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VOL. 24.--NO.44 SACKVILLE, N. B., THURSDAY, MAY 17, 1894. WHOLE NO. 1,251

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N. B. & P. E. I. Railway.
1893—WINTER ARRANGEMENT—1894
EFFECT MONDAY, SEPT. 11, 1893.
Trains Run by Eastern Standard Time.

ON and after Monday, Sept. 11th 1893, Trains will run as follows:
Leave Sackville daily (Sundays excepted) at 12.15 P. M., Arriving at Cape Tormentine at 2.55.
Returning, will leave Cape Tormentine at 3.15 and Arrive at Sackville at 5.40, connecting with Evening Express Trains both East and West.
Every Monday Morning a Special Passenger Train will leave Sackville for Cape Tormentine. Returning, will leave Cape Tormentine at 7 A. M.
All Freight for the Eastward, to insure being taken on day of delivery, must be at Sackville Station or Wood's Siding before 11 o'clock A. M.
JOSIAH WOOD, President.
Sackville, Sept. 11th. 1893.

A FORTUNE!
For 50 to 100 live Agents selling a
PATENT ARTICLE
used in every house in N. B., N. S., & P. E. Island.

New and second hand
Pianos, Organs, and Sewing Machines,
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For Further information, circulars, etc., apply to C. E. FREEMAN,
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The subscriber has taken pains in the selection of the BEST Quality of Stock for Durability and Fineness of Texture, and is prepared to attend to orders to the satisfaction of all who may favor him with their patronage.
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Red and Gray Granites a Specialty
All kinds of Cemetery work executed in he best style, and at prices to suit the times.
Dorchester, May 5th 892. 1 y

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The above mills are again in operation and are prepared to supply customers with a full line of
Tweeds, Homespuns, Blanketings, Shirtings, Etc.
Our facilities are better than ever for supplying Yarns at short notice.
Custom Carding done as usual.
June 23rd, 1892.

OYSTER SALOON
William Megeney
has opened an oyster saloon in Chignecto Hall block opposite Brunswick Hotel, where he will keep a choice stock in
OYSTERS,
FRUITS,
CONFECTIONARY,
CIGARS, ETC
He will also serve Oysters,
PIGS FEET, BAKED BEANS, AND HOT COFFEE

YEATE'S
Cough Syrup!
—CURES—
COUGHS, COLDS, BRONCHITIS,
GUARANTEED CURE FOR
Whooping Cough.
Recommended by Amasa Dixon, W. B. Gass, Woodford Turner, Timothy Lane and dozens of others.
For Sale by AMASA DIXON.

Executor's Notice.

All persons indebted to the estate of the late Charles N. Raworth will please make payment to the executrix immediately, and all persons having any claims against said estate will please file the same duly attested with the executrix within three months from the date of this notice.
MARY ELIZABETH RAWORTH
Botsford May 7th 1894 3m.

Leave your orders at this office for LETTER and NOTE Heads.

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Memb. Roy Col. Surgeons, London.
Diseases of Eye, Ear, Nose and Throat.
MONCTON, - - N. B.
Jan. 21—1y

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DENTIST.
MAIN ST., SACKVILLE.
Aug 14th, 18 2.

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Repairing of Watches, Clocks and Jewelry neatly Done.
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HORACE S. FORD,
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Restaurant and Oyster SALOON,
In Hanson's new Block where he keeps on hand a full stock of
Choice Confectionery, Fruit, Cigars, and TEMPERANCE DRINKS
of all kinds
ICE CREAM,
BAKED BEANS,
Fresh pies, cakes, rolls, bread, etc., supplied.
BIDEN'S COFECTIONERY fresh from Amherst every week.

Administrator's Notice.

All persons having any claims against the Estate of Daniel Sears late of the Parish of Sackville deceased, will present the same to the administrator duly attested to within three months from the date hereof, and all persons indebted to the said estate will make immediate payment to the undersigned
T. A. KINNEAR Wm D. SEARS
Estate Administrator
Dated April 4th 1894.

