settlers of the town, but one of the greatest workers in it, and the person who put the most toward developing it. Mrs. Charles Cushing Holt. She is studying law just now because she needs that branch of knowledge in order to advise the poor. The Protective agency protects women and children in all their rights of property and person, gives them legal advice, recovers wages for servants, sewing women and shop girls who are being swindled; finds guardians for defenceless children; procures divorces for women who are abused or neglected; protects the mothers' right to their children. It has obtained heavy sentences against men in case of outrage—so very heavy that this crime is seldom committed. In a matter akin to that the women of this society perform what seems to me a most extraordinary work. It is a part of the belief of these ladies that all women have rights, no matter how had or lost to decency some of them may be. Therefore they stand united against the ancient custom among criminal lawyers of destroying a woman's testimony by showing her bad character. This these women call "a many-century-old trick to throw a woman out of court and deny her justice."

As an instance of the manner in which they display their seal on behalf of the woman, they have shown how had a woman is she should have fair play; there was this state of affairs: Five mistresses of disorderly resorts had brought as many young girls to Mrs. Logan (police matron) and said they wanted them saved. The girls were pure, but had been brought to the house in question by men who had pretended that they were taking them to restaurants or respectable dwellings. The agency caused the arrest of the men implicated, and when the first case came up for trial the agency sent for fourteen or sixteen married women of fine

THE BANK LETTERS.

An Investigation Held by the Post Office Inspector Shows the Box Tampered With—The Theft Was Committed on the Evening of Labor Day While One Clerk Was on Duty—The Thief Heard at the Box, but Escaped Before Being Identified.

(Frederick Gleason.)

The Bank of British North America and the post office officials are very reticent in regard to the recent loss by the bank of two letters, one from St. John, the other from Montreal. Post Office Inspector King was here for several days holding an investigation and it seems that he is of the opinion that the theft was committed by a boy, who immediately below that held by the bank, are those that held by the Bank of British North America is near the door leading to the money order office, and the inspector has stated to a St. John paper that the nails in the box immediately below that held by the bank are loose, which permits of its being easily opened. His supposition is that a boy slipped his arm through this and reached up and grabbed the contents of the bank box. It is not known whether the boy was wanted any help. The party without replied, giving the name of Tapley. Mr. Phair went around to the door and came to the outer office to help him, but the person had gone.

THE NEW REGIME.

Having secured a position in the industrial world, it is not much wonder that women aspire for a vote in the framing of the laws by which they are governed and in the elections. They have not, except in comparatively few instances, left their homes for the factory office or the professions from choice, but from necessity. The question has been a financial one, and one they could not shirk. Tradition and education tell them that the home is their proper sphere; circumstances tell them that they must leave it, in many instances, and enter the field of labor formerly occupied exclusively by men, or die. Out of 394,684 people employed in manufactures in Massachusetts 127,762 are women. Twenty per cent of the government employes in that state are women; 42 per cent in all the various professions, 11 per cent in trade, 30 per cent of those engaged in transportation, and 52 per cent of those engaged in agriculture.

The proportion of women in Canada whose time is given to industrial pursuits for hire or as employees of labor is smaller than in Massachusetts, but the discrepancy is constantly growing less. St. John has a large number of female wage earners, that walking two deep would make a procession extending from Red's Point to Portland bridge. Fifty years ago the man who did not provide for his household, including his unmarried daughters, was looked upon as "worse than an infidel," now the daughters in the majority of instances not only take care of themselves but quite as frequently contribute toward the support of their aged parents or their brothers. But the outlook for woman is not wholly discouraging. Time was when she could look forward to but two destinies, marriage and the grave, and the close of the nineteenth century had near as can be ascertained. The St. John letter contained educational office, board of works office and other departments of the government, and the amount, which had been paid in St. John, stamped on the back, and forwarded to the Fredericton agency for collection. All banks have been notified not to pay these, so that they are entirely without effect to the holder. Considerable inconvenience has been caused by the theft of them, but it is thought there will be eventually no loss, as records of the numbers have been kept by the different departments rendering their duplicates quite easy.

TO DIG FOR SUNKEN CARGO.

An Attempt to be Made to Recover \$25,000 Worth of Lead That Went Down with the Ship John Adams.

Fire Island, Sept. 9.—Civil Engineer Edward B. Sammis and Machinist George W. Hockett of Babylon will begin boring in the sand on Fire Island beach in a few days, in the hope of locating \$25,000 worth of pig lead that has been buried there nearly seventy years. It was part of the cargo of the ship John Adams of Hartford, Conn., commanded by Captain Smith, and bound from New Orleans to northern ports, which went ashore on Fire Island during a storm in January, 1828. The crew were rescued, but the entire cargo, including five thousand bars of pig lead, many bales of cotton and other merchandise, was lost. The ship went to pieces, and the lead sank deep in the sand.

