THE ARGUS

Published at LUNENBURG every Tuesday

SUBSCRIPTION.

One year, in advance.....$1.00
Not paid in advance.....1.25
Six months.....60
Three months.....30

W. A. LETSON Editor.
F. R. MOORHEAD Publisher

Address all communications to

"ARGUS"
Lunenburg, N. S.

Liberals Opposed to Preference.

Now that Sir Wilfrid Laurier and his followers have threatened to withdraw the preference to British goods, the public has another opportunity of satisfying itself as to how much faith can be safely placed in any policy the Liberal party may announce.

It was only on November 4th, in a speech at Toronto, that Sir William Mulock said of the British preference:

"How has Great Britain already treated us since we granted this preference? Till then our produce was little known or appreciated in her markets, and much was sold under the name 'American.' Now it no longer enters that market under an alias, but under its true name, 'Canadian.' That name is now popular, respected and beloved in England, and sells our produce and wins for it a preference, thus increasing the demand for Canadian products."

Two weeks later the full report of Mr. Chamberlain's address at the Colonial Conference arrived, and in it is contained this absolute denial of Sir William Mulock's claim:

"This was a preference voluntarily accorded to Canada on British taxable goods, imported into the Dominion. The time that has elapsed has been sufficient to enable us to form a judgment of the effect of an arrangement of this kind, and I have to say to you that while I cannot but gracefully acknowledge the intention of this proposal and its sentimental value as a proof of good will and affection, yet its substantial results have been altogether disappointing to us, and I think they must have been disappointing to our promoters."

The situation fully illustrates how much one can rely on the statements of members of the Laurier cabinet. Sir William Mulock was present at the colonial conference and heard Mr Chamberlain denounce the Preference, in behalf of the British people. He also heard the Colonial Secretary offer a similar expression of opinion in behalf of the Canadian ministers. He was cognizant, too, of the stand taken by the Canadian representatives, who notified the British authorities that the Canadian Government might at any time cancel the concessions to British goods.

Yet in the face of this knowledge, made public a few days later, he not only defended, but praised a policy which he had threatened to denounce. He claimed for the Preference a popularity among English people which he knew to be a myth. And the only excuse one can offer in his behalf is, that his observations were made in the course of the same speech in which he uttered the insinuendo concerning his postal surplus and that misrepresentation developed into force of habit.

Mr. Chamberlain is disappointed with the Preference. The Canadian ministers, through Mr. Chamberlain, have also expressed their lack of faith in it; and the Canadian manufacturers are against it. Who does want it, as it now is—a medium for the flooding of Canadian markets with the products of the "sweat-shops" of Europe?

What Canada does want, is a "Mutual Preference," as advocated by the Conservative party, having regard first and always for the interests of "Canada for Canadians."

Gems of Liberal Consistency.

"Now, this is what I have to say with regard to protection in the broad field of its operation and application in the world. I have given more particularly and in detail the results in the United States, but the facts that that policy has been adopted and is continued in Germany, Russia, and France is evidence I think, that it must be producing practical results in the same line, or it should be repudiated in those countries."—Mr. John Charlton, Liberal M. P. for North Norfolk, in his budget adbress March 20th, 1902.

* * * *

"I cannot agree with my hon. friend in the hope he expresses that after the London conference this government will raise the tariff. On the country, I, as a free trader, will not be able to support any government which raises the tariff any higher, as against the interests of the great producing masses of Canada. I am not afraid for the position of the manufacturers of Canada. I think I heard one of the speakers say this afternoon that certain factories in Canada that had very high protection were yet idle, and he thought that was a reason why the government, for the purpose of having these industries here, should raise the duties and give still further protection. I think the best reason that could be given why these factories should not be in Canada, at any rate to the extent to which they are developed, is the fact that they are not able to live under the high protection that they have to day."—Mr. W. Edwards, Liberal M. P. for Russell, in his budget speech, March 20th, 1902.

