

THE STAR, ST JOHN N. B. SATURDAY, FEBRUARY 13, 1909

FIVE

MEN'S RUBBERS
72 CENTS

WOMEN'S RUBBERS
54 CENTS

RUBBER

YOUTH'S RUBBER
BOOTS \$1.98

BOYS' RUBBER
BOOTS \$2.48

WATERBURY & RISING

GENTLEMEN—I have just received some good styles in Ties and Bows, 25c. Also, Braces, Handkerchiefs and Socks.

White Shirts, 90c. Wetmore, Garden St. Rubber Collars, 20c.

JURY MAY MAKE TRIP TO ST. JOHN

Want to Examine Extension

McARTHUR TESTIFIES

Declares His Letters to the Board Were Not Answered

FREDERICTON, Feb. 12.—Four witnesses were disposed of in the McArthur and McVey case here today, and some progress was made with the direct examination of George McArthur, who was stood aside yesterday.

Lewis Hall and Robert Porter were on the stand this morning and testified to the nature of the work performed in the Loch Lomond extension.

This afternoon William Farran, photographer, was called and identified the photo of the works for the contractors. Photographs were shown to the jury and admitted as evidence.

Dennis Hayes, who operated the gasoline pump for the contractors, gave evidence in regard to the quantity of water removed from the trenches.

Common Clerk Wardrop, who had been served with a subpoena, produced the records of the common council and the minutes kept by the water and sewerage board.

He was not sworn, but Powell inquired that he would call him at a later stage.

George McArthur took the stand at five o'clock and continued his direct examination up to the time of adjournment. Two letters from contractors to the Water and Sewerage Board, written in December, 1906, were identified and put in evidence. Witness claimed that no reply was received to the letters.

Mr. Powell told the court that he only had two more witnesses to examine in addition to plaintiffs, and he intimated that he might finish his side of the case by the latter part of next week.

At the request of several jurors

the court adjourned until tomorrow afternoon.

Replies to the court county house have been completed, but the building must not be used until Monday morning.

There is some talk of the jury making a trip to St. John to inspect work on Loch Lomond extension.

Catarrh Cannot be Cured with LOCAL APPLICATIONS, as they cannot reach the seat of the disease. Catarrh is a blood or constitutional disease, and in order to cure it you must take internal remedies. Hall's Catarrh Cure is taken internally, and acts directly on the blood and mucous surfaces. Hall's Catarrh Cure is not a quack medicine. It was prescribed by one of the best physicians in this country for years and is a regular prescription. It is composed of the best tonics known, combined with the best blood purifiers, acting directly on the mucous surfaces. The perfect combination of the two ingredients in what produces such wonderful results in curing Catarrh. Send for testimonials free.

F. J. CHENEY & CO., Toledo, O. Sold by Druggists, price 75c. Take Hall's Family Pills for constipation.

A BUSY HEN Mrs. Applegate's Modest Producer Doesn't Even Cackle Over Her Industry

(New York Times.) If a hen and a half Lay an egg and a half In a day and a half How many will a dozen lay?

With this arithmetical problem Mrs. George W. Applegate's ten concerns herself not at all. This industrious and remunerative hen simply goes on laying eggs. Since Dec. 3, last this cornucopia hen has laid 130 eggs. Although she has beaten all records at laying eggs she is modest and retiring and, so far from boasting, emitted not even a cackle yesterday.

The hen got on the nerves of Mrs. Applegate, who lives on Beach street, Redbank, N. J. Mrs. Applegate was astonished to find twelve eggs in the hen's nest last Thursday sundown. Mrs. Applegate, gasping, stared at the hen; the hen with a suspicion of a smile on her face, looked at Mrs. Applegate as if saying, "I'm rather fruitful, eh?" Mrs. Applegate began to laugh and she laughed until she cried. Then laughing and crying alternately, she got hysterical and her family called in Dr. Sazo, who quieted her with bromides of sodium and potassium. No nerve collapse threatened the hen.

She preserved her mental poise and, attending to business strictly laid seven more eggs during Thursday night. She kept up a continuous performance during all day Friday; twelve eggs in the outcome. Her fame spread, and The World's correspondent at Red Bank beat it to Mrs. Applegate's house last night.

