vorked, any extension of the territory f the order or the qualification for

(3) That they be further instructed oppose the investment of any of e surplus funds of the order in the ection of the Foresters' Temple, solled, at Toronto, inasmuch as such restment is too uncertain and too eculative in its returns to form a asis of security for an endowment and, and that all efforts to make the ction of such a building other than private enterprise be resisted.

This report was taken up and secns one and two amended by subtuting the words "be recommended" "be instructed." Section three was

on motion of W. Myles, seconded by ev. A. F. Brown, it was resolved at the delegation appointed from s high court to the supreme court directed to obain all available in mation and necessary affidavits reing to the case of Bro. Herbert W. ore of Court Loyalist, No. 121, and the same before the supreme court the next session, and urge upon that dy some settlement of the appeal of

beneficiaries. was explained that Mr. Moore had New York for Norfolk, Va., some ur and a half years ago and had ver since been heard from. His neficiaries had kept his premiums id up ever since, and now desired some settlement be effected. The committee on finance recom-inded the following payments: High cretary's salary, \$300; high treas-er, \$35; grant to chief ranger, \$100; rs, each, \$10; high journal ary, \$15; press representatives, \$10 hall expenses, \$30.50. Report opted to give journal secretary \$25.

inst any change in the mode of ornizing courts. Adopted. he committee on letter of condoto Hon. Judge Wedderburn re-

nmittee to whom was committed

h secretary's report, sec. 3, reported

n. Judge Wedderburn, Supreme Councilar Sir and Brother—The High Court of Brunswick, I. O. F., now in session in city, begs to acknowledge the receipt ugh the high secretary of your letter of small greeting. This court most highly rectates your good wishes for a happy beneficial outcome of its labors. At the e time it is with profound regret the telearns that you will not be able to the in its deliberations. We shall miss wise councils and your great knowledge iciliberations. We such iciliberations. We such iciliberations. We such iciliberations and laws, as well-such iciliberations of your splendid enthusiasm of your splendid enthusiasm. Forestric constitution and laws, as well he stimulus of your splendid enthusiasm. regret is immeasurably deepened by the wledge of the loss you and your family our beloved order have sustained in the h of your son, E. L. Wederburn, the high marshall of this high court, who in the truest and best sense a worthy ster. No words can measure your loss, can words adequately express the symyof the Foresters of New Brunswick h went out to you and yours in your of sorest trial. To yourself and family high court now formally extends the asness of its profoundest sympathy, and risk its deep sense of the loss this order sustained.

Yours in L. B. and C.,
A. W. MACRAE,
J. T. HAWKE,
A. M. BELDING. s was adopted and a copy of the ordered to be forwarded to the

vas resolved that a day be set t by the high standing committee s high court for the purpose of rating the graves of departed hers throughout this jurisdiction Chatham and St. John placed in nomination as the of meeting. ballot decided in favor of Mone-

Grant having taken the chair. ecretary Emmerson moved that high court confer upon retiring Chief Ranger Coleman the cross of merit in recognition s valued services to the order in apacity of vice-chief and then chief ranger of this court.

Lindsay heartily seconded the n, which was also supported by Creed, who said in conferring honor the high court was honor-tself. (Applause.) The resolution carried by a rising vote valier Coleman rose to acknowthe honor, but his feelings were ch for him "Brothers," he said

t, "I can't say a word." He rehis seat amid applause that ed for some minutes. committee on the continued ation of the New Brunswick er, consisting of Messrs. Day, Belding, Maltby and Grant, re-

recommending

the high standing committee into a contract with the pub-Geo. E. Day, for the issue of monthly numbers of the N. B. ter, beginning with the present to be in the same general form e two numbers already issued, sue to include 16 pages of readatter, and a copy to be sent o every member of the order in isdiction, the publisher to have dvertising privileges and to refrom the high court the sum of or the twelve numbers and to n addition the printing of reminutes, etc., at rates to be d on by himself and the high mittee; all reading matrted in the Forester to be un e joint supervision of the puband two members to be ap d by the high standing com-

as resolved that the delegates supreme court be directed to ore that court the justice and of the supreme executive the amounts of all endowment. ites at their face value at some red bank.-Adopted unanimous

