

Sunday School

INTERNATIONAL LESSON NO. VI. NOVEMBER 6, 1904

Commentary.—I. Athaliah usurps the throne (vs. 1-3). I. Athaliah—As soon as Athaliah, Jehoram's widow, knew that her son Ahaziah was dead, she at once took steps to seat herself on the throne. She was wicked and unscrupulous and endeavored to make her title to the throne secure by ordering all the male members of the royal family to be put to death. 2. Jehoshaphat—She was probably a half-sister of Ahaziah and step-daughter of Athaliah, being the daughter of Joram by another wife, Took Josiah—He was an infant at this time, not a year old. The bedchamber—The original words signify a chamber of beds. Not a regular sleeping apartment, for Athaliah would leave no such place unsearched, but a place where beds were stowed away. 3. Was with her—That is, his nurse. Hid.—Six years—He was concealed in one of the chambers which ran around the temple on two sides and one end and which were "variously used as wardrobes or as dwelling rooms." It was essential to God's purpose concerning the gift of his Son, that one, at least, of David's house be spared. Hence his providence preserved the infant Josiah, fulfilling 1 Chron. 17: 11-17; 1 Kings 15:4; Jer. 33: 17; Matt. 1:1.

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BISHOP BALDWIN DEAD. Head of the Anglican Diocese of Huron Passed Away Wednesday Evening.



A London, Ont., report: Right Rev. Maurice S. Baldwin, Bishop of Huron, died at 11 o'clock to-night. Two weeks ago his lordship had a slight paralytic stroke, which was sufficient to confine him to his home. On Friday last he was again stricken, this stroke proving so serious that the physicians did not hope for his recovery. Not since the final stroke did the patient recover consciousness. He slept peacefully away, surrounded by his family. The death of Bishop Baldwin cannot but be regarded as a loss to the city of London, the diocese of Huron and the Dominion of Canada as a whole. The attending physicians, Drs. Becher and Moorhouse, were surprised that his lordship lingered as long as he had. They said that the Bishop has a marvellously sturdy constitution, but that, so eager was he in the cause which he had devoted his life, he did not take precautions to guard his health. His lordship could never find it in his heart to refuse any calls which were made upon him, and he would often conduct three services in one day. His work told upon a naturally fine constitution, and the arterial system lost its elasticity and became hardened. It was the rupture

SACRIFICED HIS LIFE To Save His Sweetheart From Being Killed by Cars.

McKeesport, Pa., Oct. 24.—James L. Curley, aged 21, a draughtsman at the East Pittsburg works of the Westinghouse Electric Co., at a late hour last night, gave up his life to save his sweetheart. Curley and a companion named Myers were escorting Misses Walters and Kester to their homes, and while crossing

of breaking into J. Doyle's hotel in Worthington, on the Soo branch. It was in the hands of Constable Irving. On June 17, Doyle was a passenger on the train going east on the Soo branch. At Webwood he saw Chalatron on board the train, and notified Irving, who was on the platform. The officer and Doyle went into the car, as testified by Doyle, to get Chalatron. Irving went to him and, although he denied his identity, arrested him. Just at the doorway of the car the prisoner drew a revolver and fired three shots, the third of which entered Irving's heart, and was committed for trial by Police Magistrate Brodie, before whom also he admitted the shooting, blaming whiskey and excitement for it. The defence set up by the prisoner's counsel was that the shooting was accidental. The first two shots struck in the car. Chalatron said he fired them only to frighten the officer, and the third struck Irving because the latter pulled his arm. The jury was about an hour considering the verdict. As soon as they returned with its sentence was passed. Mr. Justice Osler was plainly much affected by the painful duty of naming the date for the execution. Chalatron is 24 years of age, and was born in Montreal. His folks live now in Seattle, Wash. Provincial Detective Creer, who was one of the witnesses on the case, learned during his investigations that Chalatron lived five years on a money stolen from different places. Chalatron's execution will be the second in the Soo, the other being that of Frederick Schultz on Feb. 7, 1902, for the murder of his wife.

A NECESSARY EXPENSE. Advertising is no longer a matter of caprice or experiment in the case of enterprising and successful business men. "The merchants," says a well-known advertiser, "have been educated up to the idea of placing their newspaper advertising expenses in the same category as rent and the customary and imperative running expenses."

Market Reports The Week.

Toronto Farmers' Markets. Receipts of grain on the street to-day were very small. There was no wheat, prices of which are nominal. Barley quiet and steady, 20 bushels selling at 48 to 50c. Oats firm; one load selling at 35 a bushel. Dairy produce in good supply, with prices firm. The best dairy butter sold at 20 to 22c per lb., and fresh eggs 21 to 28c per dozen. Spring chickens, 10 to 11c per lb.; ducks, 9c; geese, 9c, and turkeys, 15 to 16c per lb. Hay in limited supply, with sales of 10 loads at \$10 to \$11.80 a ton for timothy, and at \$8 for mixed. Straw is nominal. Dressed hogs are quiet and steady at \$7.25 to \$7.75.

