

The Love Story of Number Six.

In the baptist Orphan Asylum of a small town in Vermont Lizzie Macready was known as No. 6. The name was particularly fitting for more reasons than one. Lizzie was the youngest child in a family of six. She was the sixth orphan who had been admitted to the institution in the sixth year of its establishment. Her father was a locomotive engineer on the Vermont Central Railway. Lizzie the youngest child, was 6 years old when he was killed in a collision, and brought home a corpse to his little ones.

Nobody objected to this arrangement, for Miss Sanders stood very high in the esteem of the townspeople who thought it but right that the youngest child of the dead engineer should be cared for at the expense of the county, since all the others had not become burdens on their charity.

Number Six grew up a likely girl amidst the orphans of the place, and now at the age of 16, she was quite a help to her aunt, who still continued in charge of the county's wards.

At this time there was not an empty bed or cradle in the institution. An open witer, something unusual in the rigorous climate of the Vermont hills, had depopulated the firesides and filled the graveyard.

Mrs. Rossiter, the mother of little Beatrice, came to the Green Mountain town when her child was not quite a year old. She was a widow, and she had no one to take care of her little one.

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From that time on Number Six was a changed being. She pined and fretted, as the day drew near that would separate her from the little girl, and Aunt Sanders was more than once compelled to call in the house physician to administer to her niece.

The girl, who had tasted all the bitterness of an orphaned life, clung to the motherless child with all the vehemence of a first love. Night and day she prayed that something might intervene to let her keep the girl a little longer.

And the unexpected happened. A stranger alighted one day from the single horse fly, which plied between the railway station and the best hotel in town.

Quick as a flash they appear, but just as quickly will they vanish under the healing spell of Dr. Agnew's Cure for the Heart.

When the breath is short—when you tire easily—when there is palpitation—when there is smothering sensation—and dropsical tendency—all these indicate heart weakness, and are the danger signals if you procrastinate.

Six year old Paul Harper is the youngest historian yet heard from on the war from Spain. He expresses himself in the Evanston index: This war is prty sirius, and this is why it is; at first the Spanish used bad words about Mr. Kinerly; and the next sirius thing was the Min. and I wish I could see that explosion.

Dear Number Six, she cried, "I can never leave you!" Sweet blushes crept in the girl's cheek at this avowal of affection on the part of the child. The stranger stopped and kissed her hand.

Lizzie Macready was busy at a window when the stranger and the parson walked up the gravel path. The parson had never seen a more pleasing face, she thought. It was a good, honest face, too, and when a moment later he requested her to bring little Bee to the reception-room, her heart throbbed wildly. Perhaps her prayer had been heard!

The woman and the child entered the room, and the stranger came forward to meet them. He caught the little girl in his arms and kissed her. Bee, who had never been round his neck and laid her head on his shoulder. A good omen, thought Lizzie, and confidently shook the stranger's hand. The minister introduced the visitor as Mr. Correll, little Bee's half-brother. His father, a wild, reckless fellow, had left his wife. He had taken their child, a boy, with him. The boy was the man, who now stood before them. They had drifted to the mining camps of Colorado and the Correll had amassed riches. A few months ago he died, leaving everything to his son and imploring him to find his mother. This the son did. He had learned of his mother's divorce and marriage to Rossiter, and of the birth of a baby girl. The trail led to the little mountain town in Vermont, and here he found one in her grave, the other a public charge in an orphanage.

Lizzie Macready grew pale as death, when he announced his intention. The child, still nesting in his arms, held out her hand to her foster mother. "Dear Number Six," she cried, "I can never leave you!"

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For days Mr. Correll, the rich young miner, lingered in the little mountain town. Again the gossip got together, wondering what kept him in a place so devoid of attraction to people with money. There was nothing in the way of little Bee's departure. Surely that foolish young woman, Lizzie Macready, would not again interpose silly objections.

Every day the stranger went to the orphanage to spend hours with his little sister and her beloved Number Six, for he insisted that Lizzie Macready should accompany her charge on all their strolls through the garden.

At last he informed the landlord of the little hostelry that he would depart the next day. He ordered a four-seat carriage instead of a single fly to take him to the station. "I am not going alone this time," he said to himself with a happy smile.

"Going to take the little girl with you," answered the landlord, saying to himself that there would be one less for the country to feed.

"Yes, and a wife!" continued Correll. "A wife?" gasped the innkeeper. "Where did you get her?" Over at the orphanage, I am going to be married in the morning to Lizzie Macready—Number Six—your know?"—St. Louis Republic.

YOU NEED THE BEST. The Diamond Dyes Color All Classes of Goods.

