

# FOR DOCUMENT M 200 34

THE STAR, ST. JOHN, N. B. MONDAY, FEBRUARY 14 1910

FIVE

## \$5.00 JUST \$5.00 THE BOOT FOR NOW

Men's Russia Tan Calf Blucher Cut Laced Boots  
Goodyear Welt, Very Heavy Soles, Closed in Tongues  
Made on a beautifully shaped last, double stitched  
from heel around entire fore part.

One of the best Walking Boots we carry. So  
good is it that twice this winter we were completely  
sold out. We have plenty in stock now. With a  
pair of these boots you do not need to wear either  
rubbers or overshoes.

## \$5.00 a pair

### WATERBURY & RISING

KING ST. MILL ST. UNION ST.

Victoria Lawns, 40 in. wide 10c. yd. up.  
Apron Lawn, 45 in. wide, only 12c. yd. up.  
Checked Muslins and Spotted Muslins  
Fancy Gingham and Cambrics for Waists

WETMORE, Garden St. New Cords and Neck  
Ruchings

## OUR CLOTHING IS The Best Value in This City.

Come in and See for Yourself

W. J. HIGGINS & CO., 182 UNION ST.

### WANTED!

By STANDARD CREAMERY CO., 159 Main Street  
eco Daily Milk and Cream Customers to use good clean Milk and  
cream, delivered in bottles any time between 4:30 a. m. and 6 p. m.  
Call or Phone 2301

## A. E. Hamilton,

Contractor,  
'Phone Main 211

## For the Campaign

The St. John STAR will be sent to any address during  
Simultaneous Evangelistic Campaign, for Twenty Cents.  
Fill in name and address of person to whom the paper is  
to be sent, and send remittance to the STAR Office, St. John.

Send the STAR from Feb'y 7th to 28th  
TO THE FOLLOWING ADDRESS:

Enclosure 20c.

## THE STAR



If you would en-  
joy the Star-light of  
business success, a  
space in St. John's  
big evening paper,  
commensurate with  
the strength of your  
business, will give  
you that. It pays  
to advertise in the  
STAR.....

## TRY STAR-LIGHT

## ENGLISH RAILWAY SYSTEM IS A SOURCE OF WONDER

Canadians Smile at the Diminutive Cars and Think They are a  
Joke—How Speed, Safety and Efficiency are  
Secured—Everybody Gets a Seat.

(By Joseph T. Clark.)  
When a Canadian lands in England,  
and leaves the boat to take train for  
London he can see no sign of a train  
anywhere. What he does see is a long  
row of bob-tail street cars, and when  
somebody tells him that this is his train  
he suspects that somebody is putting  
up a joke on him. It seems to be a toy  
train, and, in fact, the toy train is  
the nursery are modelled on some such  
pattern. The rolling stock on an Eng-  
lish railway seems light and little  
one accustomed to the Mogul engines,  
long and high passenger coaches, and  
huge freight cars used in Canada. One  
is not quite sure that it will be safe  
to travel in a coach so lacking in size  
and weight, but when he remembers  
that more passengers are injured in a  
week in America than in a year in the  
United Kingdom, he decides that while  
he may despise, yet he will trust, the  
train service that is offered him. And  
before he leaves for home it is prob-  
able that he has learned to hold the  
English railway service in high re-  
spect, because of its singular efficiency  
as regards the comfort of the passenger  
and the machine-like regularity with  
which all trains run on schedule time.  
It is possible that a train will  
sometimes be late for causes that  
could not be provided against, but the  
chances are that a visitor can knock  
about England for a few weeks and  
never meet with an instance of a train  
being five minutes late. It is only in  
an exceptional case that a train fails  
to pull in at the precise moment at  
which its arrival is promised.