REV. MR. LITTLE'S CASE.

An Amicable Settlement Arranged Between All Parties. (From Daily Sun 11th inst.) The Kings county circuit court opened at Hampton at 10.30 yesterday morning with his honor Judge Tuck presiding. There was a large gathering of legal gentlemen, including Attorney General Blair, Solicitor General White, C. N. Skinner, C. C. L. A. Curry, C. C. Geo. W. Fowler, R. L. E. Tweedie, J. A. Freeze and J. M. McIntyre.

His honor congratulated the grand jury on the absence of crime in Kings county, and referred to the fact that only one minor offence had to be dealt with by them, that of larceny. There were three civil cases standing for trial, two of them Crandall and wife v. the Atlas Insurance company. They were withdrawn from trial on account of the absence of Hon. Wm. Pugsley, who is in Winnipeg.

The Little case was entered for trial and at the suggestion of Judge Tuck, who intimated that it would be in the interests of the rector, church wardens and all concerned to have an amicable settlement, the court was adjourned till 2.30 p. m. A lengthy conference took place of the parties interested and their counsel.

On the reassembling of the court counsel announced that with the concurrence of his lordship the bishop and all parties interested an amicable settlement of all the difficulties in the parish had been arrived at. The counsel in the case were Hon. A. G. Blair, C. N. Skinner and J. A. Freeze for the church wardens and L. A. Curry, Geo. W. Fowler and J. M. McIntyre for Rev. Mr. Little.

THE PRINCE GEORGE.

Great Britain's Latest First Class Cruiser Christened by the Duchess of York.

London, Aug. 28.—The first class cruiser Prince George was launched yesterday at Portsmouth. As announced in the Herald, the christening ceremony was performed by the Duchess of York, and naturally the proceedings were watched by an enormous concourse of people. The Duke and Duchess of York arrived at Portsmouth on Wednesday night and dined and slept at Admiralty house, being the guests of Admiral Sir N. Salmon. When their royal highnesses were day morning arrived at the dock where the Prince George has been built they were greeted with immense enthusiasm. They immediately ascended the platform where the ceremony was performed, which had been covered in and decorated with flags of all descriptions.

The usual service having been read by the dockyard chaplain, the Rev. T. F. Morton, her royal highness broke a bottle of champagne over the vessel, and a cord having been severed the cruiser glided gracefully over the slips into the water, amid the cheers of thousands of spectators.

The principal dimensions of the Prince George are as follows: Length between perpendiculars, 390 feet; breadth extreme, 45 feet; mean draught of water, 27 feet 6 inches; displacement when fully equipped, about 15,000 tons. The vessel will be fitted with twin screws, each of which will be driven by an independent set of engines with three vertical cylinders, and of 6,000 horse power, giving a total horse power of 12,000 for both sets of engines, with a working pressure in the boilers of 160 pounds per square inch. The vessel will be fitted with a total storage capacity of 2,200 tons.

The disposition of her protective armor is similar to that of the Maestric, the arrangements combining the advantages of the turret and the deck of the cruisers with those of the citadel armor of former battle ships. The ship will be fitted with two masts, with two fighting tops on each. Each top will carry three 3-pounder quick firing guns, and each mast will carry on a platform at its head a powerful electric light for signalling and searching purposes.

The Prince George will be fitted with the new 24-ton breechloading steel and six guns, fitted in pairs, in two armored turrets, one at each end of the ship, and be mounted on revolving turntables; the whole will be worked either by hydraulic or hand power. The armor will be carried in a shield ten inches thick, as in the Maestric, an advantage not possessed by previous battle ships of this size. The vessel will also carry twelve 6-inch quick firing guns, mounted in cases protected by 6-inch Harvey armor, eight of which are on the main deck and four on the upper deck.

Sixteen 12-pounder quick firing guns will be also mounted on the main and upper decks, and the vessel's armament will be completed by the twelve 3-pounder quick firing guns in the military tops, by two 12-pounder boat and field guns, and by eight 45-inch Maxim guns, mounted in suitable positions. Twenty-two torpedoes will be carried, which can be fired from four submerged tubes, two forward and two aft, and one above water tube at the stern. Six search light projectors, worked by three dynamo, each of 600 horse power, will be carried.

The vessel, which will have a complement of 787 officers and men, has been built under the supervision of J. D. Ford, foreman of Portsmouth dockyard, assisted by the chief constructor, J. A. Yates, chief constructor, and R. Beaton, constructor.

