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THE RULER OF RUSSIA.

The London correspondent of the N. Y. Evening Post notes that "the seeming magnanimity of the Czar's (recent) manifesto vanishes on close examination." The announcement that the Finnish military district is to be abolished and that the Grand Duchy hereafter is to be incorporated with the St. Petersburg military district is certainly not regarded as a concession by Finlanders, since it removes the last trace of the Finnish national army. The provision that 3,000,000 Finnish marks are to be added to the fund for providing the landless class in the Grand Duchy with land is vicarious generosity, since the money is to be provided out of the Finnish exchequer, and the fund itself was originally established by the late governor-general with the express object of securing the support of the poorer class of peasants, who own no land, and was denounced at the time as a flagrant attempt at bribery, carried out with funds provided by the Finnish taxpayer.

The Post writer says that though the recent Quarterly Review estimate is grossly exaggerated, the Czar is unquestionably subject to violent alternations of mood. At one time he has vague but perfectly sincere aspirations in the direction of reform; at others, particularly after the commission of some outrage on the part of the revolutionary party, his mood is all for measures of stern repression, and will make no concessions. At the present moment he is under the domination of feelings excited by the assassinations of Bobrikoff in Finland and Plehve in St. Petersburg. This accounts for the fact that the concessions to political offenders, both in Russia and Finland, are so meagre that they can hardly be described as concessions at all.

The article above referred to appeared in the July number of the Quarterly, and was a scathing review of the Czar's character and political methods. His Majesty is therein depicted as the very opposite of the Prince of Peace, a Slav Messiah sent for the salvation of his own people and the world beside, by which symbols he has been transfigured in the journalistic myths, mostly of German origin, which hide his person from the vulgar gaze. His father's reign, writes this author, who is said to be a Russian official of high rank, had ended in "moral exhaustion," in the blasting of hopes, the blackness of despair. Better things were expected of the son, "because worse were rashly held to be impossible. But the credulous masses were again mistaken, and soon became conscious of their error. All Europe will know it soon."

Nicholas II. began his reign in 1894, and the writer recalls the first meeting with one of the historic institutions of the Empire. Veteran officials were gathered, in gorgeous costumes, and courtly masks, expressive of awe and admiration. "But he came and went like a whiff of wind in a sandy waste, leaving them rubbing their eyes." They had expected imperial majesty, but were confronted with childish constraint, a shambling gait, a furtive glance, and spasmodic movements. "An undersized, pitiless lad sidled into the apartment in which these hoary dignitaries were respectfully awaiting him." With downcast eyes, and in a shrill falsetto voice, he hastily spoke a single sentence, "Gentlemen, in the name of my late father, I thank you for your services," hesitated for a second, and turning on his heels he was gone. The wise men dispersed in amazement.

The second appearance of the Emperor was altogether different, being marked with "almost superhuman dignity." He had meanwhile been coached and hypnotized by the lay-bishop of autocracy. All Russia was gathered in the persons of local representatives, who presented loyal addresses expressing the modest hope that His Majesty's confidence would not be restricted to the bureaucracy, but be shared by the Russian people. "The autocrat strode majestically into the brilliantly lighted hall, and with knitted brows and tightly drawn lips turned wrathfully upon the chosen men of the nation and, stamping his little foot, ordered them to put away such chimerical notions, which he would never entertain." The first imperious assertion of his divine vice royalty.

From this time on, the writer says, Nicholas began to regard himself as the centre of the world, the peacemaker of mankind, the torch bearer of civilization among the "yellow" and other "barbarous" races, and the dispenser of almost every blessing to his own happy people. Taking seriously this his imaginary mission, he has meddled continuously and directly with every affair of state, domestic and foreign, thwarting the course of justice, undermining legality, impoverishing his subjects, boasting his fervent love of peace, and yet plunging his tax-burdened people into the horrors of a sanguinary and needless war.