But if the passenger coaches surprise  
the visitor, there is a greater surprise  
in the freight cars. That the enormous  
traffic of England can be carried in  
these little boxes seems impossible.  
They are amazingly small. Your first  
impression is that these puny cars are  
put to some special and exclusive use,  
and that the real freight cars will be  
seen elsewhere. They seem to be about  
one-third the size of a full-grown  
freight car as we see them in Canada.  
They ride, not on the massive  
wheels of a heavy, but on the light  
wheels of a buggy wheel, or, perhaps,  
the wheel of a Jerry. They are small,  
but they are the greatest industrial  
traffic in the world. These cars were  
made this way at first, and they have  
not been changed. They cannot be  
changed for substantial reasons. As  
there are few level crossings, it fol-  
lows that there are many bridges to  
pass under, and many subways and  
tunnels to run through. It would en-  
tail an enormous cost to prepare an  
English railway for the passage of  
such high coaches as are used in  
America. The interruption of traffic  
that such a change would cause, could  
not be conceived of. The Englishman  
could not convince an Englishman  
that passenger coaches should be  
transmission over other lines. Nor  
could you convince an Englishman  
that passenger coaches should be  
freight cars would serve them better  
than the cars they are served. It is an  
easier matter to build a small car than  
its load at a way station than it  
would be to side-track a huge freight  
car, unload one-third of its contents,  
and haul the rest of the load to a sec-  
ond and again to a third point on the  
line. There is another advantage in  
the fact that at no given moment is  
there any such strain on a rail, cul-  
vert, or bridge, that there is when a  
Canadian Mogul engine passes along  
shaking things to their foundations.  
This means not only greater safety,  
but a reduced cost in the original con-  
struction.

We hear much of accidents on this  
side of the ocean due to breaking or  
spreading rails. That a rail coach  
either break or spread on an English  
line seems impossible, when you con-  
sider the way in which the rails are  
laid. The rails are laid in full continuous  
lengths, and are not dependent  
on their absolute trustworthiness.  
Instead of holding the rail in place by  
driving a spike to right and left of it,  
down through the tie, as we do here,  
there is on each tie a metal casting  
in which the rail is set. The casting  
is securely bolted to the tie and the  
rail is grooved and bolted into the

metal support. Supported in every two  
or three feet of its length in this way  
no rail could possibly spread, and  
one could almost think that even if  
it broke both ends of the rail would  
be held in place. The only objection  
one can see to this method of laying  
rails is its cost. Yet if this cost should  
be faced elsewhere, why not in Can-  
ada and the United States, where each  
year the weight of engines and freight  
cars grow greater.

One frequently sees a single passen-  
ger coach divided into three compart-  
ments. Each compartment is of the  
same size and you will reach your  
destination as rapidly in one as in the  
other. There are differences. In the  
first class compartment the upholstery  
is fine, in the second pleasing, in the  
third unattractive in its color scheme.  
They will tell you that only fools and  
foolish passengers travel in the third  
class, that is not quite true. Yet, about  
all you get for your money when you  
travel better than third class is a  
measure of exclusiveness. The system  
is a concession to class distinctions.  
The third class passenger travels as  
swiftly and as a rule as comfortably as  
the man who goes first class, but he  
runs the risk of falling into contam-  
inating association with common per-  
sons—talkative persons who every  
hour or so will ask a question as to  
the name of a town or as to a train  
connection. It is only in a third class  
compartment that one sacred reserve  
is invaded by these inquisitive travel-  
ers, and to avoid it superior persons  
are willing to pay double fares.

Traveling third class, as most peo-  
ple do, the fare is two cents per mile.  
The passenger gets more for his money  
than he does in this continent at three  
cents per mile. One great thing about  
it gets there so precisely on time that  
his life can be consulted the timetable,  
and put his eggs on to hold three min-  
utes before he is due. Of course, they  
do not have our winters to contend  
with, and our intense frosts which dis-  
turb tracks and all that—but even our  
winters do not explain it. All the right  
of the individual passenger to the space  
he requires for comfort in travel is  
secured in this way. The Englishman  
has his right of comfort of passengers  
nobody else enters—as a rule nobody  
else enters—as a rule nobody else  
enters—as a rule nobody else enters.  
He has his ticket, and the officials of the railway answer  
his question as to where he is to sit.  
What they do with a man who comes  
along like that the visitor does not  
know, but he does know that the man  
is not thrust in to sit on his lap or  
stand on his toes. They put on an-  
other car, and they run up another train  
on the next track. The square foot  
space that a two cent passenger gets  
on a train is much greater than with  
us. The dividing of a coach into com-  
partments with an aisle down the side  
of the train is much better than divid-  
ing it into three or four compartments  
carrying two-thirds as many passengers  
as the Englishman's coach. The Eng-  
lishman would say, "Will they adopt our  
way system in England? They may  
modify it, perhaps, but the principle  
of abolishing second class compart-  
ments altogether, but it is very un-  
likely that they will adopt ours."

### CONNAUGHT NOT A HAPPY CHOICE

Victoria Colonist Would Prefer One of  
Common People as Duke no.