Canada is to have another ocean to ocean railroad. Of course the Government of Canada will be asked to contribute towards its construction, and no doubt a liberal subsidy will be forthcoming. The times have changed since the Liberals ridiculed the building of a trans-continental railway. In the good old days of Sir John they used to say that such a road would not pay for the axle grease. They have learned something since then.

The People Will Judge.

Failing to secure a working majority in the Ontario Legislature by ballot-box stuffing, the destruction of ballots, perjury, bribery and the perpetration of almost every other known election scheme of doubtful origin, Hon. G. W. Ross appealed to his friends of the Central Prison for assistance. But the most expert thieves failed to oust Mr. Donald Sutherland from his seat in South Oxford. Now it transpires that Mr. Sutherland was asked to sell himself body and soul to the Liberal party. His reward was to be of the spot cash order. Mr. Sutherland refused to be bought. How about men who seek to buy parliamentarians? In St. Louis, the courts have sent a number of such citizens to prison to serve terms covering many years. That is a splendid remedy for Ontario to employ. Unfortunately the men who are interested in the crimes there are responsible for the punishment of criminals. And of course the rascals will escape for a time. It is for the people to constitute themselves the judges in this case, and an opportunity will offer shortly in the bye-elections.

Cat and Dog Create Trouble in Senator's Office at Truro.

Truro, November 27.—An amusing scene was witnessed by a few people on Inglis street last night. It was in Senator McKay's office. The occupants of the office at the time were Recorder Patterson, Sheriff McLennan and a cat. The Sheriff and recorder were quietly talking when in walked the senator's big dog "Trilby." He is all dog; there is over 100 pounds of it. He had blood in his eye, and it was soon apparent he was after the cat. In fact he did not keep the audience waiting a minute, but immediately commenced the performance, and a lively one it proved to be. When "Trilby" got properly to work there were flying chairs, books, papers, a cat and a yelping dog. The Sheriff and recorder hastily vacated by fleeing to the street, where they witnessed the performance through the glass. However, John, the porter put in an appearance and saved the cat's life. The office after the conflict was over reminded one of the picture of a western town after a tornado had passed through it.

A Perilous Rescue.

Gloucester, Nov. 23 —The schooner Beta, of East Boston, Captain N. C. Danfort, bound from Boston to Portland with a full cargo of cement, struck about 200 yards from Eastern Point light last night and is a total wreck. The captain, his wife and 5-year-old child and the four men comprising the crew were rescued with considerable difficulty by Captain King of the Dolliver Neck life-saving station, assisted by his crew, Light Keeper Bailey and Assistant Light Keeper Wheeler of the Eastern Point light.

The Beta left Boston Saturday afternoon, and when off Eastern Point light, while a half a gale was blowing from the southwest, the steering gear broke and the vessel became unmanageable. It was impossible either to keep her off or to luff her, and she stuck in the breakers. When she bid up the bowsprit was about 20 feet from the edge of the breakers.

One of the crew crawled out on the bowsprit and waiting until the sea washed back dropped off the martingale and succeeded in reaching the rocks, but not with out great risk of his life. He went to the lighthouse and gave the alarm to Keeper Bailey and his assistant. They immediately got a torch and wigwagged across the mouth of the harbor to Captain King in the Dolliver's Neck station. The life-savers were soon on hand, but they had brought with them none of the life-saving gear. Keeper Bailey happened to have one old boatswain chair, which they rigged into a make-shift for a breeches buoy. One of the life-savers succeeded in getting aboard the Beta by climbing up the martingale during a receding sea and the line was quickly rigged to the bowsprit. All aboard the vessel were then soon hauled ashore, but none too soon, for a few minutes later the craft broke in two.

Mrs. Danforth was only partially dressed and without shoes and stockings. All were wet and suffered considerable from exposure. The captain and his family and one of the men stayed at the lighthouse and the others were taken across to the life-saving station.

Convicts Go On Strike.