Toronto Live Stock. Receipts of live stock at the city market were 13 cars, composed of 117 cattle, 623 hogs and 743 sheep, with 9 cars of Chicago cattle, 129 in number, consigned to W. H. Dean. Trade, as is usual on Friday, was dull, a repetition of Thursday's market, only worse. Prices were unchanged for all classes of cattle, calves, sheep and lambs.

Leading Wheat Markets. New York Dec. May. Duluth 1.13 1.17. Minneapolis 1.12 1.16. St. Paul 1.13 1.17.

Apple Markets. P. W. Duncan, Toronto, received the following cables from Bremen & Gerstenkorn, Hamburg, Germany: "Strong demand, market advancing. Gravenstein, 13s to 25s; Bismarck, 12s to 18s; Ben Davis and King, 11s to 20s." From Henry Levy, Glasgow, Manchester and London one shilling firmer. Liverpool improving.

Liverpool Apple Market. Woodall & Co. cable Eben James: "Sixteen thousand barrels sold. Market opened firm and gradually advanced, closing with 6d to 1s 10d." The Manchester Fruit Brokers, Limited, cable: "Greenings, 7s to 10s; Baldwins, 10s to 12s 6d; Spies, 12s 6d to 15s 6d; Russets, 10s to 12s 6d; Kings, 12s 6d to 15s 6d. We think future prospects are good, and urge prompt sales."

The Cheese Markets. Belleville, Oct. 22.—To-day there were offered 1,700 white October cheese; sales were 700 at 9-10c. Kenosha, Oct. 22.—Cheese sales: McPherson bought 208 at 8c and 31 at 8 1/2-10c; Gunn and Langlois, 24 at 8 1/2-10c. Kenosha, Oct. 22.—Small number of cheese offered on last night's board; highest price offered was 9-10c; no sales were made. Watrous, Oct. 22.—Large white, 80 boxes at 9-10c; large colored, 140 boxes at 9-10c; white twins, 2,331 boxes at 9-10c; colored twins, 646 boxes at 9-10c. Cornwall, Oct. 22.—To-day 1,087 cheese were boarded here, 401 white and 686 colored; all sold at 9-10c.

London, Oct. 22.—To-day 1,335 boxes were offered, 225 white, balance colored; bidding from 8 1/2 to 9 1/2c.

Bradstreet's on Trade. At Montreal, according to Bradstreet's advice, the wholesale jobbers in all lines report a continuance of the brisk trade that has existed throughout the early fall. In many lines there has been some stimulation on account of the cool weather. Winter goods generally continue to move freely and in some departments travellers have begun to offer goods for the spring season. The outlook favor a continuation of satisfactory conditions, although there has been a noticeable slowness in remittances during the season.

Trade at Toronto continues in a satisfactory condition. Winter goods generally are moving freely and in many branches of business sorting orders are coming forward in considerable volume. Hardware dealers are particularly busy. Dry goods jobbers also report an active enquiry for all lines of seasonable goods. The grocers have bright reports to present, and throughout trade generally collections and remittances are fair. Values of manufactured goods are steady.

At Quebec the trade situation of the past week is reported fully as good as the preceding week, in some quarters better. Victoria-Vancouver.—The demand from interior points for all lines of staple goods continues brisk. Sorting orders have in some lines almost depleted stocks and values generally are firm.

Winnipeg.—Trade prospects are bright, as they are bound to be, when farmers are busy getting rid of a big crop of wheat with prices at the dollar mark. The retailers continue to send good orders in all lines of goods that are in steady with hardening tendencies to some departments.

The development of trade for winter goods at Hamilton continues and there is now a fairly steady inflow of orders. The wholesale houses are still busy shipping goods and sorting orders in many departments are good. The business outlook continues promising and prices are firm.

Reports to Bradstreet's from London say the outlook for trade there is satisfactory. Ottawa.—Trade generally at Ottawa continues in good condition.

Hoax.—A railroad train reminds me of a detective. It's always on the track. Joak.—Yes, and it runs people down occasionally.

THE TUNNEL INQUEST.

Jury Recommend Better Means of Ventilation. Sarnia, Oct. 24.—After a two day session and the examination of a score of witnesses, the inquest on the death of Daniel P. Gillies and others, who perished in the St. Clair tunnel on Sunday of last week, was concluded to-day. The following is the verdict: "That Daniel J. Gillies came to his death by suffocation from gas in the St. Clair tunnel on Oct. 9, 1904, while in the discharge of his duty as a tunnel brakeman for the St. Clair Tunnel Company. The jury are of the opinion that if the St. Clair Tunnel Company had better equipment for ventilation it would, in a measure, have prevented the accidents that have occurred since the opening of the tunnel for traffic. And we strongly urge that the Railway Commission, appointed by the Government, investigate what means the St. Clair Tunnel Company should adopt to prevent loss of life in the future." (Signed) David Stokes, foreman.

