POOR DOCUMENT

MC 2034

THE PREMIER IN MONTREAL

Sir Wilfrid Cheered by Thousands on His Arrival

Made an Address at City Hall and Spoke to Crowds from His Window at the Windsor

MONTREAL, Q., July 21.—Montreal extended to Sir Wilfrid Laurier an elaborate welcome Saturday night, and from the time the premier stepped down the gangway of the government cruiser Lady Grey to two hours later, when he entered the Windsor Hotel, he was the central figure in the demonstrations which were participated in by the thousands.

Sir Wilfrid appeared to be delighted with his reception. At City Hall, where an address of welcome was tendered by the city council, the Board of Trade, Chambre De Commerce and the Reform Club, Sir Wilfrid made a brief speech, in which he thanked the people for the manner in which they had greeted him.

The premier appeared to be in excellent health, and after the first few sentences his voice rang out clear and strong, and his words were heard easily by the crowd which had gathered in front of City Hall. Although the premier was expected to arrive at 8 o'clock it was an hour later before the Lady Grey, accompanied by a flotilla of government boats, came alongside the Victoria pier. Long before that hour, however, the streets were lined with sightseers and Victoria pier was packed with people waiting to catch a glimpse of the premier. The approach of the Lady Grey was heralded by a continuous discharge of rocket bombs and fireworks from various points along the river front, and many of the ships in port were decorated with flags and bunting.

On Victoria pier the harbor commissioners had erected an arch which was festooned with lights and flags and added to the picturesqueness of the decoration scheme. Along the top of the new permanent sheds of Jacques Cartier pier there was a string of red electric lights with the words "all red line" picked out in glowing bulbs. Victoria pier was a blaze of light and color, and festooned lights were strung along the revetment wall.

When Sir Wilfrid landed he was met by the civic reception committee. After shaking hands he entered a carriage and was driven to City Hall. In the central point of the demonstration and when the carriage approached loud cheers broke from the large crowd which had gathered. Sir Wilfrid was escorted up the steps and various addresses were then read.

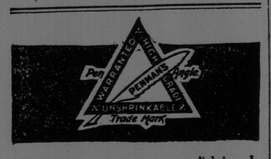
The ceremony at City Hall occupied half an hour, and then Sir Wilfrid was driven to the Windsor Hotel, a long line of carriages containing members of the Reform Club, Lemieux Club and other political organizations falling in behind. A number of Laval students were also in procession and to the accompaniment of music, many bands and flashes of many colored lights the premier was driven to the Windsor Hotel.

Here there was a big demonstration. Dominion Square was thronged and it was with difficulty that the mounted policemen could clear the passage for the carriages. Sir Wilfrid entered the hotel and held an informal reception in the parlors, where he met many of his Montreal supporters and chatted for some time. The Windsor was decorated with a huge electric motto "Welcome Laurier" blazing from the Peel street side, while over the door there was a maple leaf dotted out in lights.

While Sir Wilfrid was holding his informal reception the large crowd outside waited patiently to hear something from him. There were loud cries for a speech, and finally Sir Wilfrid appeared at the balcony of his window. It was some time before he could make himself heard, the crowd cheering itself hoarse. Finally a comparative quiet was obtained and then Sir Wilfrid briefly thanked the people for their welcome. He had, he declared, been the recipient of many demonstrations during his career, but the present one surpassed anything he had ever experienced in the past. Then, after wishing them good night, Sir Wilfrid withdrew and the crowd, after cheering for some little time longer, melted away and the demonstration was over.

APPOINTED FOOD INSPECTOR

OTTAWA, Ont., July 21.—Dr. Ward, formerly a food inspector for the Nova Scotia government and now of St. Paul, Minn., has been appointed chief inspector under Dr. Rutherford, to carry out the provisions of the act for the inspection of meats, canned foods, passed at the last session of parliament.



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Pen-Angle Guaranteed Underwear

Warranted to you by the dealer, by the maker to him. Form-fitted for comfort's sake; won't stretch, won't shrink. Made in many fabrics and styles, at various prices, in form-fitting sizes for women, men and children. Trade-marked in red as above. 208

BREVET.—A common-sense summer-comfort collar. 1½ in. at back; 2⅛ in. in front band; points 2½ in. wide. 20c each 3 for 50c

W.G.&R. LINEN Collars

IRISH linen, sewn better than seems needful for accuracy and shape-holding quality. Save bother and money. 29

Demand the brand!