London, November 27—From the Siberian convict settlement at Alexandrovsk news has been received that the convicts have gone on strike, refusing all nourishment until they are more humanely treated. It is said that the convicts are loaded with chains, hoarded in dark, unsanitary cellar, and not taken out into the open air for weeks at a time. Infectious diseases have broken out among them but the sick have not been removed, being left to suffer in the overcrowded prison. Even the corpses of those who succumbed are left to rot among the living. The wardens treat all convicts with incredible brutality. The convicts carried out the strike resolutely. On the third day many lost consciousness from fasting, but no sufferings induced them to accept the food. The condition of the convicts in the settlement of Kok Techtovsk is still worse. Desperate revolts there have only been quelled after much bloodshed.

POOR (?) CARNEGIE.

(From the Orange Sentinel.)

How deeply we should sympathize with poor Andrew Carnegie in his futile efforts to spend his income. To have money coming in so fast that one cannot give it away as rapidly as it accumulates is most distressing. Fortunately there are not many in that awful predicament, for life is not worth living when one is buried in wealth, so to speak, which seems o be the position of the great manufacturer.

The statistican has figured out that Mr. Carnegie's wealth is accumulating at the rate of 5o cents a second, $30 a minute, $1,800 an hour, $43,200 a day, $302,400 a week, and $1,296,000 a month.

A million dollars a month! Just think of it! What a burden that must be! For a very short time it would doubtless seem nice to have money rolling in, but the impossibility of making use of it would quickly change the wealth from a blessing to a curse in the estimation of almost anyone.

That old Hebrew prophet who prayed that the Lord would give him neither riches nor poverty struck the key-note of happiness. It is not to be found in superabundance any more than it can be realized in poverty. And it is no mere figure of speech to say 'Poor Carnegie!" for, with all his gold and bonds and shares, he is not as happy and contented as the humble employees on his Skibo Castle estate.

He can't even send his money to Halifax.

A False Prophet.

Speaking in New York on Monday evening, November 10, Roman Catholic Archbishop Ireland is reported by American daily papers to have said: 'I do not want to be bellicose, but I say this for myself: As sure as fate, although you and I may not see it, the starry banner will wave mistress over all the territory from the Gulf to the Bay. There will be no conquest, no war. The hearts across the boarder are already beating with love for us, and commerce and agriculture are calling for espousals."

The Archbishop must have recently read one of Longley's annexation speeches, or Sir Richard Cartwright on Commercial Union!

BOYS WANTED.

We recommend this to the attention of every boy reader of the ARGUS:

Men are wanted. So they are. But boys are wanted, honest, manly, noble boys. Such boys will make the desired men. Someone has declared, and truly, that these boys should possess ten points which are thus given—honesty, intelligence, activity, industry, obedience, steadiness, willingness, politeness, neatness, truthfulness. One thousand first-rate places are open for one thousand boys who come up to the standard. Each boy boy can suit his taste as to the kind of business he would prefer. The places are ready in every kind of occuptation. Many of them are filled by boys who lack some important qualification; but they will soon be vacant because the boys have been poisoned by reading books, such as they would never dare to show their fathers and would be ashamed to have their mothers see. The impure thoughts suggested by these books will often lead to vicious acts, the boy's mind is destroyed, and their places are given to others. Distinguished clergymen, skilful physicians, successful merchants must all soon leave their places for somebody else to fill. One by one they are removed by death. Mind your ten points, boys; they will prepare you to step into vacancies in the front rank.

Over an Embankment.

Indianapolis Ind. November 28.—The St. Louis flyer, on the Big Four, was wrecked early to-day on a high embankment one-half mile west of Avon. Three passengers were seriously injured and a dozen or more were slightly hurt, but none fatally. The train was running at high speed and struck a broken nail. The engine and two mail cars left the track. The New York sleeper, on the rear end, rolled over twice and down the embankment of twenty-five feet, landing bottom side up. It contained only three passengers. The others remained on top of the embankment, but many of the imprisoned passengers got out only by breaking the windows.

