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SECOND SECTION.

THE ST. JOHN EVENING TIMES

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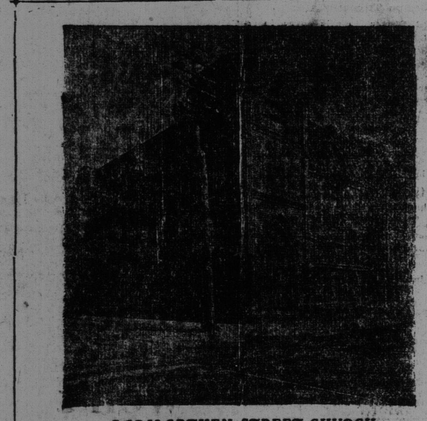
ST. JOHN, N. B., SATURDAY, NOVEMBER 19, 1904.

THIRTY-FIVE YEARS OF CHURCH LIFE AND WORK.

The Congregation of Carmarthen Street Methodist Church Will Celebrate Their Anniversary Tomorrow---Have Had Many Vicissitudes But Are Now Flourishing---Records of the Pastors.



CARMARTHEN STREET CHURCH.

The thirty-fifth anniversary of Carmarthen street Methodist church, will be celebrated tomorrow. Special services will be held morning, afternoon, and evening, at which the preacher will be Rev. A. B. Higgins, B. A., of Digby, N. S.

On Monday evening Rev. Mr. Higgins, who was a delegate to the world's Sunday School convention, held at Jerusalem, will give an illustrated lecture on the Holy Land.

Carmarthen street church was founded in 1869. It was started as a mission by members of Centenary and Queen Square churches, and called the St. John City Mission. The first building was erected on the site of the present parsonage. The mission had only got well under way when the building was swept away by the terrible fire that visited St. John on June 20th, 1877, and every member of the congregation was rendered homeless. Scarcely had the disaster occurred, when the few who were interested in seeing Methodism established here, made arrangements to rebuild, and, after a great deal of hard work, and self denial, the present commodious building was erected. Considering the many things that have tended to discourage the promoters, its career has been one of progress.

For some time services were held in the basement, and later on the upper part of the building was utilized, where for a time moveable seats were used. During the pastorate of Rev. F. A. Wightman the church was finished inside and seated with comfortable pews. It was reopened by Rev. Dr. Williams, who was then general superintendent of the Methodist church. A comfortable and convenient parsonage was built on the adjoining land during the pastorate of Rev. James Crisp.

The pastors of the church have been:

Rev. Wm. Woods,	from 1869 to	1871
Rev. William Maggs,	"	1871 " 1874
Rev. Wm Lawson,	"	1874 " 1876
Rev. Benj. Chappell,	"	1876 " 1777
Rev. W. J. Kirby,	"	1877 " 1879
Rev. Henry Pope D. D.	"	1879 " 1881
Rev. G. B. Payson	"	1881 " 1882
Rev. A. D. McCully B.D	"	1883 " 1886
Rev. D. D. Moore A.M.	"	1886 " 1887
Rev. Wm. Lawson	"	1887 " 1890
Rev. George Steele	"	1890 " 1893
Rev. F. A. Wightman	"	1893 " 1896
Rev. James Crisp	"	1896 " 1899
Rev. George A. Sellar	"	1899 " 1902
Rev. Chas. A. Hamilton	"	1902 " 1904

The present pastors, Rev. Thomas Marshall came in the second week of July last.

During the early years of the Sunday school John E. Irvine was superintendent, with Charles H. Hutchings as assistant. Mr. Hutchings was afterwards superintendent for ten years. Among those who have held the office are Robert Wills, J. W. Cassidy, H. B. Cassidy, E. M. Robertson, G. W. Ellison and J. W. Rowley. The present superintendent is G. M. Calhoun.

The first trustees were members of Queen Square and Centenary churches. Several were also chosen from the district in which the church is situated. The present superintendent of the Sunday school, is president of the Epworth League. The recording steward is G. W. Ellison, Charles H. Hutchings is steward of the trustees.