committee on representation Macrae, Belyea, Robinson, and Sherwood reported as fol-

each subordinate court with members or less shall be entione representative and to nal representative for each add 50 members, or a major fraceof, in good standing at the the half year immediately prethe regular session of the high

at the high court pay the milenses and a per diem allowf \$1 for each day the high court ion of one representative each subordinate court repre-at the session of the high Such allowance not to be paid esentatives of subordinate located at the place of meeting

high court. report was taken up section n, and after a long discussion was adopted. The sec

ond section was amended by striking out the per diem allowance of \$1 and stipulating that no member receive mileage unless he attend every session of the high court till its final

Court adjourned for dinner. This morning's session of the court was not as largely attended as previous ones, quite a number of me

At the afternon session the high standing committee, through high chief ranger elect Kinghorn, aned the following appointed officers: High chaplain, Rev. J. Millen S. W., R. L. Maltby; H. J. W., P. B. Millie; H. S. B., A. Y. Clarke; H. J. B., The New Boat is Beyond Doubt the Finest J. J. Kupkey; M. mar., Hugh Doherty H. con., H. W. Woods; H. mess., J. H.

H. Creed as senior officer present then installed all the officers. They received a hearty round of applause H. C. Creed, who retires from the high standing committee after nine years' service, made a brief speech referring to his pleasant relations with the committee. He called upon the newly elected high chief ranger to ad-

Chief Ranger Kinghorn heartily thanked the court for the unsolicited honor conferred upon him. He pledged imself to endeavor to deserve their onfidence in the future as in the past.

High Secretary Emmerson thanked the court for his re-election, and pledged himself to work harder than ever before. He hoped to see one hundred and fifty courts in the jurisdiction at the date of the next high court. Messrs. Todd, Chapman, Wier, Robinson and Keith also expressed their thanks.

It was moved by Mr. Macrae, sec onded by Mr. McMinneman, that the high standing committee urge upon the supreme executive to reply as soon as possible to the petition of Court Stanley banner relative to the matter of Dr. D. R. Moore. The latter court held that Dr. Moore had not been fairly dealt with. The motion was adopt ed unanimously.

was moved by Mr. Macrae, sec onded by Mr. Belyea, that the high auditors be required to give a sworn statement of the audit at the next high court. This concluded the busi-, and the court adjourned.

OTTAWA LETTER.

The End of the Session Now Rapidly Approaching.

The Opposition Dissatisfied With Themselves Are Disposed to Abuse Each Other, and Their Party Press as Well.

(Staff correspondence of the Sun.) Ottawa, June 30.-Parliament will probably be prorogued after five or six more working days. The approach of the end is made evident by the speed with which the estimates for next year work their way through co tee of supply. The session will in all probability be less than three months in length. This is much below the recent average, yet so dull has it all been that members find it hard to realize that the session is not a long

If a country is happy which has history, a government is happy which is spared an exciting session. The dullness of these ten or twelve weeks here means that the opposition has not made a good fight. To the members on the speaker's' left it has been ed themselves with the idea that th government would be sore driven by internal troubles. They counted much on the fact that the prime minister was new to his duties, and that the leader of the commons was also un-tried in that capacity. They rushed to the conclusion that an administration in such circumstances, pressed by a question so perplexing as that of the Manitoba schools, would hardly be able to resist attack.

They have suffered a grave disap pointment. Sir Mackenzie Bowell has modestly gone on with his work and has not laid himself open to attack Mr. Foster has led the commons as well as it was ever led if one may judge by results. Not a single tactical blunder has been made by him as leader in the chambers. He has not put himself or his party in a false position on any occasion, and has always managed to relieve his party from any of those necessary embarrassments ccasioned by unwise, incorrect or careless expressions of less diplomatic members of the house. He has man-aged to maintain pleasant parliamentary relations with the leaders of the osite party and especially with the real legislative opposition leader, Sir Richard Cartwright. Sir Richard is easily the ablest member of the oppo and though he is sometime described as an ill-natured man, he is neither unfair nor petty in his every-day criticisms. Among all the members to the left he is the man whom a good government leader, with faith in his course and with a good control of his work, would desire for his chief critic. Weak ministers who do not know their business need expect no mercy from Sir Richard, but D. A. railway. he has respect for a man like Mr. Foster, whom he is said to have described as the best finance minister