In excuse for him it is explained that he has never been a free and independent ruler. Unsteady, half-hearted, self-complacent and fickle, he changes his favorites with his fickle moods, allowing a band of casual, obscure and dangerous men to usurp the functions of his responsible ministers, whose recommendations are ignored, and whose measures for the defence of the state are not only baffled but

resented as disobedience. His rule is described as that of a "wild oriental despotism." M. Sipyagin, a court favorite, was regarded as the champion and inspirer of this misrule, and hated accordingly. He was the only minister with whom the Czar consented to dine privately. A great feast was ordered, the ends of the earth being searched for dainties for the Emperor's palate. But on the day fixed for the feast Sipyagin's body was laid at rest. He had been assassinated by a youth of twenty-one, as a warning and protest.

The Emperor's choice then fell upon M. de Plehve, "who speedily developed into the formidable Dictator of All the Russias." He became the Pooh-bah of the Empire. He was an obscure adventurer—German and Jewish, a Lutheran, receiving Holy Communion at the hands of a Russian orthodox priest, while peasants were being flogged by his orders. M. de Witte, a good man and friend of the people, was sacrificed because he was not a flatterer of Majesty. He refused to change his opinions at the Czar's desire. He also declined to dupe the foreign powers. "Your Majesty pledged your word to evacuate Manchuria and the world believed you. Russia will now lose all credit, and perhaps not even gain Manchuria if it please your Majesty to break that pledge. War also will follow. Besides, Manchuria is useless to us. Therefore I cannot be a party to this policy." The answer to M. de Witte's plain warning was his dismissal. "Witte is a haughty dictator, who gives himself the air of an Emperor," M. de Plehve became the most influential personage in the Russian empire, a Muscovite Grand Vizier, with absolute sway, dependent on his ability to keep the Czar in good humor. The massacre of Jews, the banishment of Finns, the exile of Russian nobles, the flogging of peasants, the imprisonment and butchery of Russian working men, the establishment of a wide system of espionage, the abolition of law, are all measures which the minister suggests, and the Czar approves.

The article containing this account of de Plehve was written six or seven weeks before his assassination.

The Czar, then, is what inherited tendencies and the conduct of such men have made him. Instructed by them he is ever struggling with phantoms, fighting with windmills, conversing with saints, or consulting the spirits of the dead. But of the means for helping his people or letting them help themselves he never avails himself. Books he has ceased to read, and sound advice he is incapable of listening to. His nominal ministers are often kept in the dark about matters which they ought to know. To a Grand Duke, who on the day before the rupture with Japan, vaguely hinted at the possibility of war, the Emperor said "Leave that to me. Japan will never fight. My reign will be an era of peace to the end."

The pity is, the article goes on to say, that there is no intermediary between the sovereign and the disaffected nation, no one to tell him the truth. Other rulers were as absolute as he, but no other was so inaccessible to public opinion or indifferent to public needs. "The Czar has created a gulf between the autocracy and the people, between himself and his fellow mortals, nearly as deep and broad as that which separates the deity from mankind."

The conviction is spreading that Nicholas II. is getting to resemble in certain ways the unfortunate Paul I. unfit to control and ignorant of his unfitness. "That is the danger which hangs over Russia at home, and over Russia's peaceful neighbors abroad. Faith in himself prompts the Czar to shut men who might guide him aright. In council he is reserved and formal, listens in silence, seldom offering opinion. A notable speech was made by him in concurring with de Plehve's bill to enlarge the arbitrary powers of governors. He is encouraged by courtiers to believe that his most trivial remarks are worthy of preservation as saintly relics. A Japanese consul who urges the fulfillment of pledges is written down 'a scoundrel'."

The saddest part of the story is that the more autocracy he becomes, the more vigorously he sweeps away the last weak barriers between the autocracy and folly or injustice. The Council of the Empire, the Committee of Ministers, and the Senate are disregarded, while the royal ear is lent to designing flatterers and parasites. None of those bodies can enact a law, because the Czar has to decide, and he may agree with the majority or the minority, or ignore both and act for himself. He gave honors to men like de Plehve, who oppressed the people, and when advised against an unpopular official answered "I care nothing for what they say; I know what I am doing." The popular cause the Czar spurns as impious and punishes as treasonable. He desires to give powers to provincial governors to deport any person without trial or accusation, but for disagreeing with his Excellency on any local question. Arbitrary regulations are given to the police, which supersede the laws.

