

## FROM CAPE TO CAIRO.

Talk With Young Explorer  
Who Made the Journey.

## THREE YEARS' ADVENTURE

Ewart Scott Grogan Visited Places  
No Englishman Had Been Before,  
and Made an Important Dis-  
covery--Will Produce a Book.

Ewart Scott Grogan, the young Englishman who was known as an African explorer by his remarkable journey of 6,300 miles from Salisbury to Cairo, interviewed by the New York-Mad and Express at the Holland House, is in that city for a three weeks' stay. He is making arrangements for the publication of this side of his book, which has already appeared in England under the title, and the Cape to Cairo.

Mr. Grogan is a splendid example of the young Britisher of birth and education, who finds in England too small an outlet for his activities. Tall, broad-shouldered and alert, at the age of 26 he has travelled over a greater portion of the earth than the great mass of men compass in a lifetime. For the past five years he has been trying to get an idea of the British Empire.

Mr. Grogan first became interested in the subject of African exploration in 1885, when he served his Queen in the second Matabele war. In January, 1888, he left England with his friend, Arthur Sharpe, and, picking up the northward trail at Salisbury, pushed onward, until after three years full of excitement and adventure, he saw the blue waters of the Mediterranean.

Extent of British Influence.

Of the 6,300 miles I travelled," he said, "there are only 400 which are not British influence. These lie between Tanganyika and Albert Edward, where the German and Belgian spheres of influence touch. Some persons of a more extreme view, however, say that Africa, but I doubt it, is an opening up of the country with any European conflict. The only serious possibility since the Anglo-German agreement is the Congo Free State, if the state is an over by the Belgians. The Congo State is ruled by the King of the Belgians, and Belgium has the right to treat it as a colony. If Belgium did turn the Congo Free State into a colony, it would be a serious blow to the French empire.

"Throughout Africa English influence predominates. The French have called 'light sail' for as you know, the French own the desert of Sahara. Everywhere I found American influence most potent, in trade and mining. But I didn't look at them as Americans. It was hard to differentiate them from the Englishman I encountered, and so I preferred to consider them all as Anglo-Saxons. When a chap gets away from his own country and meets a man with the same language and the same literature, he loses his petty prejudices.

## Pioneer of Civilization.

"In Rawenston, near the Mountains of the Moon, I met a very nice fellow named Pagg. He had spent some years in the western United States on a ranch. When I found him, he was in the service of the British foreign office, working under the Uganda administration. He is one of a common type--men who are forever hanging on the edge of civilization, and so I preferred to consider them all as Anglo-Saxons. When a chap gets away from his own country and meets a man with the same language and the same literature, he loses his petty prejudices.

"With the French and the Frenchman it is entirely different. To lay down a broad rule it may be said that the Anglo-Saxon goes for adventure and the Frenchman for insects. The Frenchman goes neither for the adventure nor the insects, but for the Nile valley. On the way down the Nile he was very curious to know what my people would do for me. You must bear in mind that a Frenchman is always received with flags and bands and all that sort of thing.

"Will they make you a peer?" he asked. "No," said I, "it will be something like that. When I reach London I will drop into my club and some acquaintance will recognize me and say, 'Why, hello, old chap, and any shooting?'

Confirmed at Khartoum.

"When we arrived at Khartoum, the lady's aide-de-camp came down to meet us. He welcomed me to the Nile valley, and the Frenchman said a formal and flowery reply. Then he said, 'Why, hello, old chap, and any shooting?'

"De Donquedo gave me a book, as if to say, 'Mon Dieu, what a people!' and slugging his shoulders, walked away. He was really most interesting and agreeable, but he wasn't accustomed to the Anglo-Saxon way of doing things.

Mr. Grogan's most difficult undertaking was the exploration of the 10,000 square miles of swamp lying between Boer and Sabat, which had never before been traversed by a white man. He lost two bearers, who were devoured alive by the mosquitoes. The young explorer is much interested in the projected Cape and Cairo railway. In speaking of it this morning, he said:

"My contention, which I have elaborated in my book, is that there will never be a railway all the way from the Cape to Cairo. In point of fact, there is no need for it. The first step is to link the various waterways and provide steamship connection. Fifteen hundred miles could be covered in this way. The bodies of water on which steamships can be placed are Lake Kivu, Albert Edward, Nyana, Albert Nyana, and of course, the Nile."