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Barristers, Attorneys, Notaries.
Conveyancers and Solicitors Collections and all kinds of Legal Business Promptly attended to.
Mr Sweeney will be at the Melrose branch on Saturday and Monday of each week for the transaction of business.
July 23. tf

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Licensed Auctioneer,
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Licensed Auctioneer,
Sackville, N. B.
GOODS SOLD ON COMMISSION.

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PRACTICAL MANUFACTURER AND DEALER IN
PIANOS, ORGANS,
MANUFACTURERS' AGENT FOR
Leading American & Canadian Instruments.
Tuning and repairing a specialty. Old Instruments taken in exchange for New. Over Twenty Years Experience.
The original maker of the Gates' Pianos and Organs.
Will visit Sackville twice a year.
Please address, TRURO, N. S.
for any orders for the County or elsewhere.

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R. KING.
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DON'T FORGET Our JOB DEPARTMENT

"Shorter" Pastry and "Shorter" Bills.
We are talking about a "shortening" which will not cause indigestion. Those who "know a thing or two" about Cooking (Marion Harland among a host of others) are using
COTTOLENE
instead of lard. None but the purest, healthiest and cleanest ingredients go to make up Cottolene. Lard isn't healthy, and is not always clean. Those who use Cottolene will be healthier and wealthier than those who use lard—Healthier because they will get "shorter" bread; wealthier because they will get "shorter" grocery bills—for Cottolene costs no more than lard and goes twice as far—so is but half as expensive.
Dyspeptics delight in it!
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All live Grocers sell it!
Made only by
N. K. FAIRBANK & CO.,
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MONTREAL.

BEFORE MEALS I OFTEN SAY:
"GOD BLESS GRODER'S SYRUP."
Such are the words of JOHN WHITNEY, of Avondale, Carleton County, N.B., in a letter written to The Groder Co., January 25, 1894. He says: "I had dyspepsia for three years so badly, that distress at stomach caused vomiting once in twenty-four hours and sometimes more often. A year ago last fall, I became much worse, though I tried many remedies and was attended by our physician. It was then that I bought your medicine under guarantee. Six bottles did not cure. I went back to my druggist in Woodstock for my money. Your traveller advised two bottles more and gave them to me telling me to lessen the dose—and to eat anything I craved. To my complete surprise the two bottles made a perfect cure. Nothing that I eat ever hurt me. Even fat pork and beans do not cause any distress. I am grateful to you for your remedy."
C. A. McKean, druggist, Woodstock, indorses Mr. Whitney's statements in a letter to above company
FOR SALE BY AMASA DIXON.

The Pilgrim Fathers, an Old-time Opinion.

They sang Old Hundred on the wave;
The nasal tones resounded,
Because the Lord their barque did save,
And none of them got drounded.

They sang Old Hundred on the sea,
The fishes heard the racket,
And wondered what the noise could be
And who was in the packet.

They landed shingles, boards, and nails
And leather for shoemakers,
And pots and pans and tubs and pails
And ropes for hanging Quakers.

They felled of trees a countless host,
With saws they did divide them.
They reared a church and whipping post
And gallows close beside them.
—*Boston Transcript.*

Coming.

It won't be very long until
The sprinkling cart with rumbling thud
Will make each crossing on the street
Most certain that its name is mud.

KNOWLEDGE
Brings comfort and improvement and tends to personal enjoyment when rightly used. The many, who live better than others and enjoy life more, with less expenditure, by more promptly adapting the world's best products to the needs of physical being, will attest the value to health of the pure liquid laxative principles embraced in the remedy, Syrup of Figs.
Its excellence is due to its presenting in the form most acceptable and pleasant to the taste, the refreshing and truly beneficial properties of a perfect laxative; effectually cleansing the system, dispelling colds, headaches and fevers and permanently curing constipation. It has given satisfaction to millions and met with the approval of the medical profession, because it acts on the Kidneys, Liver and Bowels without weakening them and it is perfectly free from every objectionable substance.
Syrup of Figs is for sale by all druggists in 75c. bottles, but it is manufactured by the California Fig Syrup Co. only, whose name is printed on every package, also the name, Syrup of Figs, and being well informed, you will not accept any substitute if offered.