No Canadians are mentioned in the partial list of the injured given out.

The election in Yarmouth takes place to-morrow (Wednesday). The candidates are S. H. Petton, Liberal; T. E. Corning, Conservative.

An Enormous Potato Sent to King Edward.

TROY. N. Y., November 25.—An enormous potato weighing several pounds, consigned "to His Majesty the King of England, House of Parliament, London, England," was an object of interest in its transfer at the depot here. It was shipped by N. P. Hulett, of Pawlet, Vt, who raised it on his farm.

The Borden's Hard Trip.

New York, November 25.—"I would not undergo that experience again for $50,000," said sailor Harry Anderson, of 172 Cherry street to-day, referring to his famishing, freezing trip from Cadiz to the coast of Newfoundland in the Parrisboro schooner B. C. Borden, salt laden.

"Captain Roher said he would run across to Halifax in twenty days, and took only stores enough for twenty-six days. The schooner was sixty-eight days on her journey, never reached her destination, was driven back when nine miles off the Nova Scotia coast, lost three suits of sails, and was reduced to only one rag of canvas.

"Gales knocked her about in the Bay of Biscay, the crew was reduced to one meal a day, consisting of a cup of tea and a biscuit, and the men's clothes were reduced to rags.

"Barefooted, without mittens or proper clothing, I took the wheel for

FOUR HOURS IN A SNOWSTORM.

The ice was forming on decks, rigging and rails. I had no socks, and my shoes having no soles, I left them in the forecastle.

"The captain brought me up a pair of baize socks for my hands and told me that I would have to stand the next watch as the mate was laid up. We used to wring out our clothes, put them on again, get into our oil skins and turn in all standing."

"A seventeen year old lad was sent up one night to loose a sail, but was then ordered to make it fast. He fell seventy feet, struck the boat on top of the ore deck house, bounded to the rail, and would have gone overboard if the bo'sun and I had not grabbed him. The bo'sun sent me after some water and in five minutes the boy went aft and took the wheel.

"The cook was going to kill his dog on the 58th day, while we were in the Gulf Stream, but the English steamer Mersey hove in sight We signalled her and she gave us some provisions.

"We could not make the coast of Nova Scotia with only one sail, and

BEGAN TO DRIFT BACKWARD.

From the time we left Cadiz we had to pump the schooner out every half-hour We removed the after hatch and found the cargo had leaked out of the ship. Whereas she had been full up, you could see her keelson. We had been pumping our salt as it dissolved into the salty ocean.

"The fishing smack Ellen F. Gleason on the banks picked us all off. We left the Bordan at noon, set fire to her, watched the fire burn, and at 10 p. m. saw her go down."

She is Still at Work.

Buffalo, Nov. 24.—Mrs. Carrie Nation, fresh from her sensational experience at the New York Horse Show, where she denounced the Vanderbilt women for wearing decollete costumes, and when she grabbed a bottle of champagne from the hands of one of the Vanderbilt men, passed through Buffalo at 7 50 o'clock last evening en route west.

"Good evening, Carrie," said one of the brakemen at the Central Station, when the notorious saloon masher was recognized.

"Take that cigar out of your mouth, it's vile," was the reply the woman made. The brakeman threw the cigar away, and she went on:—"Tobacco is a vicious habit, and its vile. It leads to other evil things, and not only wrecks the health, but wrecks happiness and sobriety. Young man, take my advice and don't use tobacco. Then you may go to heaven. If you don't take my advice you'll surely go to the other place."

A despatch from Batavia gives Carrie's experience there as follows:—"Mrs. Carrie Nation, who was a passenger upon the westbound New York Central train which passed through Batavia at 6.16 o'clock last night, came upon a platform at Batavia and delivered a lecture upon the evils of cigarette-smoking. The engine of the train upon which she was a passenger had a hot journal, and was delayed for fifteen minutes. The particular objects of her wrath were several men upon the platform. Some of whom were smoking cigarettes. They listened to her good-humoredly and respectfully."