Fireman Forster could not appear, being still in a low state at the hospital, and two of the other witnesses, Fisher and Hamilton, are still on leave, the latter suffering from burns. The testimony of Alfred Short, the brakeman who went in with the ill-fated train, showed that on arriving in the tunnel he and Tinsley went back to look for Conductor Simpson. They left Coleman and Forster on the engine, and when they reached the van found Simpson alive, but unconscious. They had dared to move the train until Simpson's whereabouts was known, lest he might have fallen on the rails. When the train started to back Short determined that the engine was affected, and advised Tinsley to come with him for help to the Port Huron end. He reached the portal and gave the word which started the rescue parties.

Evidence of what was seen by the rescue parties was given by Walter Hawn, Conductor Fibbert, Brakeman Hamilton, Switchman Jake Blake and others. Speaking of the verdict, Mr. Pope, G. T. R. counsel, stated that the company was not to blame, as everything possible had been done. There was no possibility of accidents to passenger trains, which were all chain coupled and carefully examined before entering the tunnel.

Sarnia, Oct. 24.—The inquest on the tunnel tragedy was re-opened to-day, and testimony before adjournment was brief, but developed some important points. The inquest developed the fact, which has long been lost sight of, that the tunnel is not the property of the Grand Trunk, but is owned by a subsidiary company, known as the St. Clair Tunnel Company. Messrs. Weston and Cable testified that their checks for pay were in the name of the latter company. This may affect the liability of the company, as the crews employed in conveying trains through the tunnel have been serving two masters in a sense, and carry two sets of rule books. The late Conductor Simpson, who has been censured in the press for remaining with his train when the engine left the tunnel, was exonerated by to-day's testimony, in which it was established that two conductors on trains in the tunnel to stay in the van in case of their train being stalled.

Brakeman Weston, who was the first man to feel the effects of the gas, testified that the train parted in the tunnel, and it was found that a draw bar was broken. The car was chained up and hauled out, and on returning it was found that the sand valves on the engine would not work. Simpson and Cable were near the engine when Weston took ill, and asked them to cut loose and take him out. This was done, and he and Cable asked to be laid off, both being ill. Simpson remained with the rest of the train below. The engine returned with Engineer Coleman, Foreman Forster and three substitutes, viz., Richard Tinsley, a conductor; Brakeman Short and Gillies, all of whom perished subsequently.

Yardmaster McKee, the third witness, was questioned as to his authority for forming a rescue party to go into the tunnel after the accident. He regarded himself as under orders to assist the men.

U. S. NAVAL OFFICERS Entertained at Luncheon by King Edward.

London, Oct. 24.—King Edward to-day entertained at luncheon at Buckingham Palace the officers of the American warships now at Gravesend, the guests including Rear Admiral Jewell, commanding the European squadron, of the North Atlantic fleet; Capt. Colby, of the cruiser Olympia; Lieuts. Watts and Jewell, aides on the staff of Admiral Jewell; Ambassador Choate, Secretary White and Capt. Stockton, the naval attaché of the American embassy. Admiral Lord Walter Kerr, first sea lord of the admiralty; Capt. Prince Louis of Battenburg, director of naval intelligence, and Sir Thomas Lipton, were included in the luncheon party, which was private and informal.

ELECTRIC TESTING CAR. An Interesting Experiment Made on the Toronto Railway.

Toronto, Oct. 24.—The Toronto Railway Company has introduced on its system a testing car, which is a marvel in electrical ingenuity, and which, it is claimed, will not only save labor, but will, what is far more important, be a means of preventing accidents. The car is so constructed that it registers every defective joint, rail or crossing, every weakness or escape of current or other defect in the system as it travels along the car routes, and this register is so complete that as soon as the car runs into the barns the exact place where the defects exist are shown, and a repair wagon can go straight to the point. The car also registers the amount of current passing along the wire throughout its whole route.



The letter of Miss Merkle, whose picture is printed above, proves beyond question that thousands of cases of inflammation of the ovaries and womb are annually cured by the use of Lydia E. Pinkham's Vegetable Compound.

"DEAR MRS. PINKHAM:—Gradual loss of strength and nerve force told me something was radically wrong with me. I had severe shooting pains through the pelvic organs, cramps and extreme irritation compelled me to seek medical advice. The doctor said that I had ovarian trouble and ulceration, and advised an operation. I strongly objected to this and decided to try Lydia E. Pinkham's Vegetable Compound. I soon found that my judgment was correct, and that all the good things said about this medicine were true, and day by day I felt less pain and increased appetite. The ulceration soon healed, and the other complications disappeared, and in eleven weeks I was once more strong and vigorous and perfectly well. "My heartiest thanks are sent to you for the great good you have done me."—Sincerely yours, MISS MARGARET MERKLEY, 275 Third St., Milwaukee, Wis.—I enclose herewith a photo of me, proving genuineness of my name.

T H I S O R I G I N A L D O C U M E N T I S I N V E R Y P O O R C O N D I T I O N