It was remarked in a previous let ter that the opposition was never s ineffective as this year. The members seem now to feel that they are making no headway. They are dissatis-fied with themselves and are disposed to abuse each other. They combine to assail the opposition gallery for not doing them justice in the press. They have lost whatever respect they ever had for Mr. Laurier as a leader. They have in every argument on a large question placed themselves in an unfortunate position. It is only in criticism that they have made any approach to success, for no government ever existed that did not in some matters lay itself open to successful adverse criticism. Even outside of this it has been a bad year for the opposi tion, which is tottering to its fall.

THE WEEKLY SUN, \$1.00 a year.

#### SHE IS A FLYER.

The Dominion Atlantic Steamer

Prince Rupert Breaks all Bay Records.

She Makes the Run From Digby to St. John in Two Hours and Four

Minutes.

Steamer on the Eastern Coast.

(From The Daily Sun of the 3rd.) The Dominion Atlantic railway 'flyer" received a warm welcome from all the tugs in the harbor as she came into port Tuesday afternoon. Probably no city in America possesses more marine critics than St. John and therefore it is saying a good deal when it is stated that not one person, after an examination of the palatial Prince Rupert, could be heard utter-ing any words of disapproval.

The Prince Rupert sailed from An-

napolis Tuesday morning about ten thirty o'clock and made the run to Digby in fifty minutes. Here a stop was made and at 2.26 o'clock the teamer started on her way to this port with the following party on board: K. Sutherland, superintendent, and P. Gifkins, general passen-ger agent of the Dominion Atlantic railway; Mr. Bighell, formerly manager of the Yarmouth and Western Counties railway; Mrs. Richards, wife of the captain of the Prince Rupert; John B. Jones of the Telegraph and James Berry of the Sun and Mrs.

Berry. The veteran Capt. Porter of Annapolis was on the bridge as pilot and on leaving Digby Gut the Prince Rupert was "let out." How she plowed the water can only be imagined from the fact that a close watch on the paddle wheels failed to find one of the blades in the wheels. The run across was a remarkable one—the fas-test ever made from Digby to St. John. The time from light to light was exactly one hour and fifty-two ninutes, and from Digby to St. John two hours and four minutes. steamer's engines stopping at her wharf at 2.30 o'clock. The day was beautiful and fine and the trip most pleasant one. As the Prince Ru-pert "flew" past Partridge Island and the Beacon light greetings were exchanged, while all the tugs in the harbor gave one of their well known

royal welcome to the stranger. Capt. Richards is a master with a high reputation. He is an agreeable and pleasant gentleman and will undoubtedly become a great and will undoubtedly become a great favorite with the travelling public. As stated in a previous issue, the purser is Capt. Pheasant, a gentleman of long experience on the bay ser-

never once entered our head. We are proud to say we try to give every traveller his money's worth. But atourists will throng to the Land of Evangeline and as we are desirous of promoting the comfort and pleasure of every health seeker who comes our way, we are placing on our St. John service this season a new staal side-wheel steamer built by the fa-mous firm of Denny Brothers of Dumbarton. They are proud of their work

and they have reason to be."
"What is she like?" "The Prince Rupert would take col-umns to describe. Take every comfort for instance, every luxury to le found on each and all of the gilt-edged limited expresses of the states, mag-nify these comforts and luxuries many times over and as a finishing touch recall that she is the product of the est science that the Clyde can produce, that will about sum up the Prince Rupert."

"Why the name?" Because of her speed. The other day off the British coast, with the wind blowing off shore quite half a gale, she underwent scientific tests and attained a speed of 18.1-2 knots, or a land speed of a trifle over 213-4 miles an hour. The craft is as handome and dashing as that Prince of Cavaliers who wrote his name deep 'n

"She is a paddle steamer, I und rstand?