W.G.&R. Makers, Berlin, Canada

MUST PROVIDE SCHOOL FOR MODEL FARM

Some of the Results of the Recent Agitation for Consolidation of Rothesay District Schools

ROTHESAY, July 21.—One of the results of the agitation for consolidation has been to wake up some of the people in the smaller districts where there has been no school for some time to demand that a teacher shall be engaged and their children given an opportunity to get some instruction. The facts are that in one district there are a few heavy taxpayers whose children are grown up and they do not seem anxious to provide an education for their neighbors who are not so well off. The education officers have taken notice of this disposition and there is likely to be a change. A meeting is called in Model Farm for next Wednesday night, to consider what the district shall do. The money was voted to carry on a school at the last two or three annual meetings and now the trustees, William McMahon, George Buckley and Howard Clark must provide a school or join with Quispamsis district and convey the children to this distant school house. This is one of the districts that turned down consolidation with Rothesay

A city architect has been asked to begin upon an addition to the village school house in Rothesay and as soon as his plans are ready the ratepayers will be called together again to provide money for the expenses of the building. There is a distinct feeling in favor of reconsidering the consolidation question as many of the features of the plan were not understood when the matter came up before.

SUDDEN DEATH OF SUPERINTENDENT OF LIGHTS FOR NOVA SCOTIA

HALIFAX, July 21.—The death occurred Saturday at his late residence in Dockyard of Charles A. Hutchins, the superintendent of lighthouses for Nova Scotia. Mr. Hutchins had not been well for a month or two, but no serious apprehensions were felt respecting his condition until within the last few days, hence the announcement of his death will come as a surprise throughout the province, in every seaport of which he was so well known. Mr. Hutchins was appointed to the civil service in connection with the marine and fisheries service on 15th February, 1884, and was promoted to the position held by him at time of his death on the 1st of July, 1904. The lights branch had no more efficient official, as he had had the benefit of a long nautical experience. A wife and five children survive. Deceased was 62 years of age. The sons are W. M. of the Bank of Montreal, Halifax; Alfred E. of the M. and F. department and Robert of Montreal. The daughters are Miss Jean Hutchins and Mrs. Ernest Geizer of Halifax.

TAFT WILL TAKE TRIP DOWN ST. LAWRENCE

OTTAWA, Ont., July 21.—Hon. Wm. Taft, United States secretary for war, who is summering at Murray Bay, Que., has written the secretary of state here that he contemplates a trip through the lower St. Lawrence river and gulf. A Canadian government steamer will probably be placed at his disposal.

The inland revenue for the month of June was $1,265,200, an increase of $93,881 over June of last year.

Kier Hardie, M. P., leader of the Independent Labor pary in the British house of commons, arrived in Ottawa today and will leave for Toronto early in the week.

PREMIER McBRIDE MAY GO BACK TO LONDON

VICTORIA, July 21.—Premier McBride of British Columbia has received a London cable that the words "final and unalterable," have been reinserted in the amendment to the British North America Act. The whole province of British Columbia is opposed to that condition and at the recent meeting at Victoria, McBride said if these words were incorporated he would go back to London and demand that the pledges given him by Lord Elgin and Winston Churchill be carried out.

THIRTY-ONE KILLED; MANY INJURED IN TRAIN WRECK

Fast Excursion Train Collided With Freight Near Salem, Mich.

Accident Happened in Cut at a Sharp Curve, and Impact was Terrific — Crew of Freight Train Held Responsible by Officials of the Road—"We Forgot", They Say.

SALEM, Mich., July 20.—Thirty-one people are dead and more than 70 injured, many of them seriously, as the result of a head-on collision which occurred today when a Pere Marquette excursion train bound from Ionia to Detroit crashed into a westbound freight near here. The trains came together in a cut located at a sharp curve of the Pere Marquette railroad, about a mile east of Salem.