The writer in the Quarterly says the Czar's proclamation of reforms in 1903 was "a mere display of fireworks." It was drawn up by de Plehve and altered by the Emperor to solemn form, but trivial contents. The whole empire, with its peasantry, army, navy, clergy, universities and ministers; is but the servant of an inexperienced prince devoid of qualities requisite in a ruler, and of the fact even to keep up appearances. At home the nation is suppressed; it cannot make its voice heard on war or peace, education or taxation, industry or finance; it cannot even save its soul in its own way. Abroad, the policy of Russia is a policy of expansion without end, planned by officials without scruples, and executed by a government without responsibility.

ambassadors of foreign ministers

the foreign minister are disregarded by the heads of other departments and dishonored by the Czar; treaties ratified by the Government, which may plead a change of circumstances as a justification for breaking them. This theory has been firmly established by Nicholas II., who may truly say that the empire is himself, and that his ways are inscrutable.

THE WHEAT OUTLOOK

A Chicago special, discussing the wheat situation, suggests that the United States is in danger of having no wheat to export this crop year, and that, as nothing has been carried over in the last three big crops, the United States might possibly be found looking to her neighbors for wheat or to herself for substitutes for it, before another crop.

The despatch says:—Practically two months of the crop year have passed. In that time there has been a reduction, thought slight, of visible supply wheat. This reduction has come during the height of the first marketing, always the heaviest of the new winter wheat crop.

This marketing has been greatly stimulated by unusually high prices—phenomenally high for the opening months—and still millers everywhere have small wheat stocks or none at all, and many mills throughout the country have shut down because of the impossibility of getting wheat as regularly as required.

If it were possible for such conditions to prevail through the first marketing of the new spring crop, now just beginning, it would not be difficult to study out almost any previously unheard-of proposition for the trade. The break of ten cents in prices during the first half of last week was sufficient proof that the trade does not look for any such phenomenal developments. Current prices mean practically \$1 a bushel for wheat at any point in the Mississippi or Missouri valleys. It is seldom that this price has not in the past called out unusual sales.

Meanwhile the question of imports of wheat from Manitoba—assuming that Manitoba cannot get as good prices elsewhere as in the United States—does not seem remote, in view of the traffic in Washington and Oregon wheat in the Mississippi Valley.

Fully three million bushels of the Far Western wheat already has been bought this crop year to come to Chicago and Minneapolis territory, and there was nearly, if not quite, as much bought here during the preceding six months, which formed the last half of the former crop year.

A QUESTIONABLE REMEDY.

Dr. Edward Martin, of Philadelphia, tells how water infected with typhoid germs may be sterilized by a simple process, without boiling. He is a director of Public Health and ought to know. Dr. Martin's suggestion is, to let the water stand in a copper vessel for at least four hours in the ordinary temperature, or for a whole day in a refrigerator. Not only typhoid germs, but the specific bacillus of Asiatic cholera, can be destroyed by this means. The matter has attracted attention in U. S. military quarters. It has been suggested to provide canteens of copper for the army. No doubt it felt that the soluble parts of the metal taken up in the water may kill the germs of disease above specified. But what about the other effects as regards the drinker of it? Copper exposed to moisture is more or less coated with verdigris, and all its soluble salts are poisonous in a degree. Their effects on the human economy are nausea, headache, cramps and acute pains, faintness, and even death. The public would therefore better "go easy" in taking Dr. Martin's advice. Boiling the water is more complicated, but safer than hoarding it in copper vessels.

After all the ditching crusade against the New Jersey Mosquitoes, the pest is this year worse than ever. The residents of Newark whose homes are near the meadows say they never suffered such a plague of mosquitoes as they have experienced this summer. Never has so systematic and active warfare been made upon the pests in all parts of the State; but from nearly every place comes the story that the plague of this season is the worst ever known.