The present trustees are John E. Irvine, William Hawker, C. W. Wetmore J. W. Cassidy, C. M. Robertson, Charles H. Hutchings, C. F. Robinson, James Brown, Charles McCrystal, J. A. Johnson, and G. M. Calhoun.

Carmarthen street church is the only Methodist church in the city in which the pews are entirely free and unappropriated. The congregation is not a wealthy one, but they give generously of their means towards the sustenance of the church. The present membership numbers 103. There are 116 scholars in attendance at the Sunday school, and the Epworth league roll shows a membership of fifty. A Woman's Mission Society, a Mission Band and a Ladies' Aid Society are also connected with the church, all of which are in a flourishing condition.

At the last conference, held in March, the congregation raised $1,625,00. At the present anniversary the trustees hope to obtain $400,00 with which to pay some outstanding accounts and repaint the exterior of the church.

The services tomorrow, will be as follows:—

Prayer Meeting .....-. ..... 10 a.m.
Sermon by Rev.A. B. Higgins, B. A., of Digby, N. S., ... 11 a.m
Sabbath School .... 2.30 p.m.
Address by Rev. A. B. Higgins, B. A.
Sermon by Rev. A. B. Higgins, B. A., ... 7 p. m.

The collection at each service will be devoted to the trust fund.

Rev. Mr. Higgins will deliver a lecture on the Holy Land on Monday evening, at eight o'clock. The lecture will include descriptive accounts of the places closely identified with the life and work of Christ, viz Jerusalem, Gethsemane, Calvary, Olinet, Bethlehem, Bethany, the Jordan the Dead Sea, Jacob's well, Nazareth, the Sea of Galilee, etc.

Stereoptican views of these and many other places of historic interest will be given, most of them from pictures taken by Rev. Mr. Higgins.

The presence of a number of persons attired in Eastern costume, and an exhibit of curios, illustrating the manners and customs of the people, will afford an excellent opportunity to become acquainted with the conditions that prevail in Palestine today.

DECREASE IN CONSUMPTION.

The Figures in the United States Show Improvement.

The fact that in 1890 the death rate in the U. S. was 19.6 in each 1,000, that in 1900 it was 17.8, and that for 1903 it is scheduled as having been 17, is due, according to medical authority, to the decrease in consumption. There could be nothing more gratifying, for, from the earliest times, consumption has claimed its victims in and from all classes, knowing neither rank nor grade nor sex nor years.

Improved methods of sanitation and of ventilation, more careful attention given to the body and to its proper development, advanced methods of cleaning streets and the war which is being vigorously waged on the old-time tenement are mainly responsible for the decrease, improved methods of treating the scourge are not, however, to be overlooked in the summary of reasons. The Kansas City Journal recently gave the following statistics of deaths from consumption in groups of states, compiled from the census;

The average death rate from consumption for each 100,000 of population of the Middle states was, in 1830, 259; in 1900, 234; in the Lake states in 1890 it was 156; in 1900, 142; in the Southern states in 1890 it was 277; in 1900, 252, and in the Western Central states in 1890, 183; in 1900, 178.

From all knowledge of the disease, it is, however, evident that the decrease in the death rate does not come wholly from curative but, from preventive measures. Science has not risen to the heights of supply of wornout tissues of the lungs, nor can it make a finger grow where once a finger had been. But taken in the first symptoms, with care and with cleanliness and proper exercise, and with separation of the afflicted, the incipient stages of the disease can be cured and consumption driven to seek another and less favorably situated victim.

The decrease in the death rate is gratifying and a tribute to patient and intelligent and advanced work in the ranks of the medical profession. It is more gratifying because of constant urging to preventive measures, and because civilization is insisting on clean streets, more outdoor exercise and the banishment of the old-time and foul-smelling crowded tenement.

THE EARL OF MINTO IN RIEL REBELLION.