The passenger train of 11 cars, carrying the Pere Marquette shop employes of Ionia and their families to the Michigan metropilis for their annual excursion, was running at high speed, probably 50 miles an hour, down a steep grade. It struck the lighter locomotive of the freight train with such force as to turn the freight engine completely around. But behind the two locomotives six cars of the passenger lay in a hopeless wreck. Four of the passenger coaches remained on the track undamaged. These were used to convey the dead and injured to Ionia. One coach was entirely undamaged, with only its forward trucks off the rails. The rear five cars were the ones undamaged. The two coaches next ahead of these were telescoped. The next car forward stood almost on end after the wreck, its forward end resting on the roadbed and the rear end high in the air upon the two telescoped coaches that had been following it.

Two coaches were thrown crosswise of the track and lay suspended from bank to bank of the cut, five or six feet above the rails. Of the baggage car not enough remained to show where it had been tossed.

Portions of it and of the locomotive tenders and freight cars were piled in an indescribable mass of debris.

James Boyle, a farmer, was working in a field probably 400 feet away from the track when the two trains approached from opposite directions. The freight was moving slowly up the heavy grade and had just reached the curve when the passenger train appeared running at high speed. Farmer Boyle saw the passenger engineer shut off his steam and apply the brakes, and saw the crews of both engines jump just before the crash. He ran to the tracks, where he found the uninjured passengers from the rear coaches running forward, and joined with them in pulling out the injured, who could be seen on every hand. The dead were placed in a row alongside the track and the injured were made as comfortable as possible under the circumstances and until the arrival of the wrecking trains from Detroit, Grand Rapids and Saginaw, which made it possible to send them to Ionia and Detroit. The twenty-eight bodies first taken from the wreck were taken to Ionia and the injured were placed on two trains, one of which headed for Detroit and the other for Ionia. There were about 35 injured people on each train.

Later in the day the body of Ed. Corwan, the head brakeman of the passenger train, was taken out of the wreck. Fireman Knowles died on the relief train en route to Detroit, bringing the list of dead to thirty, with a possibility that more bodies might be found in the wreckage and that several of the injured may die.

Responsibility is put squarely up to the crew of the freight train by officials of the road. Officials who arrived at the scene of the wreck soon after the accident secured from the crew of the freight the orders under which it was running and which clearly showed the position of the excursion train, and that the freight had encroached upon the other train's running time. The special train was due at Salem at 9.10 a. m. and at Plymouth at 9.20 a. m. It passed Salem on time. The time card of the special was telegraphed to the freight crew in the form of a train order, and this order, with the signatures of the freight crew attached, was recovered by the officials of the road. The freight crew left the scene early, but railroad officials said that they explained simply that they had forgotten. The collision occurred at 9.13 o'clock and the freight train should have reached Salem at 9.10 to be within their orders.

The excursion train left Ionia, crowded with men, women and children, at six o'clock this morning. It was the annual excursion of the shopmen of the Pere Marquette railroad to Detroit. The impact was terrific and a number of passengers, sitting near the windows of the rear, undamaged coach, were thrown out the window to the ground. There was a panic among the uninjured coaches for a few moments. Then, as the uninjured realized that they had not been hurt, they rushed from the cars to the rescue of their friends and relatives who were pinioned among the wreckage ahead of them.

Families were scattered among different cars and there were frenzied searches for missing relatives. Mothers ran screaming up and down searching for their children, while many of the young people were as frantically calling for their parents.

S. Dennehy, a young man of Ionia, was in the last coach, while his sister was in one of the middle coaches, and his father and mother were in one of the most seriously damaged cars.

"We felt the jar when the air brakes were applied," said Mr. Dennehy, "and then, before anyone had time to stand up or leave his seat, came the crash of the collision. In the confusion of the moment I did not realize that the car I was in was undamaged and seeking the quickest exit to the open air, I jumped through the window to the ground. I found my sister several cars ahead uninjured, but my mother was standing supported by a number of men with her head and her hands covered with bloood. Father was sitting inside the window of one of the forward cars, his right arm and shoulder free and leaning outside the window, but his left hand caught fast upon the seat which had jammed together in the car. It took three or four minutes to get him free."