Charles Morris, the consumptive, who walked 13,000 miles, sleeping out doors in search of health, died suddenly in Chicago on Saturday, just as he had begun to write a book on his travels. He followed the railway tracks and was welcomed everywhere. In winter he was allowed to sleep in railway stations on layers of paper. He had \$200 on starting out, but as he was well-dressed no one would take his money for anything. As his clothes grew shabby he had to pay for all he got, as he went along "cash up, no trust"—the way of the world. Morris had been in every town in the Western States and crossed over from Detroit into Canada, and walked from Windsor to Montreal. Despite his long travels, open air living, and good habits, his health did not mend, though he increased in weight.

Nothing on the Market Equal to Chamberlain's Colic, Cholera and Diarrhoea Remedy

This fact is well known to druggists everywhere, and nine out of ten will give their customers this preparation when the best is asked for. Mr. O. E. Witmer, a prominent druggist of Joplin, Mo., in a circular to his customers, says: "There is nothing on the market in the way of patent medicine which equals Chamberlain's Colic, Cholera and Diarrhoea Remedy for bowel complaints. We sell and recommend this preparation." For sale by all druggists.

A woman likes to go away from home so as to be able to wish she was back again.

THE APPLE CURE.

In these days of indigestion, Of fever and congestion, A new and pleasant remedy has lately come to light: 'Tis a cure-all pure and simple, The very latest wrinkle— Just eat a big round apple and you'll be all right.

Then good-by to inflammation, To pain and ulceration; The vermiform appendix will be forgotten quite; Throw away your pills galore, You won't need them any more. Just eat a big round apple and you'll be all right.

If swear words rise and choke you, If an awful thirst comes o'er you, And you cannot find the keyhole in the middle of the night,

After eating you long have pined, Just eat a big round apple and you'll be all right.

Then good-by to palpitation, To nervousness and amputation, The surgeons and the specialists are in a dreadful plight; Throw away your pills galore, You won't need them any more; Just eat a big round apple and you'll be all right.

If you're feeling pessimistic In a way that's realistic— If everything is going wrong and things look black as night;

If you're ill in mind or body, Do not take a drink of today— Just eat a big round apple and you'll be all right.

Then good-by to all narcotics, To tonics and hypnotics, The medical profession will soon be lost to sight; Throw away your pills galore, You won't need them any more; Just eat a big round apple and you'll be all right.

The Foreign Trade Record.

The unrevised figures of foreign trade for the year ending June 30, 1904, show that the growth in imports had not perceptibly slackened. The value of goods entered for consumption during the past five years has been as follows:—

1900	.....	\$180,804,316
1901	.....	181,237,388
1902	.....	202,791,595
1903	.....	233,790,576
1904	.....	251,457,137

The increase thus shown in five years is \$70,653,000, or nearly 40 per cent. There have, no doubt, been many causes contributing to the showing, beside the increase in prices of staple commodities. There has been considerable railway extension, creating a demand for rails and other imported material, and last year for locomotives. There has been an enlarged settlement in the west, and an increase in population naturally creates an increasing demand for imported as well as other commodities. There have also been increasing purchases abroad of certain lines of goods which, before the tariff changes of 1897, were largely made at home. This latter is the feature of the situation which affords cause for dissatisfaction, the more so, because the duty has been paid by a depression in some lines of Canadian industry involving large losses of capital and local trade slow-down. Perhaps this will be corrected somewhat as a result of the changes in the tariff made during the present year. If it is, the consequent reduction of imports will not be a thing to grieve over.

As usual, and largely as the result of conditions which no ordinary tariff could offset, the greatest importation and the greatest growth of importations was from the United States. The increase amounted to \$12,221,000, or about two-thirds of the total increase in goods entered for consumption. The figures for two years from the principal countries with which Canada does business are as follows:—

1904	.....	1903
United States	.....	\$150,825,515
Great Britain	.....	61,770,379
Germany	.....	8,175,604
France	.....	12,835,537

The United States has the advantage in Canadian trade that it is the world's principal producer of certain staple raw materials, such as cotton and anthracite coal. Its manufacturing centres are also near to the chief consuming sections of Canada, and the product they turn out is usually of a character especially suited for the Canadian market. These advantages are also to be seen in the tariff which enable that country to supply so much of Canada's want or presumed want of imported goods. There has been a falling off in the effective in the same way. The advantage is not all on the seller's side.