TOOTHACHE!
HEADACHE!
NEURALGIA!
INSTANTLY CURED BY ONE APPLICATION OF
NERVOL.
25 cents per Bottle, at all Druggists.

CANADA.

The East—Ontario and the Maritime Provinces

From A Correspondent to the London Times March 30th.

(*Concluded*)

I also think that people with a fixed income of from £200 to £400 a year, with simple habits and a liking for country life, and with families to bring up, would make their money go further and improve the prospects of their children by buying small and manageable places in many districts of the older parts of Canada. Near all the smaller provincial towns, Windsor, Amherst, Fredericton, Kingston, London, Woodstock, and a dozen others which might be mentioned, they would find many of the advantages of pleasant society, cheap education, and comfortable living to an extent which their money will not command in the crowded old country, and which they cannot obtain for years to come in the thinly-settled West.

The fact that there are partly improved farms to be bought cheaply in the East is no indication that these farms are useless or cannot be made profitable. Everybody who knows America knows that the pioneer spirit sometimes runs through whole classes of society like a fever; it induces people to give up what is good on the mere hope of finding what is better; it leads them to despise the solid advantages of settled society for the uncertain chances of new regions. I remember 25 years ago, in a visit to the American West, hearing a Wisconsin farmer saying with all seriousness that he would not exchange a thousand acres of Western farm land for a whole township in the Eastern States, which were his old home. The sentiment was not peculiar; the whole Western atmosphere was full of it at the time. Yet the ordinary observer could see that it was clearly a mania; the choice of advantages was in reality very nicely balanced. A wave of like feeling has been passing over Eastern Canada during the last ten years in the Maritime Provinces stimulated by the circumstances to which I have before referred; the men who go to the West may or may not find the success they look for; those who take their places, if men of moderate desires, may congratulate themselves on reaping solid advantage from the adventurous spirit of their predecessors.

To men with moderate capital, wishing to avail themselves of such opportunities as I have described, a word of counsel may be given. English experience does not furnish any reliable guide for buying land and stock in Canada, and emigrants of the class I speak of must take this into consideration. Two suggestions for new-comers from Britain occur to me. One is the sharpening of their own wits a bit, before making their purchases. If a man with some capital who wants to settle in Nova Scotia, New Brunswick, or Ontario is in a position to engage himself quietly as a labourer for a year or so on a farm, keep his eyes open, and thus, while gaining experience, get a true idea of land and stock values in Canada, he would be in an excellent position to deal on fair terms; at any rate, he should spend some time in careful examination of the country before purchasing. A second method of more general application may be suggested, and I think it deserves careful consideration. The Governments of the older provinces profess to be anxious to draw out settlers of the type I have referred to—tenant-farmers and others with a small capital. Let them appoint perfectly competent men in the various districts, to whom newcomers could be officially referred for sound advice on farm values, or even for arbitration if necessary. This would give an assurance of fair treatment to the inexperienced, which does not now exist, and which is greatly required. As I have said in treating of the West, the contented settler is the best of all emigration agents, and I believe that this method of guarding against discontent is reasonable and practicable.

Something must still be said of the remarkable maritime position of Eastern Canada, and of what has been done to improve it. I have previously spoken of the great expenditure made by Canadians to get in railway touch with their vast Western heritage. But railways are far from representing the full measure of their efforts in this direction. The canal system and the means taken to create it deserve study. No country in the world has such a marvellous system of natural inland navigation as Canada. After one has fairly entered Canadian waters at the Straits of Belleisle, there are still 2,259 miles of navigation to the head of Lake Superior, a distance slightly greater than the sea voyage from Liverpool to Belleisle. But at several places this line is broken by shallows, falls, or rapids, and to overcome those has been a work of no slight difficulty. It is not so many years since a large seagoing steamship could not ascend the St. Lawrence from Quebec to Montreal. The dredging of a channel through Lake St. Peter has changed all this, and so given Montreal her true position as the Liverpool of Canada. This very considerable undertaking has also made it possible for ironclads to ascend the river to the same port—a fact which I have not hitherto seen noted as a new element in the defensive conditions of the Empire.