"Yes, and ii my wide experience of travel both in America and Europe, I have seen no finer machinery or more majestic paddles in any vessel of her class. The circumference of her wheels is one of the secrets about her I cannot divulge. But from the platform of her engine room can be worked with a turn of the hand an immense mass of intricate and exquisite gear controlling electric lighting (there are no less than 200 16 canlights on board), steam heating apparatus in every noot of the vessel, steam windlasses r d all the thousand and one conveniences

on board ship which modern ingenuity has made possible by the aid steam. There is no limit to the ingenious devices for the traveller's comfort. In each state drawing room and everywhere else on board, the steam heating can be regulated to the nicest and most equitable temperature, so that every passenger in his own special corner can satisfy his own special likes or dislikes as to heat. "What are the dimensions?"

She is 260 feet long over all-her tonnage 1,158 tons. Her accommoda-tion you will have a better idee of when I say that her certificate, grant-ed by the imperial board of trade, : 1lows her to carry 850 passengers."
"Give me a description of her saoons and drawing rooms

"It is safe to say there is no steamer of her class running that can compare with her in that regard. She has two dining halls decorated and upholstered in the most sumptuous fashion. The exposed woodwork is of selected white The roof is panelled anaglypta. The pillars shine with effulgence of polished gold. The main

of Siemens-Martin steel. The combined steam and hand starting gear is Brown's famous patent. The diameter of wheel over floats is very large The engine runs up to over 3,000 indicated horse power. There are all sorts of pumps, feeding, sanitary, etc. There is an improved evaporator able to supply a ship's crew with fresh water or voyage round the world. The im perial board of trade have of course tested and passed the boilers in every detail. So far as both engine room and stoke hold are concerned, one can scarcely turn round without being faced with the very latest and best de Denny Brothers, the builders both of the ship and her engines, take a place among the premier ship builders of Great Britain. I have reason to know they are proud of the Prince Rupert, and they have good cause to be. No vessel plying on the Canadian seaboard either east or west comes near her in equipment."

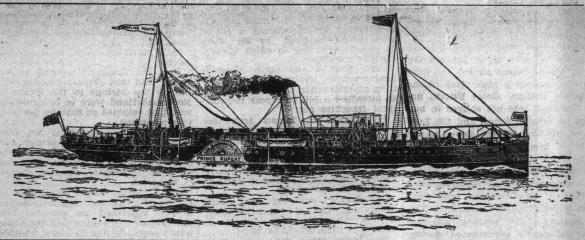
"What are your ideas about running "She will probably during the season make a double round trip between St. John and Digby. This her great speed, immense power, thoroughness and per-fection of build will allow her to do in any weather. She will to all intents and purposes be a continuation on se of our favorite "Flying Bluenose" service of expresses. She will run with the regularity of a railway train all the year round. St. John will become to us as much of a daily terminus as Halifax. The Dominion Atlantic railway will place at the disposal of the citizens of St. John the best possible facilities of access to Evangeline's Land and to all points as far east as Halifax and as far west as Boston; similarly we shall send an immense mass

"Have you anything more to say in connection with this brilliant enter-

of tourist business to the city of St.

prise, Mr. Campbell?" "Yes, a very important point is worth referring to. I have not been content in placing on the route so superb a vessel without making certain that she will be operated in the way worthy of the traditions of the 'Evangeline Route." Her commander, Mr. John Richards, was until recently the navigating officer of Lord Sunbeam, and shared in that famous voyage round the world which the late Lady Brassey chronicled in her immortal book. He is very proud of Prince Rupert. He is not a man to lose his head with praise, so I have no hesitation in saying he is a splendid officer, a pleasant companion and a thorough gentleman. The chief engineer, John Munro, has had a vast experience. But though as chief he handled the finest engines in some of the best ocean steamers running. have no hasitation in saying the Rupert engines are his pets. I wish I had him here to give you some notion of these engines' special merits.' "Where has he served?"

well everywhere. Let me give you the names of a few companies whom he has served-the Shaw.



vice and in every way fitted for the position. Mrs. Blakeney, formerly of the Monticello, is stewardess, and Thomas Murphy, well and favorably nown to the travelling public, is baggage master. In all these ap-pointments excellent judgment has en exercised

The Prince Rupert will leave on her first regular trip this morning at 7 o'clock, standard time, connecting at Digby with the Dominion Atlantic railway for Halifax reaching that city at 3.30 p. m. The Prince Rupert will leave this port again at 2 p. m. and return again at 7 o'clock.