He Was Gen. Middleton's Chief of Staff---An Interesting Extract from Col. Denison's "Soldiering in Canada"---He Was Then Lord Melgund.

(Mail and Empire.)

On the occasion of his farewell visit to Toronto, Lord Minto, in some of the addresses then presented to him, heard references to the part he played in the North-West Rebellion and to his fame as a cross-country rider in England. His Excellency's replies showed that he was pleased his earlier exploits had not been altogether forgotten, and it is well understood that to these passages in his career he looks back with no little pride and satisfaction. Not everyone, however, is acquainted with the incidents referred to, and to many it may be news that, as "Mr. Rowley," the Earl of Minto was once famous in England as a gentleman jockey. This in itself is a sufficient guarantee of the physical courage of a man. Steeple-chasing in England is not what it is here, nor is following the hounds in the shires the same as cantering after a drag in Canada. In the world of sport there is no more dangerous occupation than stiff cross-country work in the Old Country. Yet it is a sport that a large proportion of English gentlemen of leisure have delighted in, at one time or another. Among them, in his day, "Mr. Rowley" was famous, and even in the more hazardous steeple-chasing, where neck and limb were risked a dozen times in five minutes. It is not strange that the retiring Governor-General should proudly reflect that, in a hard riding generation, he was reckoned one of the most finished jockeys who sported silk.

Col. Denison.

As chief of staff to Gen. Middleton, the Earl of Minto, then Lord Melgund, saw some rough campaigning in the Canadian rebellion of 1885, and on his recent ride across the prairies he must have recalled the time, twenty years earlier, when he rode there as a soldier, ever on the alert for the hidden foe. Col. Denison in his interesting book, "Soldiering in Canada," gives the following account of his meeting with Lord Melgund;—

"I was sound asleep in my tent about 4 o'clock the next morning, May 10, when I was awakened by hearing a voice saying to the sentry, 'Which is Col. Denison's tent?' The sentry pointed it out, but I was up before he had done it, and pulling on my jack boots, which was all I had to do to be completely dressed, I unhooked the tent door and said to the officer, 'Come in.' As he bent his head to come in, I saw a staff officer's cap, and thought it must be Capt. Freek, the General's aide, but when he got in and stood up I saw it was Lord Melgund. * * * * I knew Lord Melgund was chief of staff, and that a battle had been fought the day before, and it startled me to see the chief of staff fifty-five miles to the rear by the morning. All this went through my mind in an instant, and I said, 'What news have you from the General?' He lowered his voice, so that the sentry should not hear him, and said, 'Well, it is not good.' 'What!' said I; 'surely he has not been defeated?' 'No,' he replied, 'but he has had a check. He tried to drive the enemy out, but could not succeed, and he has fallen back a little way, and formed a defence with his wagons, and there they are. Some thought he had better retreat, but it was considered that that would have a bad moral effect, and he was determined, to stick it out.' He then said, 'I want to send off some telegrams at once.' The operator was away, trying to mend the line beyond us, but one of my sergeants was an excellent operator, so I awakened him, and we went down to the station. On the side of an old hayrack, leaning against the back of the log shanty which constituted Humboldt, with his cipher book before him, Lord Melgund wrote out his despatches. I walked up and down the grass, and saw the sun rise on a lovely May morning, everything looking beautiful, and I could not help thinking of the anxiety this news would carry to many a home in Manitoba and Ontario.

Sorry to Leave.