## An Important Discovery.

One of the most important discoveries made by Mr. Grogan was that of the true sources of the Albert Nile. He found that they lie in the headwaters of the River Kivu. He also saw evidence that those waters no Englishman had ever before looked.

North of the lake he discovered two active volcanoes, one of recent origin. Here he met a tribe of cannibals from the Congo Valley, known as Baka, and later he encountered a tribe of menapies, much like the engaged missing link of Darwin. At Fort Gerry, Mr. Sharpe was obliged to return to England, and Mr. Grogan continued his journey alone. He said this morning that he would not return to Africa.

## Shocking Fatality in the I. C. R. Yard Thursday.

A shocking accident occurred Thursday morning about 11 o'clock in the I. C. R. yard. George McNeil, aged 29 years, was the victim. Up till last February he was the brakeman of the second car on a position as brakeman in the I. C. R. yard. Yesterday morning at the time of the accident he was engaged in making a final switch. He had uncoupled the engine from a string of cars, rode on the back of the engine to the switch, turned the switch so as to couple the cars to run on the main track, and as they approached him he made an attempt to get on the first car by stepping on the brake beam. The beam was covered with snow, his foot slipped, and the first car passed over him without doing him much injury, as he lay flat on the sleepers, but the brakeman of the second car, being lower caught his clothes and dragged him some distance to a frog where his body was thrown over the rail and the wheels cut him almost in two. The wheels then left the rails and the cars were brought to a stop. McNeil was instantly killed.

A number of persons working about the yard saw the accident and gave the alarm. A crew of men were set to work and had to raise the trucks so that the mangled remains could be removed. Coroner T. D. Walker was summoned and gave permission for the removal of the remains, which were taken to the home of the deceased's widowed mother in Gilbert's Lane. Mr. McNeil was unmarried and leaves a mother, two sisters--Mrs. B. J. Wilkins, Mrs. Thatcher Irvine, and a brother, Harry McNeil, who is a brakeman in the I. C. R. yard.

Coroner Walker held an inquest last evening in the I. C. R. paint shop. The witnesses examined were William Hunter, driver of the shunting engine, John Maher, a brakeman, and John McNeil, who was at work in the yard and who saw the accident. The jury brought in a verdict of accidental death.

## MIXED THOSE BABIES UP.

## Two Mothers, Two Nurses and Two Babies.

St. Louis, Mo., Nov. 14--Two Irish girls actually mixed up two babies, two mothers in confusion, and a policeman and a nurse in a row at the Union station Tuesday night. Mr. and Mrs. G. B. George of Fort Worth, Tex., and Mrs. J. C. Coleman of Atlanta, Ga., their babies and colored nurses played the parts in the scene.

The Coleman woman left at 8:10 p. m. the George at 8:10. Mistakenly the Coleman woman decided to dine upon the train. The nurses were left with the babies in the waiting room.

"Use your eyes there, too," replied Susanna. "The babies are mixed up. The Coleman woman left at 8:10. Mistakenly the Coleman woman decided to dine upon the train. The nurses were left with the babies in the waiting room.

## Supreme Court.

Frederickton, Nov. 15--The full bench was present at the supreme court this morning. The case was before the court all morning--that of John Darnell and Geo. H. Darnell vs. David S. Gaskill and Geo. H. Darnell. Mr. McMonagle, Q. C., moved for a new trial. Mr. Cudworth, Q. C., and Mr. Curran, Q. C., contra: court considered.

Cruise vs. city of Moncton was argued this afternoon. Chandler, Q. C., supported the case. Mr. Atkinson, contra: court considered.

Case of McEneaney vs. city of Moncton now before the court. Chandler, Q. C., supported the case. Mr. Atkinson, contra: court considered.

## GAS ON THE STOMACH.

Result of imperfect digestion--pressing up against the heart it excites alarming symptoms. Instant relief is afforded by the use of water, half an hour after the meal. Nervine aids digestion, expels the gas and restores a sense of comfort. Nervine is good for a lot of other things besides. Keep it in the house for Rheumatism, Tramps, Neuritis, Toothache, Druggists sell it.