Lovemaking In Church Rouses Pastor's Wrath.

Bethel, Ohio, November 27.—The Rev. Henry C. Brown, of the Congregational church here, has brought down upon his head a torrent of indignant denial from the young members of the congregation, whom he accuses of kissing in the sanctuary.

At the weekly prayer meeting the clergyman announced that there must be no more love-making in church, and said that time after time services have been interrupted by smacks of kisses.

Mr. Brown says that for the last six months he has known that it was the habit of young men and women to attend church, which is lighted by kerosene lamps, simply that they might sit in the semi-darkness and make love. During the week of prayer he declared he was annoyed nightly by loud smacks heard at frequent intervals from various parts of the church. He asked the trustees to furnish more lamps, the request was ignored, and he was determined to check the practice or resign.

Mr. Brown, who is a widower, criticised the young men even more severely than he did the young women.

The enterprising sailor who was on the schooner B. C Borden on her last trip has been furnishing "copy" for a New York paper and the story was copied in Halifax. It may be interesting in this connection to state that the stranding of the Borden took place in December, 1900, nearly two years ago.—Chronicle.

SHERIFF'S SALE.

1882

In the County Court,

District No. 2

BETWEEN—

Stephen Wynot, son of Henry, Pltff.

and

Christian Nass, son of George, Defdt.

TO BE SOLD AT PUBLIC AUCTION by the sheriff of the County of Lunenburg or his Deputy at the Court House in Lunenburg on Monday the 22nd. day of December 1902 at 11

All the estate, right, title, interest, claim, property, and demand of the above named defendant at the time of there cording of the judgement herein or at any time since of, into, out of, or upon those two certain lots pieces or parcels of land situate lying and being in Farmville, near Blockhouse in the County of Lunenburg, bounded and described as follows;—

1st Lot, known as the home lot, bounded Northwestwardly by lands of Benjamin Ernst, Nathaniel Hebb, James Langille, Caleb Langille, Levi Langille, Eli Barry and Simon Langille, Northeastwardly by an old road next the property of William Zwicker and Henry Ernst, Southeastwardly by lands of Henry Ernst, and Southwestwardly by the Sweetland Road so called containing fifty acres more or less.

2nd Lot, bounded Northwestwardly by lands of Zenas Thompson, Northeastwardly by lands of the heirs of the late Hibbert Mader deceased, Southeastwardly by lands of said Zenas Thompson and Lewis and John Ernst and Southwestwardly by said Sweetland Road, containing seventy five acres more or less, excepting the "Central Railway" passing through the same.

Together with the buildings, privileges and appurtenances to said respective lots belonging or in any wise appertaining. The same having been levied on and taken under and execution issued on the judgment herein and duly recorded for more than one which year execution has been issued in pursuance of an order herein dated Sept. 24th 1902, granted by his Honor F. G. Forbes, judge of the said County Court.

JOSEPH CREIGHTON,
Sheriff of the County of Lunenburg

W. H. Owen, of Bridgewater N. S. Solicitor for C. Edwin Kaulbach the party entitled to execution herein.

Dated Sheriff's Office Lunenburg. Nov. 17th, 1902.

NOTICE.

ALL Persons having legal demands against the Estate of WILLIAM YOUNG late of Lunenburg, in the County of Lunenburg, Shipping Master deceased, are requested to render their accounts duly attested to within twelve months from the date hereof, and all persons indebted to said Estate are required to make immediate payment to

J. WILLIAM YOUNG,
Sole Executor.

SMELTZER & SMITH.

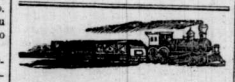
Butchers & Grocers

LINCOLN ST., LUNENBURG

Always on hand, Chicken Fresh Beef, Pork, Puddings, Sausages, etc.