"Lord Melgund came back to our camp, where breakfast had been prepared. He then slept till about 1 p. m., when he had dinner, and I furnished him with a fresh horse to ride on towards Qu'Appelle. He never said a word about why he was sent down, but the impression was that it was to get up some regulars from Halifax. * * * * * Lord Melgund told me he was very much averse to leaving the front, but that Gen. Middleton thought it necessary to send him, as he had important work for him to do. Just at this serious crisis of the campaign, the telegraph lines were constantly interrupted, and the events were thickening. Lieut.-Col. Otter had been defeated at Cut Knife on May 2nd, and for four days the General was entrenched about half a mile from the enemy's advanced posts. During this period Humboldt became the end of the telegraph line, and as I was in command there, and the telegraph operator away for some days trying to repair the line from Humboldt to Clarke's Crossing, the whole work had to be done by Sergt. Harry Wilson, of the Body Guard, who was an expert operator. We were, of course, anxious about the General's position, and I asked Lord Melgund whether we should not bring out all the troops we could hurry up and march out to reinforce our comrades. He advised me to wait, and I found that at any time I could not get in couriers to the camp and receive replies, then it would be best to telegraph to the government that, as senior officer near, I was going to order forward all the troops that I could reach, and march to relieve the General. Fortunately I had not to take any such responsibility. * * * *

Surrounded by Patrol.

"I did not see Lord Melgund again for 14 years, when as Earl of Minto and Governor-General he held his first reception in Toronto, when he reminded me of meeting the patrol of my men on their way to the Spatinaw. He met them a few miles away from our post in the early dawn Lord Melgund was accompanied by an orderly, the Hon. Mr. Fiennes, one of French's Scouts, a son of Lord Saye and Sile. When the patrol met them, two men rode out rapidly to each flank and surrounded them, much to the amusement of Lord Melgund, who did not at first understand what they were doing. They showed him the way to our camp and then went on."

Nearly every other historian of the memorable rebellion has had something to say about Lord Melgund, and one and all speak with the utmost respect of the soldiery qualities he there displayed. He was recommended for honors by Gen. Middleton, but unfortunately the General was at the time under a cloud, and his representations were not given much consideration. Since coming to Canada as Governor-General it has not been possible for his Excellency to prominently identify himself with any particular circle or interest, but it has been plain to all that he cherished the warmest recollection of his comrades on the prairie. The Earl of Minto's love for horses has been equally manifested, and no important race meeting in Canada has passed without his familiar figure being seen in the paddock.

IMPORTANT TO FARMERS.

How to Protect Fruit Trees from Mice---Destroying Weed Seeds.

The Fruit Division, Ottawa, issues the following warning: Last winter thousands of fruit trees were girdled and killed by mice, and the same thing will doubtless happen again the coming winter unless orchardists take precautions to prevent it. Mice are not usually very troublesome in orchards where clean cultivation is practised and rubbish is not allowed to accumulate as a shelter for them, but the orchardist will find it necessary to provide some sort of protection, if he wishes to be fairly sure of bringing his young trees safely through the winter.

The mice burrow along the ground under the snow in search of food, and as soon as they come to a young tree start to gnaw it. Wooden veneer is probably the most satisfactory protection against them, and it has the additional merit of being a good preventive of sunscald. The veneer is wrapped loosely around the trunk and tied; and an air space is left between it and the tree. These veneers cost from $3.75 to $5.00 per thousand. Ordinary building paper, which costs a mere trifle, is also a first rate protection, but it is not of much value as a preventive of sunscald. Tar paper is also effective, but as trees have been injured by its use, it is better to be on the safe side and use something else. In any case the lower end of the paper should be banked with earth, so that the mice cannot readily get under it to the tree. A mound of earth about a foot high around the base of the tree will often turn them, and even snow tramped about the tree has proved effectual, but these are not so trustworthy as the veneers or the building paper.

The Fruit Division also points out that this plague of mice is largely due to the common practice of destroying every owl and hawk that can possibly be shot or trapped. It is a great mistake to do this. All varieties of owls and hawks are great mousers, indeed mice constitute the chief item in the bill-of-fare of most species. At least ten varieties of owls are classed as residents of Canada, and of these only the Great-horned Owl is a menace to the farmer's poultry yard. Of a dozen species of hawks commonly found in Canada, only three are classed as chicken hawks, viz., the Sharp-shinned Hawk, the Goshawk and Cooper's Hawk. The four varieties usually known as "hen hawks" scarcely ever visit poultry yards, and an occasional depredation is far more than counterbalanced by their services as destroyers of mice, rats, squirrels and other enemies of the farmer.