## 4 dental and Dental Students Fight

Omaha, Neb., Nov. 15--In a fight today between medical and dental students at Omaha Medical College over the possession of front seats, Dale Woods, of Schlesinger, Neb., was fatally injured and Joe McCann, also a student, seriously hurt.

## Address to Lord Strathcona.

Montreal, Nov. 15--(Special)--Lord Strathcona, at the board of trade this afternoon, was made the recipient of a flattering address from his fellow citizens on the eve of his departure for England. The address was read by Mr. Macdonald, and his lordship made an appropriate reply.

## Bubonic Plague in Africa.

Cape Town, Nov. 15--An outbreak of bubonic plague is reported among the natives of Sinyoka, near King William's Town. Precautions are being taken to prevent the spread of the disease among the whites.

## MAMMOTH FREIGHTERS.

Vessels Larger Than Any in the World, or Planned.

## ARE BEING BUILT

At New London, Conn.--Iron Steamships, Primarily Intended as Cargo Carriers, but Will Also Take Passengers--Will Run from Pacific Coast to the Orient.

New London, Conn., Nov. 15--Actual work began this week on the laying of the keels of the mammoth iron steamships to be built at the works of the Eastern Shipbuilding Company, Groton, opposite New London, and situated on the site of the world now building the hulls of the ships will go rapidly on.

There was issued from the office of the company today an authoritative statement regarding the size of the ships now building at the works, which shows the projected ships to be larger than any vessels in the world now building or planned. The new vessels will be of 20,000 tons register and 33,000 tons displacement or over 10,000 tons more displacement than the new Atlantic greyhound Deutschland. The new steamers which are being built primarily for cargo carriers are not as long as many of the liners, but are much wider and deeper. The following are the principal dimensions of the vessels: Length, 630 feet; beam, 73 feet; depth, 56 feet. They have each five continuous decks extending the whole length of the ship, with three additional partial decks and ships. They are estimated to carry these ships in tremendous and the holds are such that 28,000 tons of coal can be carried. The dead weight carrying capacity at normal draft is estimated at 20,000 tons. Passengers will also be carried and excellent accommodations are provided for nearly 1,000 passengers in three classes. The Eastern Shipbuilding Company, although designed to be primarily cargo carriers, they will have a special accommodation for 4,000 tons of coal in bunkers.

The vessels are designed to carry cattle, chilled or frozen meat in refrigerated holds, fruit or any kind of cargo that may appear for transportation. It is estimated that when completed these ships will cost \$5,000,000 and are intended to run from the Pacific coast to Orient ports in connection with the Great Northern Railway.

The Eastern Shipbuilding Company at the present time has several hundred men on its payroll, but when the work gets well under way it is estimated that fully 3,000 men will be employed.

## CHANGE IN I. C. R. TRAIN TIME.

## New Schedule Will be in Effect on the 26th--Temporary Arrangements for Next Week.

The general change in the I. C. R. time table for the winter will be made on Monday, the 26th inst. Meantime it has been decided to make the following changes which will be in effect from Sunday night next until the general change takes effect.

The night express trains No. 9 and 10, between St. John and Halifax will be taken off, also the suburban trains which leave here at 5:20 a. m. and 5:45 p. m. for Hampton and which return at 7:15 and 9:50.

It has also been arranged that an accommodation train will leave St. John at 10 p. m., on the arrival of the C. P. R. train from Portland. This accommodation train will leave a sleeper attached which will run through to Halifax. Connection will also be made at Truro for Sydney.

On the arrival at Moncton of the Maritime express for Halifax an accommodation train will leave Moncton for St. John. There will be a sleeping car attached to the train from Halifax to St. John.

## WORTHY TO BE WRITTEN IN LETTERS

Tete a Gouche, N. B.--You do not praise Carthage highly enough: it is worthy to be written in letters. The Carthage bottle has done more for me than all the doctors' medicines I have taken in the last few years. I have been troubled with Catarrhitis Asthma, but by using Carthage I have been entirely cured. You wonder that I am so enthusiastic about Carthage? A. J. Kemp, Carthage is an absolute cure for Asthma, Bronchitis, Catarrh, Hay Fever, Allergists sell it or we will send you Carthage treatment by mail for \$1.00 on trial, or 10 cents in stamps. N. C. Poff & Co., Kingston, Ontario, Hartford, Conn.