The crew of the St. Louis numbers 410. A number of these are in the engineer's department, and all of them are directly under the authority of the chief. The steward's department is the next largest, numbering 170 in all. The sailors, including the deck officers, will be carried by the St. Louis in the number of 1,000. The engineer's department is the most expensive on the ship, owing to the immense coal bills. The St. Louis burns more than 300 tons a day, or about \$300 per day, and the cost of this coal, an expenditure of \$15,000 alone.

The salaries of the men, the engineering supplies, including the thousand and one things needed for the vast machinery of a great ship, will require \$100,000 per month. The chief engineer draws \$3,000 a year, and his immediate assistants receive \$1,500, \$1,200 and \$1,000 respectively. The stokers or firemen average about \$80 a month and the furnaces of the St. Louis require 150 of them working in different shifts.

The purser, who is a most important person on board, does not get much in the way of salary, as the company, in fixing his pay, figured on the large bonus he receives for changing money and performing the little services which the weary traveler does not hesitate to pay for liberally. His salary is only \$1,000 a year, but he is always willing to give these services which the weary traveler does not hesitate to pay for liberally. His salary is only \$1,000 a year, but he is always willing to give these services which the weary traveler does not hesitate to pay for liberally.

The ship's surgeon only receives \$900 a year for the same reason. He is brought in contact with numerous real and fancied invalids of the sea class, and he pump up no one is compelled to fee him, few fail to do so, and a big, popular ship like the St. Louis is worth to him at least \$3,000 to \$4,000 a year.

The ship's department is one of the costliest on the ship. The provisions for a round trip cost in the neighborhood of \$12,000, and the salaries of the steward's men amount to \$3,000 more. The stewards on the St. Louis receive \$1,500 a year, but they are always willing to give these services which the weary traveler does not hesitate to pay for liberally.

According to the report of the occurrence, which appears in a San Francisco paper, Mr. Smith showed no disposition to respond to the road agent's demand to get out of the coach. The rifle was pointed at him and he was ordered to get down and break open the express box. He demurred, but the robber gave him a hammer and directed him to do it. The box was smashed in, but there was no money found in it. A German passenger, who was so very drunk that he had to be rolled out of the coach, was deemed a poor subject to search, and no attempt was made to go through him, though he had \$3,000 on his person. The road agent had all his trouble for nothing, as he did not get a dollar out of the "hold up." He had expected specie in the express box, but fortunately there was none in it on that day.

NELSON PLEADS GUILTY.

Acknowledges that He Assaulted Dr. Bunker.

Augusta, Sept. 11.—Charles H. Nelson, owner of the famous stallion Nelson, appeared before the superior court of Kennebec county today on an indictment charging him with an assault with a dangerous weapon, viz. a revolver, on Dr. L. G. Bunker at Waterville in May. Nelson was held by the Waterville municipal court on the charge of intent to kill, and placed under \$10,000 bonds to appear in court on the 11th inst. Today Nelson pleaded guilty, waived examination and will be sentenced Saturday.

A new fact bearing on the disease of the horse is the alleged effect on the oats market. According to the dealers, the demand for oats is considerably less than it was a year ago.

WHAT IT COSTS

To Run One of the Large Atlantic Liners.

Passengers Housed and Fed as if at a First-Class Hotel.

The Big St. Louis Requires \$80,000 on the Voyage Across and Back.

(New York World.)

The cost of running a big ocean greyhound to Europe and back reaches into the thousands. A trans-Atlantic liner is really a floating hotel, and everything on board is conducted on the same scale of lavishness that is found in a fashionable Fifth avenue hotel.

Clement A. Griscom, Jr., son of the president of the line controlling the St. Louis, now on its maiden trip, agrees to discuss the figures of a reporter concerning the expense of its voyage to England and back. He figured for some time and then said the expenses of the round trip of a steamer like the St. Louis averaged between \$50,000 and \$80,000, according to the season.

This is the busiest time in the year for the big liners, and when the St. Louis gets back from Southampton its maiden voyage both ways across the Atlantic will have cost fully \$80,000. The voyage between the two ports will take a trifle more than seven days, making the daily cost of operating something like \$5,500.

No single individual on the St. Louis has a salary of more than \$10,000. The captain heads the list, getting about \$5,000 a year. Captains on small passenger steamers only receive \$3,000 a year. The chief officer of a ship like the St. Louis gets \$500, and the second officer's pay ranges from \$300 to \$1,200, according to the size of the ship, while the third and fourth officers only get from \$600 to \$800. All these men have to perform duties of a responsible kind, and, as there are no bonuses attached to their work, it can be seen they are not overpaid.