Destroying Weed Seeds.

There are many ways in which weed seeds may be destroyed on the farm, say Mr. G. H. Clark, Chief of the Seed Division, Ottawa. Quantities of weed seeds get out into the farmyard at threshing time. There is a general tendency just at that time to do things with a rush. The threshing machine is apt to be overcrowded and many of the weed seeds, as well as a considerable quantity of grain, carried out with the straw. These are likely to germinate and grow with the next crop. A little care in the barn at the time of thrpshing and cleaning of grain, especially seed grain, will do much to lessen future labor with hoe and cultivator. Cleanings from grain containing weed seeds should be boiled or very finely ground. The seeds of many of the worst weeds are so small that it is not safe to trust grinding to kill them; they should be boiled. It is not wise, either, to throw worthless screenings in roadways. Many of them will be carried away in mud on the hoofs of horses and the wheels of vehicles and so distributed widely. The seeds of most weeds of the Mustard family have such a pungent flavor as to render them unpalatable to stock. The admixture with meal of even a small quantity of Worm-seed Mustard would render it useless for feeding purposes.

The enactment of laws to compel the cutting of weeds before they have ripened seed should be dealt with by the provincial and municipal authorities, because the majority of weeds are necessarily local in character, on account of the diversity of climate, soil, and methods of farming. It may be said that further laws of this sort would not be enforced any better than those we now have. But it is the duty of all farmers to make sure that they are not responsible for the spread of weeds from their farms to others. Good farmers should endeavor to create a strong public sentiment against shiftlessness on the part of those who are disposed to allow their fields to become overrun with weeds, so that the danger which now exists, and greater danger which is in prospect, may be met in such a way that noxious weeds will not become too great a burden upon those who make their living primarily from the cultivation of the soil.

Yours very truly,
W. A. Clemons,
Publication Clerk.

EVADING THE POINT.

One Captain Ward, of Portsmouth, an eccentric of the first water, numbered among his peculiaries the fact that he never gave the desired answer to a direct question. An amusing instance of this evasive habit is related. One morning four of his friends who were aware of this trait in his character observed the Captain going to market, and after some bantering entered into a bet as to the practicability of learning from him the price he paid for his purchase. They accordingly settled the preliminaries, and stationing themselves at different points along a street which he had to pass on his way home, awaited his appearance with several pigeons dangling from his hand. As he approached the first questioner accosted him with "Good morning Captain! What did you give for your pigeons?' 'Money!' responded the Captain, bluntly, as he continued his journey. The second gentleman a little further on addressed him. 'How go pigeons this morning, Captain?' he asked. 'They don't go at all— I carry 'em!' was the unsatisfactary reply. Shortly after that the Captain met the third questioner, who having asked the time of day, casually inquired. 'How much are pigeons a dozen, Captain?' 'Didn't get a dozen—only bought half a dozen!' said the old gentleman, still plodding on his way. Finally the fourth and last of the conspirators attacked the wary old mariner by observing in the blandest tones ' A fine lot of pigeons you have there, Captain. What did you get them for?' 'To eat,' was the pertinent and emphatic reJoiner. The Captain marched home without further molestation.

Irish Barrister (addressing the Bench)—"Your honor, I shall first absolutely prove to the jury that the prisoner could not have committed the crime with which he is charged. If that does not convince the jury, I shall show that he was insane when he committed it. If that fails, I shall prove an alibi."

A HAUNTED LOCOMOTIVE ON THE INTERCOLONIAL.

Engine 239,---the Man Killer, Said to be Infested With a Ghostly Visitor---Several Engineers Have Been Killed on Her---Has Unenviable Record.