Also a good supply of Groceries, including Butter an eggs.

Country Produce taken in Exchange.



DOMINION ATLANTIC RAILWAY

"Evangeline Route"

The Dominion Atlantic Railway makes close connection at Middleton with the trains of the Central Railway from Lunenburg, Bridgewater and other points.

Passengers leaving Lunenburg 7:30 a. m. and Bridgewater at 8.35 a. m. arrive in St. John at 5.00, and Halifax 6.50 p. m.

The R. M. Steamer Boston (1694 gross tonnage 3845 horse power) leave Yarmouth Wed. Sat. on the arrival of express train from Halifax and Middleton, arriving in Boston about 8.00 a. m. next day. Returning leaves Boston Tuesday and Friday arriving in Yarmouth next morning and connecting there with the express train for Middleton and Halifax.

R. M. S. Prince Rupert 1200 Gross tonnage 3000 horse power leaves Digby Mon. Wed. Thur. Sat. at 2.00 arriving in St. John at 5.00 p. m.

Buffet Parlor Cars run each way daily on Express Trains between Halifax and Yarmouth where close connection is made with the Halifax and Yarmouth Railway.

For all information, time tables etc., apply to the Station Agents on the Central and the D. A. Railway to or General Passenger Agent. Office Kentville.

Trains run on Atlantic Standard Time.

P. GIFKINS
Gen. Manager
Kentville N. S.

ADMINISTRATOR'S SALE

TO BE SOLD AT PUBLIC AUCTION, on the premises of Rufuse Meisner, late of Centre Range. in the County of Lunenburg, fisherman, deceased, on Saturday, the 6th day of December, A. D., 1902 at 11 o'clock in the forenoon, under a License granted by the Judge of Probate, for the County of Lunenburg; All the estate, right, title, interest, claim, property and demand of the said Rufus Meisner at the time of his decease, in certain pieces and parcels of land, stituate, lying and being at Centre Range, in said Count, bounded North by land of Casper Meisner; South by land Isaac Jennings; East by land of George Beck and West by the public highway, containing 16acres more or less. Also a lot of land bounded North by land of Jacob Horn; South by land of Stephen Demone; East by land of Henry Conrad and west by land of Micheal Crouse, containing 12 acres more or less, Also o certain pasture lot with house and barn on first lot. Terms cash.

STANNAGE MEISNEL,
Administrator,

Lunenburg, Oct, 30 1902.

CENTRAL RAILWAY

Time Table No. 16.

Commencing Monday, June 16 190

Trains will Run on Atlantic Standard [Halifax) Time.

GOING NORTH.

	a.m.
Lunenburg, depart	7.20
Mahone	7.47
*Blockhouse	.....
*Maitland	.....
Bridgewater, arrive	8.20
" depart	8.25
*Northfield	.....
Riversdale	9.10
New Germany	9.25
Cherryfield	9.50
Springfield	10.02
Alpena	10.56
Nictaux	11.13
Middleton, arrive	11.25

GOING SOUTH.

	p.m.
Middleton, depart	2.45
Nictaux	2.57
Alpena	3.15
Springfield	4.12
Cherryfield	4.24
New Germany	4.49
Riversdale	5.00
Bridgewater, arrive	5.42
" depart	5.47
Mahone	5.20
Lunenburg, arrive	6.40

Trains are run on Atlantic Standard or Halifax Time.

*Indicates that trains only stop when signalled, or when here are passengers to be set down.

Dominion Atlantic Railway Trains leave Middleton Daily [Sunday excepted] as follows: Going West, 10.33 a.m.; 5.20 p.m. Going East, 7.35; 1.37 p.m.

Steamer "Prince Rupert" leaves Digby for St. John, N. B. Monday, Wednesday, Thursday Saturday.

Steamers of the International Line leave St. John at 7.30 p.m eve y Monday, Wednesday and Friday for Eastp.. Portland and Boston.