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HELD-UP BY A ROAD AGENT. A St. Andrews Man Has a Thrilling Experience in California. Among the stage passengers who were recently "held up" by a highwayman between Angels and San Francisco, Cal., was Herbert W. Smith, son of A. W. Smith of St. Andrews. Mr. Smith, who is a master builder, was lately awarded the contract for erecting a number of buildings in connection with the new line of railway to the Treadwell coal mine at Coral Hollow, and was returning in the stage to San Francisco on the 21st ult., when a masked highwayman with a repeating rifle stopped the coach.

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WOLSELEY'S MEDALS.

How the Commander-in-Chief Won His Decorations in the Crimea.

August is a memorable month for Lord Wolseley, says the Boston Herald. The present August has seen him designated successor to the Duke of Cambridge as commander-in-chief of the British army, and in August, 1855, his gallantry in the trenches before Sebastopol gained for him the Legion of Honor from France and the order of the Medjidie from Turkey. It was on August 31, 1855, that Wolseley, then a captain of the Fifth Foot, serving as an assistant engineer, performed the feat of arms which won him the two decorations, and very nearly cost him his life, for he was so badly wounded that his body was drawn aside for burial.

The story of the wounding is told by Gen. Sir Evelyn Wood in an article on the Crimea in 1854 and 1854. It is worth repeating, not only for the interest that attaches to the anniversary, but because it brings out in distinct colors the surprising difference between trained veterans and raw recruits, even in a British army, where bravery is always looked for, and one man is assumed to be about equal to another. The regiments that Lord Raglan carried to the Crimea in September, 1854, were largely composed of old soldiers, of sturdy physique and dauntless valor. These were the men whose personal prowess was a guarantee of the "soldiers' battle" of Inkerman. By the summer of 1855 this splendid material had been pretty much expended. The hardy veterans were dead or invalided, and the troops who came out from England to replace their place proved too often of very inferior quality. "They were no longer," says Sir Evelyn Wood, "men in the prime of life, but weedy boys, and on the 23rd of August, when a Russian shell, bursting in the ranks of the 1st Rifle Brigade, killed a line soldier, his comrades not only retired, but refused to return to retrieve the body."

The same lack of valor was shown by a British working party of these men of newly arrived soldiers on the night when Capt. Wolseley got his wound. A small body of Russians had made a sortie against the British advanced works on the extreme right, where Wolseley was destroyed some fifty yards of no covering party at hand, "and the working party fell back in confusion before one-third of their numbers, in spite of repeated attempts of Capt. Wolseley to rally them." The Russian force was about fifty yards from the saps, and then fell back to the Dockyard ravine, from which they kept up an incessant fire. A Russian battery, known as the Gervais battery, also opened on the head of the saps, and in a short time Wolseley's little party had twelve casualties out of sixty-five men. The gallant captain was at work repairing damages at the head of the saps, under a shower of bullets, when a Russian shell, which he received the wound which so nearly brought his career to a premature close. Here is the description of the affair given by Sir Evelyn Wood: "Wolseley was on his knees holding the front saps, into which a sergeant, working also in a kneeling position, threw earth over his captain's shoulder. The gabion was half filled when it was struck in the centre by a round shot from the Gervais battery. Wolseley was terribly wounded, and indeed, the sergeant pulled his body back without ceremony, intending to bury it in camp, when he found the life of his officer was not extinct. Besides grave injuries in the upper part of a large stone from the gabion was driven through the cheek and jaw to the neck, where it lodged; the right wrist was smashed and a serious wound inflicted on the skin. Strange to say, as did duty after a rapid temporary recovery, till the armies re-embarked, the skin wound becoming more serious later, when the bone began to exfoliate."

HELD-UP BY A ROAD AGENT. A St. Andrews Man Has a Thrilling Experience in California. Among the stage passengers who were recently "held up" by a highwayman between Angels and San Francisco, Cal., was Herbert W. Smith, son of A. W. Smith of St. Andrews. Mr. Smith, who is a master builder, was lately awarded the contract for erecting a number of buildings in connection with the new line of railway to the Treadwell coal mine at Coral Hollow, and was returning in the stage to San Francisco on the 21st ult., when a masked highwayman with a repeating rifle stopped the coach.

According to the report of the occurrence, which appears in a San Francisco paper, Mr. Smith showed no disposition to respond to the road agent's demand to get out of the coach. The rifle was pointed at him and he was ordered to get down and break open the express box. He demurred, but the robber gave him a hammer and directed him to do it. The box was smashed in, but there was no money found in it. A German passenger, who was so very drunk that he had to be rolled out of the coach, was deemed a poor subject to search, and no attempt was made to go through him, though he had \$3,000 on his person. The road agent had all his trouble for nothing, as he did not get a dollar out of the "hold up." He had expected specie in the express box, but fortunately there was none in it on that day.

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