Has the I. C. R. a haunted engine? This question is agitating the minds of the public generally, and particularly, the knights of the throttle and their assistants in the cab who are employed on the government railway.

Is 239 haunted?

Is this ill-fated engine hoodoed?

The general opinion of I. C. R. men is that she is, and this particular locomotive is now looked upon with fear and trembling.

Inspection has its devotees in every calling of life, At the cradle, the anxious mother will be heard saying "the goblins will catch you if you don't watch out." Time goes on and as one enters the state of manhood he has his misgivings his forebodings, governed by his superstitious make-up; the sailor at sea, the soldier in the battlefield; the ordinary individual in every day life—each has his opinions in this respect.

Probably no calling has more cause for superstition than that of the man in front, or in other words, the man who handles the throttle and lever, and to whose exactness, wisdom and for-sight is intrusted the lives of the travelling public.

Coming back to the direct basis of these few preliminary remarks, no doubt the past history of engine No. 239 will be read with interest.

It is said, and on good authority, that since the construction of this locomotive for the I. C. R. several fatalities are recorded. Trainmen, and the public generally, remember the disaster at Belmont when Sam Trider, who for thirty odd years ran an engine between Moncton and Truro, met his death. The train on this occasion was running by Belmont station. Suddenly there was a smash and a general mix-up. No. 239 had left the rails. From what cause is as yet a mystery. She swayed to and fro and suddenly lunged to the right, toppling over. Fireman Harry Campbell was thrown through the cab window and landed in g pile of snow, dazed but un-injured, while Sam Trider, the engineer, met death at his post.)

Again, 239 was in the wreck at Windsor Jct. In this, Driver Wall, an old and trusted I. C. R. man lost his life. It was late in the evening and the C. P. R. driven by Wall, and the freight from Halifax with Driver Mel. Copeland, were to cross at the junction. Copeland passed the semaphone and danger signals, and the crash came. Four persons, including Driver Wall were killed and several more or less injured. Upwards of 70 cars were derailed, many being dashed over the embankment and smashed into kindling wood.

On another occasion, No. 239, jumped the rail at Humphrey's mills and the driver and fireman miraculously escaped death or at least serious injury. Again, north of Moncton she met with a serious mishap.

After each accident she was sent to the Moncton shops and repaired, and the query was frequently voiced by I. C. R. men, "who will be her next victim?"

At all events, even the I. C. R. round house cleaners at Moncton have a great aversion to working on 239. A story of a somewhat ghostly character is told.

It is reported that not long ago a cleaner while doing some work around the locomotive, casually glanced into the cab. He says that he saw a man standing at the throttle. Not having seen any one enter the cab he hailed the supposed driver, and receiving no teply, again looked in, but the man had vanished. He made immediate enquiries, but nearby workmen had not seen anyone entering or leaving the cab.

The cleaner in question is positive that he saw a man there and no argument can alter his opinions.

At all events the general opinion among the men is that 239 should now be consigned to the scrap heap.

Repairs and renovations to this locomotive during her career on the I. C. R. have gone to prove her a veritable white elephant.

The engine has been in the service of the I. C. R. for some two years and her record is an unenviable one.

THEY PAY FOR FAME.

How Newspapers Are Often Tempted to Accept Huge Bribes.

"Five thousand dollars cash down, if you will insert this notice of my marriage!"

That was the tempting offer made by a gentleman to a leading English newspaper some months ago. The notice, only a twenty-line paragraph, had appeared the day previous in a rival but less influential journal and the more powerful contemporary now refused to insert it. But in the paper it must go, and the applicant was ready to offer almost any amount so long as it appeared. Yet, notwithstanding such an offer, the management stuck to its guns, and the paragraph never found a place in its columns.

That his seventeen year old daughter might get her chance on the stage, a well known stock broker guaranteed the whole of the expenses of a new production, conditionally upon his favorite being given and trained for the leading roll. The venture cost him over $35,000, but the young lady, has since earned a creditable theatrical reputation.