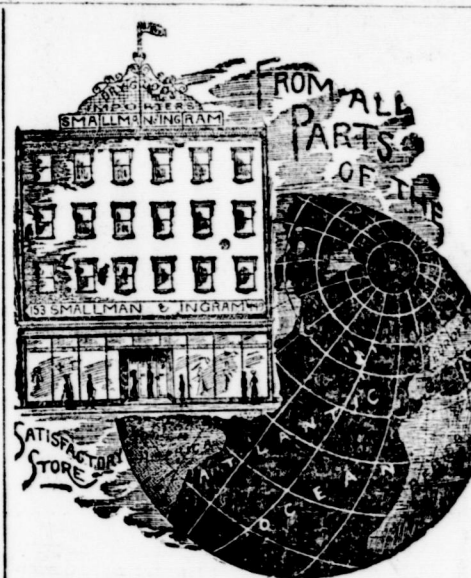
The export side of the record is hardly so satisfactory as the import. There has been a falling off in the outside demand for Canadian products. For five years the exports have been as follows:—

1900	.....	\$191,894,723
1901	.....	196,487,832
1902	.....	211,640,286
1903	.....	225,849,724
1904	.....	213,521,235

The falling off of 1904 from the figures of 1903 was \$12,373,488. It was chiefly in the trade with Great Britain, which country, in 1902-3, took \$131,292,321 of Canadian produce, and in 1903-4 only \$117,591,376 worth. On the other hand the exports to the United States rose from \$71,783,224 to \$73,713,549. This increase, like that in the imports from the same country, is incidental rather than the result of any artificial conditions, such as tariff legislation. There are in this country certain materials which the United States consumers can purchase here better than anywhere else, and they are the inevitable result of our defensive responsibilities involved in the construction of the tunnel would not be balanced by any commensurate advantage. And this objection we regard as insuperable.

Although such eminent engineers as Sir Benjamin Baker, the late Sir John Fowler, and Messieurs Schneider and Hersant have passed the plans of a bridge on the cantilever principle, which it has been proposed to construct from a point near the South Foreland Light to a point near Cape Grimes, the length of the bridge being 20-3-4 miles, and the number of piles supporting it 72, both the initial cost and that of maintenance would be almost prohibitive. We have it on Lord Welsley's authority that a "channel" bridge would be infinitely less objectionable from the strategical point of view than a tunnel; while to obviate every objection of the kind a French engineer, M. Banan Varilla, has proposed an alternative scheme.

His bridge should terminate half a mile from shore on each side of the Channel, and there piers would connect at the sea extremity with a "tube" tunnel laid on the bed of the sea. The steep gradients from the end of the pier to the sea bed could be



THE WEATHER TO-DAY:—Fair and cool.

Kid Glove Sale

Thursday morning we open the fall season with price inducements calculated to please every woman in London or who may read this announcement. We have over 100 dozen of the well-known "Challenge" Brand Glove, which regularly sells at 85c pair. It is a pique sewn glove with two clasps, and the colors we have for you to select from are tan, brown, oxblood, castor, black, white, in all sizes. This is the Kid Glove bargain of the season, and we give it now hoping that while you are in to buy a pair or two of these wonderful gloves you will take time to look at our grand stock of other gloves. Thursday morning the sale starts, **59c** and you buy these 85c gloves for only, per pair.....

ORDER BY MAIL. STATE COLOR AND SIZE WANTED.

Hand-drawn Silk Shirt Waist Fronts Reduced.

Having a few of those beautiful Hand-drawn Silk Shirt Waist Fronts left over we have decided to close them out at the extremely low price of \$1.00 each. These Fronts come in the natural pounce and the pure white shades and require 1½ to 2½ yards of plain silk to complete them. They were formerly \$2.00, \$1.75 and \$1.50, but for quick selling they will go for..... **\$1.00**

Priestley's New Goods in Colors for Shirt Waists Suits for Fall.

Make an early selection from these marvels of beauty. The becomingness of your autumn costume depends upon the promptness with which you buy.