The steamer was brilliantly lighted by electric light last night and was inspected by hundreds, one and all expressing their admiration for the The Sun cannot do better probably

than quote from the Kentville Advertiser's interview with Manager Campbell regarding the objects of the com-pany in putting the steamer on the coute, in which also is given a description of the vessel:

"There is no better ascertained fact in the experience of transportation companies along the eastern sea board than that the best class of tourist travel from Canada and the states is finding its way in vastly increas ing numbers every year to the Land of Evangeline." So said W. R. Campbell, the enterprising manager of the

"It is not a question of routes. In all our business we have one fact kept before us by the favor of the travelling public-that is, we are ite Evangeline Route, we control all the gateways into Evangeline's land, and as tourists and seekers after health and pleasure insist on coming to Evangeline's land and finding a vivid delight in its beauties, its sport, its fishing and its perennial charm of romance, we have been but doing our duty to an enormous number of patrons in placing glit-edge facilities of travel at their disposal. The Flying Bluenose service of expresses has become as good as any in America. Pullman has built our parior cars. As a railway we have thing in operative order that the best cience can command or suggest. But

as there is nothing good that cannot e bettered we are-"Going to beat your own record?"
"Exactly."

"Please remember what I have said. mpetition with our friends among other transportation companies has three cylinders. The piston rods are

which branch a number of magnificent staterooms; certainly you can only fine the equal of these staterooms in the very latest and most superb Atlantic liners. A notion borrowed from the Pullman car is ingeniously worked in. The berths are Pullman case be converted in a few secon into a spacious drawing room with table and seats complete; these staterooms in other words will differ in nothing from the private sections of corduroy of the upholstery, the silvered metal fittings, making of each room thing of beauty and a joy forever.' At the after end of this main deck saloon there is a ladies' boudoir finished in the same general exquisite style, with door curtains of Imbertine tapestry. Extraordinary attention has been paid to the comfort of the ladies ighout. A splendid bathrooon with Mosaic floor is assigned for their The deck saloon is specially re served for them. The Velours panels of the walls, the square windows, the silk Kalmund tapestry, the electric fittings, will all delight the Canadian or American belle as reproducing the

supreme ideas of drawing room lux "But about the gentlemen's accomnodation, Mr. Campbell?" "Modelled on exactly the same lines, that is the best. The smoking room is larger than you will find on the bulk of Atlantic liners, and that is saying a good deal. It is on the promenade deck forward. The walls have panels of leather studded with brass. The up holstery generally is green buffalo hide. Everything has been designed with a view to coolness and comfort The square windows can be shaded at pleasure with Jalousie blinds. The gentlemen will also have a large bathroom fitted up similarly to that devoted to the ladies. These baths I may mention have hot and cold supply and salt water showers, and are supplie with steam through improved silent blow and circulating apparatus. They are in fact as perfect as science car

make them." "What about the engines, Mr. Camp bell?"

"They are direct acting triple ex pansion, diagonal, surface condensing paddle engines. The wheels have feathering floats. There are eight corrugated furnaces. The engines have

saloon is a very fine apartment off Saville and Albion Co., the New Zea land Shipping company, Spanish Trans-Atlantic Mail company, Portuguese Royal Mail and Donaldso lines. He comes with a very satisfac tory record from Denny Brothers. He is a man in the prime of life and will doubtless be held in respect by all berths, and the staterooms can in each who travel on the Evangeline Route. "By the accession of the Prince Ru-

pert the Dominion Atlantic railway service to and from St. John. Halifax and Boston will be made as neraly perfect as human skill can achieve a Pullman parlor car. The cream and It is because it is the favorite route gold of the decorations, the Romola and the route by which the public insist on travelling that we have been able to accomplish what we have done."

FORMATION OF COAL.

In Some Places the Perfect Form of th Decayed Trees Have Been Found.

Decayed Trees Have Been Found.