## Hoisting Engineers Now

Terre Haute, Ind., Nov. 15--The striking mine hoisting engineers here claimed that four mines have signed the scale for an advance in wages, demanding by the engineers on Monday when, by refusing to work longer at the old scale they threw over 7,000 bituminous coal miners of Indiana out of employment. On the other hand, the operators declare the miners are coming back to work and will force the engineers to accept the old wages until the January inter-state joint conference.

## PITMAN'S PAIN-EXTRACTOR AND WART EXTRACTOR

Contains no acids or other injurious chemical compounds; is neither caustic, corrosive or irritating; soothes and cures from the first application, and acts quickly. If you want an irritating and flesh eating remedy do not ask for Pitman's, but ask for the other way. For sale at all druggists.

## Serious Accident at a Bull Fight.

Alicante, Spain, Nov. 14--During the progress of a bull fight given by women toreros at Pedreguer, near this city, yesterday, the benches collapsed and eight persons were killed and two hundred injured.

## Ralph Smith Resigns.

Ottawa, Nov. 14--(Special)--Ralph Smith has resigned his position on the Chinese commission. A successor has not yet been appointed.

## MOROCCO PREPARES FOR WAR

The New Sultan Is Arming Against France.

## THE MILITARY FACTORY

Is Busy Turning Out Arms--Confident of Success--Only the Paris Exposition Prevented the Storm Breaking Last Spring.

Tangier, Nov. 14--Signor Pappone, the chief of the Italian military mission to the court of Morocco, had a hard experience as he returned to Ez. The other day. As he and his caravan approached the gates of the capital two passing Moors leveled their guns at him, and without doubt, the latest result of the murder of the American protegee, Asagi, whose murderers still parade the town at large.

The forthcoming struggle with France is in the air. Only white men are able to realize what an utterly futile and hopeless one it will be for the Moors against France's trained legions, with their arm of deadly precision. The Sultan's arms factory, however, is in a state of great activity, and weapons and ammunition are being turned out as fast as possible.

It is about time that Europe was opening its eyes to the true nature of the French policy in North Africa. During the summer, when the illness and death of the Moroccan grand vizier pointed to an immediate crisis in Morocco--a crisis which undoubtedly was still stayed off by the interest of the French in their exhibition--English journals took to the air, and echoed again the warnings already given explicitly in the spring. More recently Germany woke to realize the situation, and the Moroccan measures of precaution until their government sent a warship to Mogador, and their diplomats opened up negotiations with the Sultan of Morocco.

French policy in North Africa, during the last two months, has been that of a man who is guarding against the infringement of her Moroccan coast rights, and asserting her traditional claim to the Moroccan coast. The Moroccan coast is a matter of great importance to France, and the Moroccan coast is a matter of great importance to France, and the Moroccan coast is a matter of great importance to France.

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## Proved to be a case of a wife's Spitefulness.

Boston, Nov. 14--Another attempt to identify Edward F. Blaney, who is serving a sentence of six months at Deer Island for threatening his wife, as Edwin Hall, for threatening in Pictou county, N. S., the murder of Alexander M. McKinnis, in July, 1888, met with significant failure this afternoon. State Detective Ira M. True, of Maine; C. W. Hayes, Pictou county attorney, Maine; Game Warden C. C. Nichols and others who knew Hall visited the island and after an interview with the prisoner all united in declaring that Blaney is not the man for whom the Maine authorities are searching. Further than that absolute proof that the two men are not identical was furnished, as Mr. True had records to show that while Hall was 5 feet 9 inches tall, Blaney is but 5 feet 3 inches; Hall had a long neck, Blaney a short one; Hall had large open eyes, while Blaney's are always nearly closed.

Blaney vehemently denied all knowledge of the murder, saying that he had assumed the name of Edwin E. Hall because he had been arrested under his right name and had to begin life over again. He said the charge brought against him by his wife was made through spite and that he never laid hands upon nor threatened her.