Diamond Dyes, as far as general usefulness is concerned, are far ahead of all the adulterated packages and soap greases dyes now before the public. These crude packages are very limited in their powers. The true, they give a semblance of color to thin and flimsy fabrics, but when tried on good dress materials and heavier goods such as flannels, worsteds, tweeds and cloths, they are simply worthless.

The Diamond Dyes, owing to their great powers of penetration, their perfect solidity and depth of shade, their purity and brilliancy, are adapted for all classes of goods from the thinnest gauze to the heaviest tweeds. This great range of work, possible only to the Diamond Dyes, is what has made them so popular all over the world.

If you would do your own dyeing work in proper style, use the Diamond Dyes. Avoid all imitation packages and soap preparations. The Diamond Dyes are first and best for home use.

Thousands Spent on Cycle Parades. A theatrical manager told me last year that it had to get up a procession similar to ours it would cost him thousands of pounds for dress alone, remarked a gentleman on the committee of a large cycle parade. "I have no doubt it would. We have about 1,500 riders who each spend anything on dress, from a few shillings up to £10 or £15." In our last parade we had a lady whose dress, with the electric light arrangement attached, must have cost at least the latter sum. Considerably more, of course, is spent on tableaux. Now, suppose that the average amount spent per head on costumes is £2. Then you get a total expenditure, for our carnival alone, of about £3,000 for dress. Large as this sum is, it would be considerably larger if carnival committees would lend themselves to advertising. This sort of thing has been attempted. A cycling firm once attempted to get publicity by sending a fleet, made up of machines, and with their name on the sides. It must have cost them a lot of money, fully £20. The riders would, in ordinary circumstances, have got the first prize. As it was, they were passed over. There was a distinct notice in the programme.

HEART SIGNALS. No advertisements allowed in the procession, and accordingly this turn-out was disfigured. However, if advertising were allowed a huge sum would be spent altogether on cycling carnivals.

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St. John, Sept. 6, L. J. Walker to Alberta K. Hanson. Calgary, N. W. T., Aug. 16, R. S. Chipman to Isaac Eastie. New Ross, Aug. 20, by Rev. Fr. O'Sullivan, Martin Boyle to Lucy East. Westville, Aug. 20, by Rev. E. Cumming, John T. Whidden to Jane Dickson. Weymouth, Sept. 7, by Rev. Mr. Harris, Sydney L. Killam to Hope Johnston. Halifax, Sept. 1, by Rev. T. Fowler, James M. Crowe to E. E. McLeod. Truro, Aug. 31, by Rev. H. F. Adams, Lyman W. Cox to Lizzie G. Schaffner. Barrington, Aug. 27, by Rev. J. Coffin, Geo. A. Cromwell to Esqnae Christie. Windsor, Sept. 7, by Rev. J. A. Mosher, James McDonald to Ella M. Allen.

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WEAR Suspenders BORN. GUARANTEED.

Richibucto, Sept. 1, to Mr. Mrs. John Corrie, a son. Sydney, Aug. 29, to Mr. and Mrs. Albert Lewis, a son. Halifax, Aug. 29, to Mr. and Mrs. E. A. Brown, a son. Dartmouth, Sept. 1, to Mr. and Mrs. J. S. Warner, a son. Windsor, N. S. Sept. 4, to Dr. and Mrs. Bret Black a son. Sydney, Aug. 31, to Mr. and Mrs. A. W. Jackson a son. Parrisho, Aug. 27, to Mr. and Mrs. A. W. Jackson a son. Harmony, Sept. 3, to Mr. and Mrs. Charles Smith, a son. Halifax, Sept. 4, to Mr. and Mrs. A. J. Brackett, a son. Lewisville, Sept. 10, to Mr. and Mrs. W. H. Waiters, a daughter. Richibucto, Sept. 4, to Mr. and Mrs. John McLean a daughter. Falmouth, Aug. 27, to Mr. and Mrs. Edward Lunan, a daughter. Truro, Sept. 1, to Mr. and Mrs. Angus McDonald, a daughter. Westworth, Sept. 4, to Mr. and Mrs. Delbert Hall, a daughter. Halifax, Sept. 4, to Mr. and Mrs. Jas. W. McFar-ridge, a son. East Rawdon, Aug. 31, to Mr. and Mrs. Thomas S. Crowe, a son. Parrisho, Aug. 27, to Mr. and Mrs. Clarence Johnson, a daughter. Clark's Harbor, Sept. 3, to Mr. and Mrs. Jos. E. Keny, a daughter. Upper Grandville, Sept. 30, to Mr. and Mrs. Fred Wilson, a daughter. Annapolis Royal, Sept. 3, to Capt. and Mrs. G. W. Seabrook, a daughter. Bridgetown, Aug. 30, to Mr. and Mrs. Burpee Marshall, a daughter. Onslow Mountain, Aug. 26, to Mr. and Timothy Clark's Harbor, Sept. 1, to Mr. and Mrs. Samuel Hopkins, a daughter. West Publico, Sept. 3, to Mr. and Mrs. Chas. S. J. D'Entremont, a daughter.