A unique means adopted to gain public notice was that of a well known South African magnate, who enlisted the services of a great advertising agency. They contracted to get him "paragraphed" in every society journal, to secure the publication of interviews and portraits, and in every way to "boom" him in the public press. As a matter of fact, they even went further and getting hold of a struggling journalist, got a novel written by him, which was published under the name of their client and boomed into favor. For a little more than five years this remarkable "advertising" went on. Today their customer is one of the best known men in the country, has gained a title, and has been adopted as a candidate for a great northern constituency. The price paid for fame was no less than $1,500,000.

During some recent baloon and flying machine experiments a well known and enterprising London cleric offered the proprietor $5,000 for the privilege of going up in the air at each public trial. By this means he hoped to gain notoriety for himself and bring his church into prominence. The offer was promptly refused; but the reverend gentleman has since succeeded in inducing another noted aeronaut to accept his offer, and will shortly make his first trip to cloudland.

A well known philanthropist, who made his wealth in a gigantic furnishing and hardware business, spent a huge sum on his retirement in an effort to disassociate himself from his commercial connection. He was apparently ashamed of the means which had brought him wealth and made his name a household word throughout the world. He thereupon changed his name by letters patent and spent $25,000 in advertising the fact. Double that amount must have been expended in the paragraphing and booming which followed, and now his adopted name is almost as well known as was his trade name.

When royalty visits a provincial town the authorities frequently receive most extraordinary offers from wealthy, but hitherto unnoticed residents who are desirous of paying some part in the pageant. An instance of this kind occurred quite recently when the King and Queen went into the province. The Mayor of an important seaport received from a retired tradesman of lavish means an offer to bear the whole cost of the town's festivities provided the donor should be chosen to present the engraved memento of the event to their majesties. What this offer would have entailed would best be understood when it is stated that the corporation spent $16,075.

A few years ago a popular actress, whose latest production was proving disastrous induced a friend or accomplice to utter a libellous criticism of the play. She thereupon took proceedings against him. The case occupied considerable space in the papers, and the amusing nature of the evidence attracted immence attention. She won her case and got heavy damages; she also gained success for her play. But all the costs were borne by her, and for this advertisement she had to pay several thousands of dollars.

A well known lady who was presented at court a few years ago found that her name, for some reason, had been omitted from the papers. She thereupon offered a leading firm of advertisers $5,000 if they would secure the insertion of a special paragraph in the principal dailies. The firm refused, whereupon she personally sent offers of various large amounts all of which, to her chagrin, were rejected.

GOOD SHOOTING AT SEA.

A shooting performance by one of the big ships of the Mediterranean fleet shows the efficiency of some vessels in the British navy. The practice was carried on under conditions somewhat like those of actual fighting. The ships steamed 14 knots—more than 16 miles—an hour. The range was unknown when the order to fire was given. It varied during the three minutes for which the firing lasted, from 4,500 to 5,000 yards. The target was the actual size of the midship portion of a battleship. In the three minutes allowed the Aboukir, a big armored cruiser recently built, fired sixty rounds from one broadside, and of these forty-four were direct hits. The other large ships did nearly as well. An enemy which received forty-four hits within three minutes from shells weighing one hundred pounds and upwards would be likely to have enough of it.

Fools Use Washes and Snuffs

Thinking perhaps they will cure Catarrh,—but no one ever heard of a genuine cure following such senseless treatments. There is just one prompt and thorough cure for Catarrh and it is fragrant healing Catarrhozone which goes right to the root of the trouble. It destroys the germs, heals the inflammed membranes and cures any case no matter how obstinate or long standing. "I experimented for years with Catarrh remedies but found Catarrhozone the most rational and satisfactory" writes W. J. MacEachern of Waterville. "It cured me for all time." For a sure cure use only Catarrhozone. Complete outfit, $1.00; trial size 25c.

"Two goals to nil"? remarked the elderly party when she heard the result of the football match, "And who, pray, is Nil"?