VICTORIA, B. C., Feb. 12.—The Col-  
onist (Conservative) has an editorial  
suggesting that one of the common  
people would make a better govern-  
ment for Canada than a brother of  
King Edward. It says:

"The London Chronicle seems to be  
in doubt as to whether the Duke of  
Connaught would strike the imagina-  
tion of Canadians in the position of  
governor general. We are inclined  
to think he would not. We are inclined  
to doubt the wisdom of sending one of  
the royal family to Rideau Hall. The  
Canadians are a very democratic peo-  
ple and while they would appreciate  
the presence among them, as govern-  
ment of Canada in the person of  
the Duke of Connaught, he would not  
be in point of fact belong as the  
saying is. No matter how kind and  
gracious he might be, he could not  
bridge the gulf which separates royal-  
ty from the general public."

"Canada," wants governor generals  
who will be something else than offi-  
cial figuresheads to the state. It wants  
men who, like Earl Grey, are in touch  
with the feelings and aspirations of a  
growing community, which has not  
yet got accustomed to dress rules  
and the knock of bowing. A royal  
duke would be likely to be a failure as  
governor general, not because of any-  
thing personal to himself but because  
Canadians would hardly know what to  
do with royalty, for after all we are just  
everyday people who are busy making  
a country."

WHERE SHE WOULD SHINE.  
A "maid" furnished to "stage" and  
leading women by the management of  
English theatres is called the "dres-  
ser." She is generally a "stage" who  
is an original personage with enter-  
taining qualities of her own. "Do you  
always go in" for Shakespeare, miss?"  
asked one of those dressers of Ellen  
Terry at one of her London appear-  
ances.  
"Oh, no! Sometimes I play in mod-  
ern pieces," was the actress reply.  
"Do you now? But I suppose you get  
in Shakespeare when you can't get  
out of it?" "No, indeed! I don't. I  
really like to see you in a real good  
play like 'Woman and Wine'."

"They're very much in love with  
one another."  
"Yes, indeed. They've been mar-  
ried four years now, and she still  
thinks it necessary to buy her a val-  
entine."

## SUBSTANTIAL HONORS FOR HEROIC SAILORS

Boys' Guard Nearly Killed by  
Negroes

"Remember the Maine" Again—Grave  
Fears for Schooner—Killed  
His Own Child.

BOSTON, Mass., Feb. 13.—Something  
more substantial than the honor of  
having done a brave deed will remind  
Captain Levi Jackson and his doughty  
crew of four men of their rescue on  
January 15 of last of the six-masted  
schooner, Marie B. Crowley, after  
she was wrecked off Martha's Vine-  
yard Island. A silver medal and a  
check for \$40 has been awarded to  
each by the Massachusetts Humane  
Society. It is hoped, too, that the  
rescue of the Marie B. Crowley will  
be remembered by the sailors of the  
Massachusetts branch. Sons of  
Veterans.

ANNAPOLES, Md., Feb. 14.—Attack-  
ed by a gang of negro women and  
men while protecting James Diggs, a  
14 year old negro boy, from threaten-  
ed lynching, James Baldwin, night  
watchman at the Annapolis County Jail,  
was severely beaten and narrowly es-  
caped being killed here tonight. The  
boy is charged with assaulting the  
five year old daughter of Thomas  
Dove and threats of lynching were  
persistent. He was finally removed to  
the Baltimore city jail.

BOSTON, Mass., Feb. 13.—"Remember  
the Maine," now being revived as a  
call for the raising of the sunken  
battleship, resounded through old  
Papeau tonight. The occasion was an  
annual meeting, under the auspices of  
the Massachusetts branch, Sons of  
Veterans.

BOSTON, Mass., Feb. 13.—Anxiety  
for the safety of Captain Chas. W.  
Bates, his wife and the eight mem-  
bers of the crew of the Boston com-  
municator on the coast of Graham  
Land, but was refuted after three  
days. On the assumption of the voy-  
age she met with a long series of ac-  
cidents. She was in collision with a  
number of icebergs and lost her rudder  
owing to the pressure of the ice. The  
crew, however, managed to con-  
struct a jury rudder.

There was considerable suffering  
among the men during the many  
months in the Antarctic regions, ac-  
cidents and heart disease being the chief  
ailments. The scientific observations  
were conducted with the greatest care,  
and thus the object of the expedition  
was, in part, realized. Numerous jour-  
neys were made over the ice, but it  
was impossible to use automobiles on  
account of the bad condition of the  
ice fields.