MARRIED. St. John, Sept. 6, L. J. Walker to Alberta K. Hanson. Calgary, N. W. T., Aug. 16, R. S. Chipman to Isaac Eastie. New Ross, Aug. 20, by Rev. Fr. O'Sullivan, Martin Boyle to Lucy East. Westville, Aug. 20, by Rev. E. Cumming, John T. Whidden to Jane Dickson. Weymouth, Sept. 7, by Rev. Mr. Harris, Sydney L. Killam to Hope Johnston. Halifax, Sept. 1, by Rev. T. Fowler, James M. Crowe to E. E. McLeod. Truro, Aug. 31, by Rev. H. F. Adams, Lyman W. Cox to Lizzie G. Schaffner. Barrington, Aug. 27, by Rev. J. Coffin, Geo. A. Cromwell to Esqnae Christie. Windsor, Sept. 7, by Rev. J. A. Mosher, James McDonald to Ella M. Allen.

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In Every House there is some article of furniture that would be improved with a coat of THE SHERWIN-WILLIAMS ENAMEL PAINT. It gives a bright lustre to anything upon which it is used. Fourteen beautiful tints and shades. See color card. It's economical. It will save the old rocker that would otherwise be thrown away as unsightly. Put up in small packages. Ask your dealer for it. A book on paints free. THE SHERWIN-WILLIAMS CO. PAINT AND COLOR MAKERS. 100 Canal St., Cleveland. 2020 Stewart Ave., Chicago. 897 Washington St., New York. 21 St. Antoine St., Montreal.

STEAMBOATS. Star Line Steamers - FOR - Fredericton. (Eastern Standard Time.) Mail Steamers Victoria and David Weston. Leave St. John every day (except Sunday) at 8 a.m. for Fredericton and all intermediate landings, and will leave Fredericton every day (except Sunday) at 8 a.m. for St. John. Star Line Steamers will leave Fredericton for Gagetown every Wednesday every Afternoon at 4 o'clock (local time). Returning will leave Gagetown every morning at 6 o'clock. Saturday's Steamer will leave at 6 o'clock. GEO. F. BAIRD, Manager. On and after July 7th. Leave Hampton for Indiantown. Monday at 6:30 a.m. Tuesday at 8:30 p.m. Wednesday at 9:00 p.m. Thursday at 3:30 p.m. Saturday at 8:30 a.m. Leave Indiantown for Hampton. Tuesday at 8:00 a.m. Wednesday at 8:00 p.m. Thursday at 8:00 p.m. Saturday at 4:00 p.m. CAPT. R. G. EARLE, Manager. RAILROADS. Dominion Atlantic R'y. On and after Monday, Aug. 1st, 1898, the Steamship & Train service of this Railway will be as follows: Royal Mail S.S. Prince Rupert, DAILY SERVICE. Lve. St. John at 7:15 a.m., arr. Digby 10:15 a.m. Lve. Digby at 1:45 p.m., arr. St. John, 4:30 p.m. EXPRESS TRAINS. Daily (Sunday excepted). Lve. Halifax 6:30 a.m., arr. in Digby 12:25 p.m. Lve. Digby 12:40 p.m., arr. Yarmouth 3:15 p.m. Lve. Yarmouth 3:45 p.m., arr. Yarmouth 3:45 p.m. Lve. Digby 4:45 p.m., arr. Digby 1:35 p.m. Lve. Yarmouth 9:00 a.m., arr. Digby 11:45 a.m. Lve. Digby 11:55 a.m., arr. Digby 10:25 a.m. Lve. Yarmouth 8:55 a.m., arr. Digby 5:45 p.m. Lve. Digby 10:30 a.m., arr. Digby 10:30 a.m. Lve. Annapolis 7:15 a.m., arr. Digby 8:50 p.m. Lve. Digby 8:50 p.m., arr. Annapolis 4:45 p.m. Fullman Palace Buffet Parlors Cars run each way on Flying B. weekend express trains between Halifax and Yarmouth.