Blaney was arrested two weeks ago upon complaint of his wife, Jennie, who said her husband had threatened her life. At his arrest she told the police that she was the wife of Edwin E. Hall, and she was wanted in Maine for the murder of her husband. He was arrested in Maine, saying that he was Edwin E. Hall who was wanted in Maine for the murder of her husband.

## Sargeant Major Edwards Killed Himself in Halifax.

Halifax, Nov. 14--Sergeant Major Edwards, of the Royal Artillery, committed suicide at his quarters at the Citadel early this morning by blowing up his room with his carbine. He was married at Trinity church at 6:30 a. m. to Miss Cassie Allen and she with her bridesmaid, friends and the clergyman were waiting at the church when the awful news was brought by the cabdriver who had gone to bring the bridegroom to the church. The bride to be was prostrated and had to be carried to the church. The unfortunate man was 35 years old and in good health and no cause can be assigned for the deed. Rumor says he had a wife and family in England.

## Lord Rosebery Wanted as Leader.

London, Nov. 15--Sir Henry Campbell-Bannerman, the Liberal leader in the last House of Commons, speaking at Dundee today, said he hoped Lord Rosebery would return to the leadership of the Liberals, adding that if he did he must be chief of the whole party. He had never understood why Lord Rosebery retired in 1894. The Liberals would all welcome him back again.

London, Nov. 15--Sir Henry Campbell-Bannerman's invitation to Lord Rosebery attracts considerable attention in the morning papers, but saying that he asked the same question to deal rather severely with the imperialist section of the Liberals, which the chief Liberal organ, the Daily News, strongly resents. It is not believed that the incident will bring the reunion of the Liberal party appreciably nearer.

## Oliver W. Coleman.

Halifax, Nov. 14--The funeral of Charles Greig, who was chief engineer of the ill-fated Monticello, took place this afternoon at 2 o'clock at the residence of Mrs. Greig, who was one of the largest ever seen here on a week day. The Foresters and Masons preceded the hearse and both conducted services at the grave.

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## He Saw Some Killing as He was Leaving China--His Long Journey Was for the Study of Glacial Phenomena.

St. Petersburg, Nov. 14--Prof. G. Fred Wright, of Oberlin College, and his son, Mr. Fred Bennett Wright, have arrived here after a five months' journey in Siberia and Central Asia. They sailed from San Francisco on the same steamer that carried Mrs. Conger, wife of the United States minister to China, and Mrs. Willard, spending a month in Japan and reaching Peking about the end of last April.

Mr. Conger procured for them a permit to travel in the interior of China. They spent a week on the Mongolian plateau and returned to Peking May 25.

When going to Mongolia they observed Bowers drilling and practicing contortions outside of Peking with modern swords and spears. Upon their return they heard Chinese soldiers, the triangular crossing point of the Siberian railway, where American material is brought up by way of the Amur and the Sungari rivers.

Eighty miles below Biagovostchensk, capital of the Amur government, communications were obstructed, but they got within thirty miles by wagon. The Chinese were expected to attack the village and the entire population, with the exception of Prof. Wright's party and the Cossacks, fled.

Prof. Wright observed Cossacks burning Chinese villages, and he passed through a burning city of 10,000 people. He counted a hundred bodies in the Amur river within five minutes.

Ultimately he managed to secure a boat going up the river to the railway at Votinsk and reached Omsk after a fortnight. At this point Prof. Wright and his son left the railway, taking the Irish river to Pavlodar. Thence they proceeded 1,300 miles by wagon to Tashkent, making 70 miles a daily average and one day covering 132 miles.

They visited Samarcand, Baku, Tiflis, Adikavkaz and Moscow. The object of the journey was to study glacial phenomena in Asia for comparison with American phenomena.

## NINE DOLLARS.

Finest \$9.00 Overcoats on the market,--they would be good value at \$15. Made from Fine Dark Grey Cheviot Cloth; Elegantly trimmed; Special attention given to style and workmanship; Fit guaranteed; Only \$9.00.



Come in and try them on,--don't have to buy unless you want to,--and if you do buy, you can get your money back if you are not perfectly satisfied.