Canadian Pacific Railway Trains leave St John for Bangor, Portland, Boston at 6.25 am and 4.15 pm., for Montreal 10.00 pm.

Steamers of the Domir on Atlantic Railway leave Yarmouth for Boston Wednesday and Saturday.

Balcom's stage Line for Liverpool connect with Trains at Bridgewater.

The McClelland's Stage Line for Caledonia connects with trains at New Germany.

Through Tickets for sale at all principal Stations.

J. BRIGNELL,
Gen

DISSOLUTION OF PARTNERSHIP

The partnership lately subsisting between DANIEL M. OWEN, and NEPEAN C. RUGGLES, Barristers of Lunenburg, N. S., under the firm name, of OWEN & RUGGLES, is this day dissolved by mutual consent.

All debts due said partnership, are required to be paid to said DANIEL M Owen, and all demands on the said partnership are to be presented to him for payment.

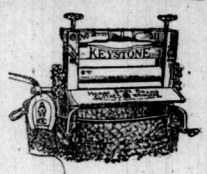
Dated at Lunenburg, the 28th day of December, 1901.

DANIEL M. OWEN,
NEPEAN C. RUGGLES.

The same Law Business is continued by DANIEL M. OWEN.

WRINGERS

HORSE SHOE BRAND



Awarded Gold Medal at the Pan American Exposition. 1901.

It's all in the Rubber.

For sale at—

Frank Powers

NOW OPEN.

I beg to notify the Public that I have just opened, at store recently vacated by G. M. Kaiser & Co. one of the

LARGEST STOCKS OF

BOOTS & SHOES

carried in the County.

Remember that these goods are new, and of best quality procurable, and direct from the factories.

I carry in stock a full line of Women's Misses, Men's, Boy's FOOTWEAR and everything appertaining to a Boot and Shoe Store.

A Discount of 5 percent allowed on all cash purchases.

Hoping by a strict attention to business to merit you patronage.

I remain yours for Business,

GEO. A. SLAWENWHITE.

YOUR NEW SKIRT

AND HOW TO MAKE IT,

You would find our Paper Pattern Department, which shows the well known Standard Patterns, very helpful in reaching a decision. December patterns just received show 'Batwing" and the "Grecian Tunic" Skirt, Consult our Paper Pattern Department for any garment that you wish to make. Our clerks will take pleasure in displaying the stock to you, When you are in, Buy

THE DESIGNER,
TEN CENTS.

See our new "Townes"

KID GLOVES,

and Mochas every pair guaranteed.

J. JOSEPH RUDOLF.

IF IN NEED

—OF—

FUR MUFF,
FUR RUR
FUR COLLAR,
FUR COAT,

Talk it over With

ANDERSON,

IF IN NEED

—OF AN—

OVER COAT or REEFER.

Talk it over With

ANDERSON.

Fur Ruffs	50c	to	$14.00
Fur Collars	$1.00	to	15.00
Fur Coats	$20.00	to	60.00
Men's Overcoats	4.75	to	11.50
Reefers	3.50	to	7.50

Mens and Ladies GLOVES in Wool or Kid, Lined or Unlined.

Special values in Wool Blankets.

HOISERY Cashmere and Wool

Our Fleecy Wool Line for Boys is All Sizes.

A 1 Value

Ladies Vests from.....20c to 75cents
Ladies Cloth Capes.....$2 to $5

FINETTELAINE The New French Waisting.

ZIBERLINE The New Dress Fabric.

Men's Caps and Suspenders.

H. A. ANDERSON.

STORMY WEATHER is coming:

But our stock of

Fall and Winter

BOOTS

are here awaiting your inspection

Those who have seen them say the PRICE and QUALITY cant be beat.

Give us a call and—

SAVE MONEY

on your—

BOOTS, RUBBERS & GAITERS.

J. H. WILSON & CO.

PUBLIC ARCHIVES