In all it has been necessary to construct over 70 miles of canal, the rapids of the St. Lawrence, the peninsula through which the river Niagara flows, and the Sault Ste. Marie offering the chief points of obstruction. The 600 ft. which represent the difference of level between the tidewater on the St. Lawrence and Lake Superior are overcome by no fewer than 53 locks. Canada has already spent upon her canals nearly $60,000,000; their completion to an average depth of 14ft., so as to accommodate seagoing vessels, is now being pushed forward with much energy. That they will gradually become the outlet for an enormous traffic cannot be questioned. Although I had previously studied the figures, I must confess that the proportions which the commerce of the inland lakes of America has already assumed came to me, on actual examination, as a surprise. It is at the Sault Ste. Marie canal, the point of connexion between Lake Huron and Lake Superior, that the volume of this traffic makes the most vivid impression upon the imagination. The single lock now in operation there on the American side holds three or four large vessels or barges at a time. The ship in which we were to cross Lake Superior, one of the fine vessels of the Canadian Pacific line, came to the foot of the canal, which is only about a mile long, at noon on Sunday. But, though the lock was filled and emptied as rapidly as possible all the rest of the afternoon, it was night before our turn came to enter, so great was the pressure of shipping. The work goes on by night as well as by day, and throughout the seven days of the week. The canal is open only about 220 days during the year, but during the last two seasons the shipping passing through it has exceeded by one or two million tons that which goes through the Suez Canal. After making allowance for the fact that the voyages are much shorter than those made by vessels using the Suez Canal, and the cargoes less valuable, enough remains to make this picture of water-borne commerce at the heart of the continent a very remarkable one. But its development, hitherto chiefly American, and on the South side of the lake, has only begun. Preparations on a large scale are being made for the vast expansion which is sure to come. On the American side a second and larger lock is being constructed, while on the northern side of the falls, a mile away, the Canadian Government is constructing a third, more capacious than either of the American ones, at an expense of between $3,000,000 and $4,000,000. When this is completed there will be a clear Canadian waterway for ships from Fort William to the Atlantic. American shipping already use Canadian canals to the extent of about 600,000 tons per annum. A striking proof this canal system furnishes of the prevailing eastward and westward tend of trade. An equally striking proof it is of the community of trade interests between the East and the West. The large expenditure already made by the East to improve these waterways can only be fully compensated for by Eastern ports becoming the outlet towards Europe of Western products, the distributing points from which the West will receive its imports.

Further east, at the southern part of the Gulf of St. Lawrence, a remarkable enterprise, which it seems most natural to mention in connection with the canal system of Canada, and which is practically a part of it, has been brought almost to completion. In order to avoid the somewhat dangerous coast of Nova Scotia, and to save from 500 to 700 miles of navigation, a shiprailway is being constructed, instead of the canal long thought of, across the Isthmus of Chignecto, to connect the navigation of the St. Lawrence with that of the Bay of Fundy. About $4,000,000 have now been spent upon this work, and to complete it an expenditure of about $1,500,000 more is required. When the works were nearing completion about two years ago the operations were suspended as a result of the financial difficulties arising out of the Baring failure and the condition of affairs in Argentina, where the contractor for the railway was involed in very heavy engagements. But it is impossible to believe that so important an undertaking will be left unfinished after so large an expenditure has already been incurred, and there is reason to believe that the work will soon be resumed. The inception and execution of the project furnish a remarkable example of courage in supporting a novel enterprise on the part of the Canadian Government, and of persevering energy on the part of the Canadian engineer, Mr. H. G. C. Ketchum, its projector. The idea of transporting laden ships over 17 miles of railway from sea to sea was at first met with ridicule and incredulity. But Mr. Ketchum, by dint of hard argument, secured for his plans in succession the support and endorsement of the local communities, of the leading provincial journals, of the boards of trade in the neighboring towns, and finally of the Dominion Parliament, which, after full discussion, voted a subsidy of something over $170,000 per annum for 20 years in support of the undertaking. Sir John Fowler and Sir Benjamin Baker, the distinguished engineers, are now associated with him in responsibility for the satisfactory construction of the work. Finally financiers and contractors were found to undertake its execution, and, though the latter have temporarily embarrassed by a financial crisis almost without precedent, there is little doubt that 1895 will see this unique undertaking in full operation Without being able to bring to the subject the knowledge or judgment of an expert, I personally believe that the undertaking, backed as it is by the Dominion subsidy, will pay, and will do much to develop the great resources in coal, timber, building stone, fish, and agricultural produce of the Gulf districts especially, for which better trade relations with the States will open up a very large market in New England, while the Bay of Fundy ports will be put in easy touch with the West. But of this commercial aspect of the question it is for financiers and traders to judge. They have before them all the *data* by which the Dominion Parliament and other representative bodies were originally convinced of the merits of the undertaking.