The stranding of the Pourquoy Pas  
and the collisions with bergs caused a  
serious leak at the outset of the ex-  
pedition, which proved impossible to re-  
pair. Water flowed in at all times and  
pumps were in constant use until  
the end of the voyage. The steamer  
was exposed to violent storms on the  
return trip as far as the Strait of  
Magellan and was compelled to put  
into an obscure harbor for two days  
to repair the engines. A scarcity of  
provisions and coal, the damage to  
the ship and the exhaustion of the  
crew necessitated the return.

BANGOR REVIVAL IN  
BURST OF ENTHUSIASM  
BANGOR, Me., Feb. 13.—The closing  
of the series of evangelistic meetings  
which have been held for nearly  
three weeks, under direction of Dr. J.  
Wilbur Chapman and Chas. M. Alex-  
ander, were held today and much en-  
thusiasm was manifested at each  
meeting. The leaders leave Monday  
morning for Philadelphia, after which  
they will go to Duluth and Columbus.  
One of the largest meetings and the  
last one for both men and women, was  
held Saturday night in City Hall. To-  
day meetings have been held in the  
forenoon by Dr. Chapman in Brewer  
at under Mr. Alexander's direction in  
the Columbia Street Baptist Church.  
A men's meeting was held this after-  
noon in City Hall by Dr. Chapman  
and Mr. Alexander, and 2,000 men listen-  
ed with great interest. A service was  
held by J. J. Lowe at the same time  
in Brewer for young people. Dr. Fox  
and Mr. Powers held meetings this  
evening in Brewer and Dr. Chapman  
and Mr. Alexander held a last session  
for men tonight at 9 o'clock in the  
First Congregational Church. Mrs.  
Alexander held one at the same time  
for women in the Essex Street Baptist  
Church. Although the leaders leave  
Monday morning, a series of meetings  
are to be held Monday under the di-  
rection of the Rev. Mr. Toy and sev-  
eral others of the revivalists. To-  
night's meeting for men was one of the  
most enthusiastic held. About 1,200  
men attended, crowding the church,  
and over twenty came forward to ac-  
cept Christ. More than 500 men  
crowded around the chancel at the  
close to shake hands with Dr. Chap-  
man, Mr. Alexander, Mr. Nafziger and  
Mr. Harkness. Enthusiasm, cheer and  
good fellowship with a renewed belief  
made the final farewell an event not  
seen in this city for a generation at

Ethel—Why did you break off your  
engagement with Maud?  
Jack—I want to save money enough  
to marry her.

A GOOD THING  
When It Comes Along Don't Let it  
Get Away From You

"I really feel that it is hardly pos-  
sible to say too much in favor of  
Grape-Nuts as a health food," writes  
a Chicago woman.  
For 9 or 10 years I had suffered  
from indigestion and chronic consti-  
pation, caused by the continued use  
of rich, heavy, greasy foods. My  
ailments made my life so wretched  
that I was eager to try anything  
that held out a promise of help. And  
that is how I happened to buy  
package of Grape-Nuts food, in  
spring.

That ended my experiments. For  
Grape-Nuts I found exactly what  
wanted and needed. From the day I  
began to use it I noticed an improv-  
ment and in a very few weeks I found  
my health completely restored.  
My digestive apparatus now work  
perfectly and my chronic constipation  
is a very pleasant thing to me so I  
am using Grape-Nuts once or twice  
a day. I have found by experiment that  
I leave it off for a few days in  
health suffers.

"A physician in our town has great  
success in treating stomach trouble  
and the secret of it is that he feeds  
his patients on Grape-Nuts food—  
and brings back the power of a  
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"There's a Reason."  
Read "The Road to Wellville,"  
p. 68.  
Ever Read the Above Letter? A new  
Appears from Time to Time They  
Genuine True and Full of Human Inter-  
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Table Glassware  
In The Famous  
Chippendale Colonial  
Pattern  
Tea Sets, Berry Sets,  
Jugs, Tumblers, Etc.

## W. H. HAYWARD CO. Ltd.

65, 67, 69, 91, 93 PRINCESS STREET

### KOREAN TO DIE FOR THE MURDER OF PRINCE ITO

Assassin Executed Today and Sentenced  
to Death at Port Arthur.

PORT ARTHUR, Manchuria, Feb. 14.—  
Inchuan Angan, the Korean who as-  
sassinated Prince Ito, formerly Jap-  
anese resident general of Manchuria, was  
convicted today and sentenced to  
death.  
The assassination occurred at Harbin,  
whither Prince Ito had gone to meet  
Mr. Kokovosoff, the Russian minister of  
finance, for discussion of Manchurian  
affairs, on Oct. 26, 1909. Angan was  
formerly an editor and was alleged to  
be a member of a Korean secret or-  
ganization, the purpose of which was  
the assassination of Prince Ito.