## Henderson, Hunt & McLaughlin,

SUCCESSORS TO FRASER, FRASER & CO.,  
Opposite Royal Hotel. 40 & 42 King St., St. John, N. B.

## Two Boston burglars stole a safe in daylight.

Boston, Nov. 14--A daring robbery, which the police are now actively engaged in investigating, was committed about 4 o'clock this afternoon, when the rooms of David Morse, at 83 Lowell street, West End, were broken into and a safe weighing some 200 pounds, containing \$3,000 worth of money, diamonds, watches and jewelry, was taken out bodily and carried away. Mr. Morse, who is a heavy real estate owner, was absent from his property. His two sons, Max H. and Mendell, are engaged in the jewelry business, selling to the retail trade, and kept their stock in trade in the safe which stood in the room on the first floor of the house which they also occupied as a sleeping room.

This morning, father and son left the house about 11 o'clock and, upon their return late in the afternoon, discovered that the safe had been stolen.

The Morges occupy one of the suites on the first floor, consisting of a front and rear bedroom, with kitchen between. The Morges passed the front entrance and forced the kitchen door, which, in addition to the usual lock, was reinforced by a bar and padlock. They forced the padlock, then broke in the door and gaining an entrance to the front room, rolled the safe about three feet from its position. The head of the bed, then apparently lifted it up and carried it to their wagon waiting outside and drove off.

The police were at once notified, but late tonight they had obtained no clue to the identity of the robbers. Two men with a covered junk wagon, one wheel partly broken, were seen about the place just before noon and again shortly after 3 o'clock by neighbors and these men the police are seeking in connection with the case. Lowell street is near the Boston & Maine freight tracks and the thieves evidently believed that their team would not be especially noticed among the numerous trucks and wagons that are always to be seen in that locality.

The description of the two men as given by neighbors is meagre. One is said to have been about 40 years of age, while the other was much older and had gray hair and whiskers. A woman tenant in the building who saw the men, asked them what they wanted, to which they replied that they had come for an express package. She then went to the apartments and thought no more of the matter.

## Two Truro Boys the Guests of Admiring Citizens.

Truro, N. S., Nov. 14--(Special)--Stanley M. Blair, a native of Truro, son of Colonel William Blair, now of Amherst, and Fulton Conley, of Truro, who served in South Africa, where he was with the first contingent, were given a rousing send off at the Opera House, Sunday night, by the citizens of Truro. The two young soldiers who returned from the battle field, each received a purse of gold of about \$50, and an address. Blair and Conley both appeared on the platform, and made short speeches thanking the citizens who so loyally received them home again and for the gifts which they would value highly.

George H. Lovitt.

Yarmouth, Nov. 14--(Special)--Capt. George H. Lovitt, a wealthy shipping man of this port, died this afternoon.

## Few Losses--Mr. Mulock Considering Insurance Them.

Ottawa, Nov. 14--(Special)--Hon. Mr. Mulock is considering the question of registered postal insurance up to \$25. In 1899 out of a total of 3,675,000 registered letters, only 136 went astray. Of these 20 were stolen by train robbers and four destroyed by railway accidents.

## To Be Lord Roberts' Bodyguard.

Quebec, Nov. 14--(Special)--James G. Scott has received a letter from his nephew, Corporal Charles Scott, now in South Africa, in which it is stated the Canadians understand that they will form Lord Roberts' bodyguard when they arrive in England.

## Valuable presents given away to Ladies, Girls, and Boys.

Readers of the paper to take advantage of these great offers. Send your name and address and we will forward you a valuable (18) assorted level action collar buttons to call among your friends and neighbors at a cent each. When sent return 50 cents and select a handsome present from the premium list which includes: Rings, Bracelets, Guard chains, Jack knives, Skates, Books, Pocket Books, Fountain Pens, and many other valuable gifts. For selling (26) collar buttons at 5 cents each we are giving away your choice of Watches and chains, Air Rides, Meds, Cameras, Books, Games and other premiums. A cash commission of 40 per cent will be allowed when a premium is purchased. No agent wanted now. Send your name to: Address Royal N. B. and Manufacturing Co., Box C, St. John, N. B.

## Not required. Collar buttons are fast sellers.

Address Royal N. B. and Manufacturing Co., Box C, St. John, N. B.