44-inch Sicilian, with fancy white stripe, in lovely shades of myrtle, brown, black and navy, very handsome for shirt waist suits. Per yard..... **65¢**

44-inch Roxana Mohair, in self colors of myrtle, brown, navy, cream and light navy, very fashionable for shirt waist suits, quite new..... **65¢**

44-inch Fancy Crepon Effect, something entirely new, in self colors of navy, brown, myrtle and cream, very handsome material for a stylish shirt waist suit..... **75¢**

SMALLMAN & INGRAM,

149, 151 AND 153 DUNDAS STREET.

TUNNEL THROUGH THE CHANNEL

Recent Revival of a Tremendous Scheme

MANY PROJECTS PROPOSED

Tunnels, Bridges and Marine-Railroad-Ferries All Mooted to Facilitate Anglo-French Traffic.

Recent events have led to a revival of the project, or rather projects, for facilitating the ever-increasing social and commercial intercourse between this country and France.

The best-known project is that of a Channel tunnel, which only the other day again received the approval of the French Parliament, but there are others—namely, of a Channel bridge, of submarine ferries, of a combined submarine tube and bridge, and of a kind of platform to be driven across the straits of a seabed railway.

There is no necessity to recapitulate the long and familiar story of the tunnel scheme, suffice it to say that the route finally selected was from Sir devereux's Cliff, Dover, to Sangatte, twenty-two miles in length, while experimental borings satisfied the engineers that it would run the whole way through the plastic stratum known as Dover clay chalk. When the works were stopped by the action of the British Government in 1884 two head-ends, each seven feet in diameter, had been respectively driven, with Mr. Dickenson Brunton's machine, to a distance of 2,300 yards from the English shafts and one mile from the French shafts.

Considering the enormous strides which the science of mechanical tunneling has made in the last score of years, there is no engineering objection to a tunnel; it would be a simple undertaking.

No, the only real objection to the perfectly practicable proposal is based on political and military grounds—viz., that the inevitable increase of our defensive responsibilities involved in the construction of the tunnel would not be balanced by any commensurate advantage. And this objection we regard as insuperable.

Although such eminent engineers as Sir Benjamin Baker, the late Sir John Fowler, and Messieurs Schneider and Hersant have passed the plans of a bridge on the cantilever principle, which it has been proposed to construct from a point near the South Foreland Light to a point near Cape Grimes, the length of the bridge being 20-3-4 miles, and the number of piles supporting it 72, both the initial cost and that of maintenance would be almost prohibitive. We have it on Lord Welsley's authority that a "channel" bridge would be infinitely less objectionable from the strategical point of view than a tunnel; while to obviate every objection of the kind a French engineer, M. Banan Varilla, has proposed an alternative scheme.

His bridge should terminate half a mile from shore on each side of the Channel, and there piers would connect at the sea extremity with a "tube" tunnel laid on the bed of the sea. The steep gradients from the end of the pier to the sea bed could be

any of the rack systems serving for tows in rivers, and, therefore, need not be seriously considered, so we may pass on to examine the project of specially constructed ferry boats, equipped with one or more heights of the tide by means of hydraulic gangways, and the late Lord Armstrong, who was consulted about the machinery, undertook to provide lifts that would complete the operation of loading and unloading in a few minutes. Hence, the inconvenience, delay, and expense of transferring passengers and baggage from train to steamer and vice versa, would be altogether obviated. However, the through goods traffic would be in point of income by far the most important traffic, and much the easier to arrange for.

The transfer of goods between train and ship entails the expense of packing them in small parcels so that they can be conveniently handled, whereas the transfer of goods by rail entails the expense of loading and unloading the "freight boggy" known as the "breakdown bulk," is eliminated, while the size of consignments need only be limited by the capacity of the rolling stock. "Train ferries" for goods traffic are largely employed on the North American and Swiss lakes, and they are not new to this country. Before the Forth and Tay bridges were built both countries, which are open to the North Sea, and at times exposed to very stormy seas, boasted "floating railways." The old Forth ferry, 5-1-2 miles in length, transported 75,000 wagons a year.

The original scheme for a channel ferry was proposed by the late Sir John Fowler in 1869, and ever afterward advocated by him as being superior in every respect to any tunnel or bridge project. Sir John proposed the establishment of a line of ferries, conveying both passengers and goods, between Dover and Calais, and the practicability of the scheme was established by the testimony of many eminent scientific and practical authorities in the evidence given before the Committee of the House of Commons which, during the session of 1870, examined and approved to a bill to carry it into effect.