### ANTARCTIC TRIP WAS NOT A PICNIC

PUNTA ARENAS, Chile, Feb. 13.—  
Further details have been received  
here of the voyage of the Pourquoy  
Pas, which is now returning with Dr.  
Jean M. Charcot's Antarctic expedi-  
tion. On reaching the region of ice on  
her trip to the south the steamer  
stranded on the coast of Graham  
Land, but was refuted after three  
days. On the assumption of the voy-  
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### LOSS OF \$90,000 BY BIG FIRE AT OTTAWA

Leather Goods Establishment Gutted—  
Woman Loses for Annulment  
Department.

OTTAWA, Feb. 14.—A fire which  
broke out at noon yesterday in the  
saddlery and leather goods manu-  
facturing establishment of Hugh Carson,  
on Rideau street, completely gutted the  
building and caused a loss of about  
\$80,000 before the flames finally got it  
under control after two hours hard  
work. The fire broke out in the base-  
ment from some cause as yet unknown  
and had gained a big start before the  
firemen arrived. The whole inside of  
the four story building was practically  
destroyed. Mr. Carson's loss on stock  
and machinery is estimated at \$75,000,  
with insurance of \$35,000. The adjoining  
stores of T. Shore, hardware mer-  
chants and Lord's furniture store were  
badly damaged by water. Mr. Shore's  
loss on stock is about \$100,000, covered by  
insurance. The building which, est-  
imated by Mr. Charleston and Mr.  
Dufor was damaged to the extent of  
about \$10,000, covered by insurance.

With the idea of conducting a cam-  
paign amongst the women of Canada,  
the government has appointed Mrs.  
Willoughby Cummings, who recently  
resigned as secretary of the Inter-  
national Council of Women, as secretary  
of the women's department of the  
annulment branch of the department of  
trade and commerce.

She will address the various women's  
associations throughout the country  
with the object of demonstrating the  
desirability of investing in annuities as  
a guarantee against poverty in old age.

### Had Weak Kidneys For Two Years.

Doctor Failed to Help. Doan's  
Kidney Pills Cured Him.

Mr. Edmund Aswell, New Carlisle, Que.,  
writes—"I feel it my duty to let you  
know of the great cure I have obtained  
by using Doan's Kidney Pills. I was  
troubled with my kidneys for two years.  
I tried a doctor, but he failed to help me.  
I read in the B.B.B. Almanac about  
Doan's Kidney Pills, and began using  
them, and after the first box began to  
feel better. I only used four boxes and  
they completely cured me. I am very  
thankful to have found a speedy cure,  
and would advise everyone suffering from  
kidney disease to try them."

Perhaps no other organs work harder  
than the kidneys to preserve the general  
health of the body and most people are  
troubled with some kind of kidney  
complaint, but do not suspect it. It may  
have been in the system for some time.  
There may have been backache, swelling  
of the feet and ankles, disturbances of  
the urinary organs, such as uric acid  
deposits in the urine, highly colored,  
sandy or cloudy urine, bladder pains,  
frequent or suppressed urination, burning  
sensation when urinating, etc.

Do not neglect any of these symptoms,  
for, if neglected they will eventually lead  
to Bright's Disease, Dropsy and Diabetes.  
Price 50 cents per box, or 3 boxes for  
\$1.25, at all dealers or The T. M. M. Co.,  
Limited, Toronto.

In ordering specify "Doan's"

MONCTON STORE BADLY  
BURNED.

MONCTON, Feb. 13.—Fire broke out  
about 11:30 last night in the grocery  
store and shoe store conducted by E.  
J. B. LeBlanc, Main street, and did  
considerable damage to the building  
and stock.

The building was owned by Miss  
Victoria Dunlap and was occupied by  
LeBlanc on the first floor and the  
Arcadia Club on the second floor. The  
building was badly gutted. LeBlanc  
carried about \$2,000 worth of stock  
and he estimates the damage at about  
\$1,500. He carried \$1,000 insurance in  
the Royal. The building was damaged  
about \$500, which is covered by insur-  
ance.

## DODD'S KIDNEY PILLS

FOR ALL KIDNEY DISEASES  
BRONCHITIS, RHEUMATISM,  
GRAVEL, DIABETES,  
AND ALL AFFECTIONS OF THE  
URINARY SYSTEM.

### HELP! HELP!!

It's a sad predic-  
ament to be in, when  
you need help and  
can't get it. A  
"STAR WANT" AD.  
will find help, and  
that quickly for you