The formation of coal, according to Dr. Homer Green's cosmical theory, was due to the solar orb bringing forth, millions of years ago, when it was larger and hotter than today, a wonderfully luxuriant vegetation, including plants of strange kinds, mosses as large as forest trees, and ferns thirty feet in height, growing up richly from the clayey soil and forming dense jungles in the vast marshes, the latter covering great areas of the earth's surface; these ferns, mosses, and the leaves, branches and trunks of trees in time falling and decaying where they grew, only to render the soil more fertile and the next growth more luxuriant—year after year, century after century, this process of growth and decay going on, until the beds of vegetation matter thus deposited became of great thickness; the earth's body, however, still continued to shrink, in consequence of which her trust at times contracted and fell in, the land then sinking throughout vast areas, the beds of vegetation matter going down and the water sweeping again over the great marshes. Sand and mud and gravel were laid down anew over the deposits, and the clayey soil from which the next rich growth would spring was spread out on the surface, this process being repeated again, and again, as often, indeed, as seams of coal in any coal bed.

In this way, according to Dr. Greene, the conditions for the formation of coal swere made complete, atmospheric air being entirely excluded while the vegetation underwent the processes of decomposition, so that in some beds of coal whole trees have been found, with roots, branches, leaves and seeds complete, and all converted into the same kinds of coal as that by which they were surrounded.

Constipation, Headache, Bachache the result of a disordered Stomach and Liver-Beach's Stomach & Liver Pills

Advertise in THE WEEKLY SUN.

BRITISH POLITICS.

G." W. Balfour Appointed Chief Secretary for Ireland

Other Appointments Made by the New Salisbury Government.

Lord Rosebery's Address to the Eighty Club on the Defeat of His Party.

London, July 2 .- The Duke of Norfolk, unionist, has been appointed postmaster general, in succession to Hon. Arnold Morley ,and Gorland William Balfour, brother of Right Hon. A. J. Balfour and a member of parliament for Central Leeds, has been appointed chief secretary for Ireland. The remaining appointments made are as follows:

The Right Hon. Sir John Gorset, member of parliament for Cambridge university and formerly financial secetary to the secretary, vice-president of the council.

Sir Wm. Hood Walron, member of parliament for the Riverton division of Devonshire, formerly a lord of the treasury, patronage secretary of the

William Grey Ellison McCarteny, ember of parliament for South An rim, secretary to the admiralty. John Austen Chamberlain, eldest son of the Right Hon. Joseph Chamber lain, and member of parliament for East Worcestershire, civil lord of the

Right Hon. Jesse Collings, member of parliament for Bordesley division of Birmingham, radical unionist, for-merly parliamentary secretary to the local government board, under secre-tary for the home department.

The Earl of Shelbourne, more generally known as the former member of parliament for West Edinburgh, who as Viscount Wollmer, recently, upon the death of his father, raised the question as to whether a peer could sit in the house of commons, under secretary for the colonial department T. W. Russell, M. P. for the south ern division of Tyrone, liberal unionist, parliamentary secretary to the local government board.

Joseph Pewell Williams, M. P. for the south Division of Birmingham, lib eral unionist, chairman of the legisla-tive committee of the national liberal unionists, financial secretary for th war office.

Lord Rosebery, the retiring prim minister, addressing the Eighty club this evening, said that the liberals were defeated, but were not discom forted and not disgraced. He did not pretend to lament their position, for to him there was no comparison be-tween the position of that party and the position of a party engaged in the arduous, if not impossible, task of forcing through a reluctant house of commons, with a narrow majority, measures which it would to force across the impassable rampart that faced all great measures. He had never tasted the sweets of place with power, but his experience of place without power was a purgatory, if not ation, he said, was the disappearance of so-called liberals who opposed liberal measures. The conservative party had absorbed the liberal unionists. Henceforth there would only be two great parties, the tories and the lib-

The lesson to be learned was the necessity of concentration. If they SAW MILL MACHINERY, only obtained a small majority, they must be content with small things. The subject upon which they mus concentrate was the house of lords question. Personally he would ngm the election on that question. That reforms, but that they must deal with ne thing at a time.