He saw the hen, but did not get an interview with Mrs. Applegate, who is still suffering from nervousness. Mrs. Christine Applegate, aged sixteen, her daughter, said she guessed the hen had "laid out" and she had produced no eggs since Friday. The hen appeared to be in a good healthy condition, but which is a drop in the bucket to her which seems to indicate that she was disappointed at not being able to lay any more eggs.

The hen has no pride of ancestry. Mr. Applegate lays bricks—that is he is a mason. He sent Mrs. Christine to buy the hen from a neighbor when the hen was only a few months' old. She is the only hen the Applegates own, consequently she does not get about with a lot of hens that would interfere with her domestic duties and distract her from her intimate industry.

ASEPTO SOAP POWDER

Same price—and a larger package of ASEPTO than of other washing compounds. Yet ASEPTO does what others don't. IT STERILIZES everything washed with it—Makes clothes more healthful—Annihilates all disease germs present in bedding and dishes used in sick-room. Cleans better than soap. Odorless. HARMLESS alike to fabrics and hands.

MANUFACTURED BY ASEPTO MFG. CO., ST. JOHN, N.B.

PRACTICAL AVIATION

Plans Making All Over Europe for Establishment of Aerial Traffic

Man Who Made a Trip Describes the Placid Motion and the False Sense of Security.

LONDON, Feb. 12.—News from every quarter brings amazing evidence of the fact that aviation, a few years ago the dream of scoundrels and enthusiasts, is passing through its experimental stage with startling rapidity, and that the era of its establishment as a practical commercial reality may be said to be in sight.

Three weeks ago the International Aeronautic Association held a business-like meeting and devoted large sums of money to the encouragement of experimenters, and appointed a committee to communicate with all governments as to the determination of private, international and state rights which it is considered will be affected by the progress of aerial navigation in the next few years.

The federation is not a club of crack-brains but a society of practical men of affairs who thus show their belief in the future of aviation.

Two weeks ago was formed at Dusseldorf an association for aerial traffic in Germany, support being promised by prominent manufacturers of the Rhenish provinces.

The purpose is the establishment of a regular service of airships between Dusseldorf and Berlin. A German aero stations company has been founded by financiers in Berlin, Frankfurt and Cassel, and has worked out plans for airship stations in twenty-nine German towns, and believes that the service between them is now certain.

TO CROSS THE CHANNEL The Aero Club of Paris and the municipality of Orleans have agreed on a plan for an aerial road between Paris and Orleans. The Aero Club of Paris has been in active communication with other aero clubs on both sides of the channel, endeavoring to form a joint committee for mutual traffic across.

The town councils of Orléans and Paris are anxious to see the project carried out, but the Aero Club of Paris appears to think that within a year or two it will be quite an ordinary thing to cross the channel by airship.

England is much behind the Continental movement, although a few prominent and practical men are interesting themselves in aviation and its possibilities. A few days ago was formed an aero league, among whose vice-presidents are the Marquis of Salisbury, Gen. Sir Henry Gust and Sir Gilbert Parker.

The sensations of flying are described by a writer who claims to have made a trip to the Isle of Wight, who writes that the motion is very like that of a motor. The article is anonymous, and does not contain a statement of the time and place of the alleged trip, but internal evidence favors the belief that the writer actually went up with Wright some time or other. After describing the get-away, the article proceeds:

DISASTER SEEMS IMPOSSIBLE. "We were being gently swayed in a calm atmosphere. We were clipping along moderately fast, to judge by the way in which the ground was slipping past underneath, but a minute later even this the supposed and we were slowly advancing in a gentle, undulating motion which made one smile at the thought that this could and in disaster. Why, we were hardly moving. Even if the engine should stop or the pilot lost his head, we never come to any harm at this speed.

"There was no vibration, no need to clutch the stick, no need to hold the engine, roaring and spluttering an occasional spark, had behaved as a self-respecting engine ought to behave, the sensation would have been the same of peace. It was calmness without stagnation—a gentle cradling by invisible hands—the motion of a boat without the lap of water or the splash of oars. But how deceiving it was.

"The sensation suggests that you are being cradled in the air. You are moving so gently that you feel as if you were being held, but the reason insists that you are travelling forty miles an hour. You have nothing to support you, the sensation would have been the same of peace. It was calmness without stagnation—a gentle cradling by invisible hands—the motion of a boat without the lap of water or the splash of oars. But how deceiving it was.

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