—It would seem that the railway might also be of great service, in case of necessity, for coast defence, through the facility it would give of transferring gunboats of moderate tonnage or torpedo-boats from one side of the isthmus to the other. I had an opportunity of looking over a portion of the line. The greater part of the roadway, the heavy stone work, and the excavations for the terminal docks are completed—in all about three-fourths of the work, the whole presenting a remarkable example of solid construction, apparently quite equal to the heavy work the line will have to do.

It will be a striking fact if the completion and successful operation of this Canadian undertaking prove definitely the advantage, as its promoters claim it will do, of railway transportation for laden ships, since it cannot but profoundly affect opinion in regard to other even more important points of commercial transit.

I have dwelt upon these matters somewhat in detail, because I wish to show with what quiet but persistent energy and foresight Eastern Canada is supplementing its great natural advantages, and laying broadly the basis of commercial expansion. When it is remembered that the Dominion, in addition to her vast expenditure on railways and canals for inland development, is also heavily subsidizing steamship routes to Japan and China, to the West Indies and to Australia, and that she is entering into engagements to support still more energetically a Transatlantic service of the first class, and a new imperial cable system across the Pacific, I think a sufficient answer is given to Mr. Goldwin Smith when he claims that provincialism is still the prevailing note in the public life of the Dominion.

Reserving some further considerations of social and political interest for another communication, I close this one by two reflection intended for readers in Great Britain. The first is for the manufacturer who looks on the Canadian as his rival. The impression left upon my mind by the study of Canadian manufacturing development in relation to British trade is this. In new countries like Canada, under a protective system, and even without it, there will be a tendency to develop all the rougher forms of manufacture locally. The cheapness of the article produced, the small margin of profit, the cost of carrying material, all contribute to make this natural. I believe that coarse cottons, or woollens, for instance, can be produced in Eastern Canada to-day and placed upon the market as cheaply as those from Manchester or Yorkshire. The policy of the English manufacturer, under such conditions, is manifest. He must make up his mind to turn more and more, and he might as well do it without grumbling, from the lower to the higher forms of manufacture. With his abundant capital, with greater attention to technical education among his workpeople, with the fuller command that he has of mechanical and artistic skill, he can easily do this. In this field he will find a constantly enlarging market in proportion as both manufactures and agriculture increase the prosperity and buying capacity of the new communities. Let me give a practical illustration of what I mean. I have observed a large cotton mill started in one of the maritime provinces of the Dominion, giving employment to many hundreds of hands. Cheap land, cheap building material, low taxes, easy water carriage for the raw cotton, abundance of cheap fuel from the waste wood of saw mills, and excellent facilities for railway distribution make it possible for this mill, even with a greater outlay for wages, to compete successfully in gray cottons with those of England. It this particular line of goods, therefor, the Manchester trade is checked. But, if the Manchester manufacturer could observe how each year the shops at which these prosperous Canadian artisans deal become more and more packed with the finer goods which they require, he might learn two lessons—first, that it is stupid to try to force his old wares on a market where he is handicapped; and, secondly, that with a little adaptability the new condition of things might be turned to his own great advantage. All observation of colonial markets convinces one that the English manufacturer has as much reason to study the changing wants of the colonists in manufactured goods as the colonists has to study the needs of the home consumer in the matter of food supply.