The outbreak of the Franco-Prussian war caused the withdrawal of the bill, and when in 1871 the scheme was revived the bill was unexpectedly thrown out by a committee of the House of Lords. Some preliminary details of the proposed ferry scheme were published in 1901, and in November, 1902, representatives of the Northern and Southern Railway Companies visited Denmark to inspect the working of the railway ferries in connection with the Danish railway system across the different channels dividing the islands from the goods train ferry between Gjesler and Warnemunde is forty miles long.

When the Commissioners started on their visit, the idea was only to study the system with the view to ferrying goods wagons across the Channel, but so favorable were the impressions which they received that they came to the opinion that passenger coaches also might be ferried. However, they really say to ferry the later, for passengers during the voyage, in which case the transit of the carriages would merely be for the accommodation of their travelling paraphernalia.

Goods train ferries are fairly certain to be established, and, assuming that Dover will be selected as the British port, the great water station now being formed there to berth ocean liners has only to be equipped with

able for the purpose. The French, however, will have to spend a large sum of money to adapt Calais to this class of traffic, as the entrance to Calais Harbor is no better than it was some years ago.

Lastly, one rather serious technical difficulty relating to the railways of the two countries must be taken into consideration. The British standard running gauge is 4 feet 8-1/2 inches, and the French loading gauge is of larger dimensions than that of our southern lines, over which the through traffic is bound to pass. This means that only English rolling stock could be employed in the ferry service. English wagons can run slack on French tracks, but French vehicles cannot traverse with safety those of this country. H. G. Archer in The London Mail.

WEBSTER GOT HIS BRANDY.

A Story that An Old-Time Innkeeper Was Fond of Telling

Oliver Warner was born in Northampton, Mass., in 1821, and removed to the centre in 1827, purchasing an old tavern built in 1730 by Asabel Pomeroy. He remained in there until 1831, when he sold out to J. R. Vinton, but bought back the house in 1840, and remained in it until his death in 1853. The tavern was a stopover place on the old Boston and Albany stage line, and kept a wide reputation as a meeting resort for Southern men of means. Oliver Warner was one of the best known men in this part of the State. He was also a man of influence, serving seven years as representative to the General Court, and two years as State Senator. Mr. Warner used to relate the following story of Daniel Webster:

One night Mr. Webster came here very late by the stage, and after taking his room, to which I had conducted him, he said: "Mr. Warner, I am an old man, and I am quite wearied from my long ride. I need some stimulant, and should like to have you bring me some old brandy." I reminded him that I was then keeping a temperance hotel, and that I had nothing of the kind on hand. Mr. Webster then said: "Well, you must get me some at the stores, then. Perhaps you have conscientious scruples against serving me with liquor. You need not send it to me, but bring it and leave it outside my chamber door, within the next ten minutes, and when you are gone I will take it and put it where no mortal eye can ever see it again." The instructions were followed, and Mr. Webster undoubtedly obtained his brandy.

A New Use For the Camera. A new method of measuring for tailors has been patented in Paris. The person to be measured is placed before a camera, and between them is introduced a network that is photographed at the same time and serves as a standard. Certain artifices are necessary to obtain a complete result; thus, the arm pits, etc., must be indicated by objects visible from without, and, finally, several views must be taken from various standpoints. The subject is also fitted with a sort of harness which indicates points of comparison. These points may, however, be marked directly on the person instead. The relative positions of the camera, the network, and the subject are carefully adjusted so that the subject appears always on the same scale, and then the photograph is taken from the various necessary standpoints.—St. James's Gazette.

A GUARANTEED CURE FOR PILES Itching, Blind, Bleeding or Protruding Piles. Your druggist will refund money if PAZO OINTMENT fails to cure you in 6 to 14 days.

Too Generous.—"Wiggins likes to hear himself talk."—"Yes," answered the sarcastic person, "it wouldn't be so bad if he didn't insist on trying to share the luxury of his conversation