DIED. St. John, Sept. 8, Sarah Meggs. Moncton, Sept. 7, Maggie Ross. Truro, Sept. 1, Mary McLeod, 76. Grand Fry, Mrs. John Brown, 84. Shelburne, Aug. 29, Mrs. Lisa, 83. Shelburne, Aug. 28, Mrs. Bush, 75. Quispamsis, Wm. H. Hayward, 69. Wintthrop, Mass., Jas. Johnson, 76. St. John, Sept. 10, Samuel Lane, 79. Halifax, Sept. 9, Harriet Fairbanks. Middle Clyde, Aug. 30, Geo. McKay. Truro, Sept. 2, Chas. L. Stevens, 77. Halifax, Sept. 8, Leo W. Parsons, 64. Shelburne, Aug. 31, Deborah McGill. Halifax, Sept. 5, Albert E. Besley, 22. Halifax, Sept. 5, Mrs. Robert Smith, 54. St. John, Sept. 6, Clarence D. Alward, 1. Dartmouth, Sept. 6, William Peterson, 90. Lockport, Aug. 29, Mrs. David Peterson. Parrisho, Aug. 26, Wm. Nightingale, 91. Halifax, Sept. 8, Murdoch L. Hawley, 20. Yarmouth, Aug. 24, Mrs. Ann Wyman, 82. St. John, Sept. 11, William C. McIntyre, 66. Colchester, Sept. 2, Mrs. Hugh Ferguson, 73. Shelburne, Aug. 24, Mrs. John McKernon. Jeddore Head, Sept. 4, Selden L. Myers, 93. Lower Economy, Sept. 1, David P. Soley, 65. Newby Quoddy, Aug. 21, Albert Smith, 6. New Glasgow, Aug. 21, Thomas Carrigan, 50. Shelburne, Aug. 24, Mrs. Edward Turner, 45. Shelburne, Sept. 3, Mrs. Catherine Frhill 86. Shelburne, Aug. 27, Nina Myrtle Buchanan, 1. Lower Sella, Aug. 18, Capt. David Crowe, 78. Cumberland Co., Sept. 1, Thomas W. Colburn, 66. Bridgetown, Sept. 6, Mrs. J. Edwin Walker, 74. Ohio, Antigonish, Aug. 8, Charley McInnis, 14. Cambridge Mass., Aug. 20, John D. Creelman, 66. Providence, H. I., Sept. 7, Dr. Cyrus K. Fisk, 80. Sydney, Aug. 31, James Joseph, McNeil 3 months. West Pictou, Sept. 5, Clarence H. Greenough, 28.

RAILROADS. CANADIAN PACIFIC RY. Fall Exhibition Excursions. Tickets on sale from St. John, N. B. as follows: To Ottawa and return at \$11.50 each Sept. 16th to 19th, and at \$13.50 each on Sept. 20th only, all good for return until Sept. 27th. To Montreal and return at \$14.15 Sept. 16th to 19th and at \$16 on Sept. 20th only. All good for return until Sept. 27th. Fall Excursion. -TO- Portland and Return \$8.50. Boston and Return \$10.50. On Mondays, Wednesdays, Thursdays and Fridays, good for return within 4 days from date sold. Further particulars of C. F. E. TICKET AGENT, H. H. HOYMAN, Ass't. Gen'l. Agent, St. John, N. B.

INTERCOLONIAL RAILWAY. On and after Monday, the 29th June, 1898 the trains of this Railway will run daily, Sunday excepted, as follows: TRAINS WILL LEAVE ST. JOHN Express for Hampton... 4.3 Express for Campbellton, Fargush, Pictou and Halifax... 5.30 Express for Halifax... 11.6 Express for Lunenburg... 12.4 Express for Sarnia... 13.6 Express for Quebec, Montreal, Truro, Halifax and Annapolis... 15. Accommodation for Montreal, Truro, Halifax and Sydney... 22. A sleeping car will be attached to the train leaving St. John at 12.30 o'clock for Quebec and Montreal. A sleeping car will be attached to the train leaving St. John at 2.30 for Truro. Dining and Buffet cars on Quebec and Montreal express. TRAINS WILL ARRIVE AT ST. JOHN Express from Hampton... 7.15 Express from Sarnia... 8.30 Express from Lunenburg... 11.00 Express from Halifax, Quebec and Montreal... 11.00 Express from Quebec, Montreal, Truro, Halifax and Annapolis... 11.00 Accommodation from Montreal, Monday excepted... 11.00 All trains are run by Eastern Standard Time. CITY TICKET OFFICE, 27 Prince Wm. Street, St. John, N. B.