At Woodstock, Ontario, I glanced hurriedly, under the conduct of the proprietor, through the largest high-class "dry goods" (drapery, millinery, &c.) establishment in the town. Seventy or eighty percent of all the goods sold were of British production, he told me. "But," he added, as we passed through a room devoted almost exclusively to ladies' mantles, "all these are from Germany." "Why Germany?" I asked. "More taste, better material, better work for the same amount of money than can be got in England." He left the impression on my mind that the Canadian mantle trade now centres chiefly in Berlin. That is something for the English manufacturer to consider and remety if he can. It was but a passing observation, but close inquiry might discover many such cases, and close inquiry is what the manufacturer is bound to make in these days.

FARM AND TURF.

—The Morgans are noted for longevity. Herod (2.24½) now 29 years old, is hale, hearty and vigorous.

—A Big potato and fish trade is being carried on between the Nova Scotia ports and Boston.

—Minnie Grey was the first Prince Edward Island product to make a record of 2.30; made over a half-mile mud track to a highwheel sulky.

—The Supreme Court of Massachusetts has decided that a note given in payment of a bet on a race is illegal and cannot be collected by process of law.

—The *London Sportsman* announces the sale this summer of Queen Victoria's famous stud farm, Hampton Court. Many famous winners, including Baron Hirsch's five-year-old brown mare, La Fleche, were bred there.

—Messers Amos G. Ganong, Alfred B. White, Alfred D. LeBlanc and Caprine F LeBlanc. of Fox River, are about forming a company to erect a cheese factory there, with sufficient capacity to manufacture into cheese the milk from 200 cows. It is the intention to have it working the coming season.

GENERAL NEWS.

—There seems to be little doubt that Yale and Oxford will meet in an eight oared race this season. George A. Adee is authority for the statement that Yale will go over either this season or next.

—Last summer while arguing a Scott Act case in St. John, Lawyer Tweedy had an apoplectic stroke and fell over on top of Lawyer Walker, who has been sick ever since from the injuries received. He is entering an action for $2,000 damages.

—A love match, which had for some time existed between Mr. Yates, aged 75, and Mrs. Sawyer, aged 72, of Bellevue, Ohio, was so opposed by the children of both parties that the old couple had to elope and wed on the sly.

—Mr. Harrison is in the field for the Republican nomination for the presidency of the United States in opposition to Mr. McKinley. They are both high tariff men and both out too soon with their booms. In the fight for the presidential nomination the early bird does not catch the worm.

—"A Yankee" has been at Margaret's Bay, N. S., lately, offering a specialty—a material which if placed with the lobster bait, would cause the crustacea to come far and near, coveting the privilege of crawling into the pots. The "prescription" for its preparation only costs $2.50, and quite a number purchased. One man took the document to a druggist to be compounded, when it was found that it would cost over $100 for the ingredient that could be had—there were some unknown. The available were "an ounce of ambergris," "an ounce of oil of musk," and other costly ingredients.

—America has been thunderstricken by the great variety of performances of human ostriches, but the palm must be given to a Londoner, who died this week, as a martyr to his profession. An autopsy brought to light a bullet, twenty to thirty pieces of cork, twenty pieces of tin foil, a piece of string eighteen inches long with corks tied to each end and a piece of leather nine inches long with hooks on it. One hook and a piece of tin foil had perforated the intestines and caused death. The man had been accustomed to swallow chains, sovereign purses, coins, pipestems, newspapers, etc. The jurors' verdict was death from misadventure.

It Is a Way of Man.

A man loved a woman, but she laughed at him. Then, through grief, he became ill, and was likely to die, in very despair of her love. Whereat pity touched her heart, and pity grew to love. When he came to know this, having now the love he had so yearned to possess, he rejoiced greatly, and arose from his bed.

And straightway he began to love another woman.

The Popular Man.

The popular man is a conservative cipher; a compound of selfishness and good nature. And the more popular he is the less he does for the public. The man of deed loses popularity with each performance, for sharp contact with an opponent and his overthrow begets enmity.