THE IRISH CAUSE.

Appeal of Independent Parliamentary Party for Funds.

New York, July 3.—The executive council of the Irish independent parliamentary party met at the Irish National club tonight and adopted a manifesto. The manifesto will be circulated throughout the United States and Canada. The manifesto says, among other things: "It makes little difference to the Irish people whether they are misgoverned by whigs or tories. The question of home rule can only be raised to the dignified level to which it was brought by Parnell by the presence in that ministry of Irish representation owing no alle gianec to whig or tory.

"Will Americans give financial support to a conglomeration of Irish factions which has failed to accomplish anything but the destruction of the fabric raised by fifteen years of arduous labor? Or do they desire to see an Irish party in parliament advocating the claims of Ireland, who place no reliance in English promises and who accept no offices from the British government?

"We appeal with confidence for contributions to the funds now open for the purpose of helping the election of Irish representatives who will pursue in the next parliament the policy so long identified with the name Charles Stewart Parnell."

SAVED BY HIS BIBLE.

A most interesting story is related in the Times of India in its account of the Chitral Campaign. It is one of the King's Own Scottish Borderers having his life saved by his Bible; and the story being vouched for by Capt. Macfarlane of that regiment, it may be re garded as trustworthy and not as rehash of any of the old stories of the kind that have done duty in the past. It was during the forcing of the Malakand Pass that the Borderer fell, being hit heavily in the chest. Capt. Macfarlane ran to him, and opening his coat found that the bullet, the impact of which had forced him to the ground, was buried in his Bible. The volume had been given to him by one of the nursing sisters in the hospital at Pindi, where he had been a patient.

TWO COLOSSAL CHILDREN. Pan

The quaint little town of St. Nicholas, in East Flanders, boasts the possession of two children of such extraordinary abnormal growth as to put completely in the shade all similar infant prodigies of the past or present. These Brobdignagian youngsters are boy and girl. The elder, Master Clement. Smedst, is fifteen years of age, and weighs no less than 420 pounds; the circumference of his body is six feet six inches; he measures thirty-six inches around the leg and twenty-eight inches around the leg and twenty-eight inches around the arm. His sister, Bertha is eight years old and turns the scale at 24 pounds. In spite of their dimensions their activity is remarkable, for they trip and skip about with all the agility of other children of an equal age. It is an astonishing sight to see these infant mountains of humanity romping about in country lanes with other children of the village. One would imagine them to be the offspring of a race of glants, so high do they tower over the heads of their Hille playfellows. Their appearance is interesting, both having extremely handsome and regular features. Bertha, like other girls of tender years, ellights in nursing a doll, which seems judderously out of place in the arms of the young glantess. The couple are attracting the attention of the country around, and on fine days crowds of people ficek into the quiet little town in order to catch a glimpse of these colossal children.

It may be noted that the most positive advice about building yachts comes usually from the far inland towns.

ansy Pills! DRUG SAFE AND SURE, SEND 40, FOR "WOMAN'S CASTORES GUARD!" WILED SPECIFIC CO., PHILA... SAINT JOHN DYE WORKS.

Ladies and Gentlemen's Clothing CLEANSED or DYED at Short Notice.

C. E. BRACKET.

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We offer two weeks trial on our Actual Business Course free of charge. The wise purchaser examines before he buys This is the only safe rule and by it we want our school tested. Send for Catalogue

CURRIE'S BUSINESS COLLEGE, 198 Union St. (Opposite Opera House) St. John, N. B.

# APPLE TREES.

Wealthy, Walbridge, Haas, Ben Davis, Tetofsky, Hyslip Crab, Etc., Etc.

THE Undersigned not being in a position to canvass tor or deliver personally the trees noted above, wishes to sell the whole lot outright. The mirery is located in Stanley, York Co. It will be to the advantage of any person wishing to set out a lot of trees to send for terms by the hundred. Circumstances over which I have no control have thrown these trees upon my bands, and they will be disposed of at a bargain.

HENRY T. PARLE TO THE TOWNSHIELD.

### **AUSTIN ROAD MACHINES.**

Cheese Factory

Dairy Supplies.

(Waterous Engine Works Co.)

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