Jay Eddy, aged 20 years, from Ionia, had a most dreadful experience. He was sitting in a seat with his mother and when he regained his senses after the crash she lay dead beside him. They were in the first car of the train and young Eddy said he could see the freight train approaching as the excursion train swung around the curve.

"The next moment the trains came together with a horrible crash," he said. "I was soaked with water from the tender of the engine, which was torn to pieces. The air was full of flying objects and terrible noises. When I regained my senses I was pinned in the wreck. I looked around for my mother and there she was, dead. One of her arms was cut off, and lay a couple of feet away, and she was horribly mangled. I managed to release myself and drag my poor mother out of the wreck."

Eddy pulled his mother's body to the bank of the ditch, where he covered it with an open umbrella. The shock and horror of his mother's death had driven him nearly frantic when he was first noticed by a party of rescuers.

Miss Mamie Speckin of Saginaw was sitting in one of the middle coaches. The shock of the collision threw her to the floor, and piled over her a covering of cushions and loose articles swept from the forward end. Screaming in her dark prison and unable to realize what had occurred the girl remained for some time penned in until rescuers heard her cries and dug her out uninjured.

Passengers who jumped from the windows of the rear coach after the collision almost alighted upon Engineer Alvord of the passenger train, who had leaped from his engine and sat on the bank, watch in hand, trying to learn from it whether any blame for the mistake which had cost so heavily rested with him.

The crash of the colliding trains was heard for a great distance up and down the tracks, and many farmers working nearby, realizing that a tragedy had occurred, hurried from their homes with bedding, cloth for bandages and stimulants. They joined in the rescue work, while physicians hurried to the scene from all the neighboring towns. Numbers of the uninjured women passengers tore strips from their clothing to help bandage up the wounds of the suffering before the surgeons arrived on the relief trains.

DETROIT, Mich., July 20.—A statement explaining the cause of today's wreck at Salem, Mich., and placing the responsibility entirely on the crew of the freight train was given out tonight at the general offices of the Pere Marquette railroad in this city.

"It is reported," says the statement, "that Conductor Hamilton, of the local freight remarked to the operator at Plymouth on pulling out that he thought he could make Salem before the arrival of the special."

DETROIT, Mich., July 22—The death list as a result of yesterday's collision near Salem in the wreck of an excursion and freight train stands tonight at 31, but among the 100 injured in this city and Ionia, eight are reported to be in a serious conditoin and not out of danger. There are 61 injured people at their homes in Ionia, and 42 were brought to the hospitals in this city for treatment.

Of the long list of suffering persons at Ionia, but one, Mrs. M. Darling, whose husband and son were killed, is reported tonight to be in a dangerous condition. Seven of the injured in the local hospitals are not yet out of danger.

SEBEWAING, Mich., July 21—In the second wreck on the Pere Marquette R. R. in 24 hours two trainmen were killed near here early today. The engine drawing an extra freight train on the Saginaw, Tucola and Huron division with its tender and one car, was ditched by running through an open interlocking derailing device and Albert J. Kelley, conductor, and John O'Leary, engineer, both residents of Saginaw, were buried under the coal from the overturned tender and suffocated.

ARMY AND NAVY PAY.

Questions of relative pay and allowances of army and navy officers, common in America, are not unknown in other countries. The curious fact has come to light that, while French army officers have had their pay raised to meet growing prices, the pay of naval officers remains just where it was 30 years ago. The naval officer draws now considerably less at home than his brother of corresponding grade the army and the inequality becomes more glaring outside France than the army officer serving abroad has his pay doubled, while that of the naval officer remains stationary.—New York Tribune.

STORES BUILDINGS TO BE ENLARGED

T. W. Fuller, of Ottawa, Here in That Connection—Something About Old Building.

T. W. Fuller, of the Department of Public Works is a guest at the Royal. The occasion of Mr. Fuller's visit to St. John, is the intended enlargement of the Ordnance Stores Building on Sydney street.

Mr. Fuller is an architect and belongs to that branch of the Public Works Department that has to do with the erection of buildings for the Department of Militia and Defense, it having been found necessary some time ago to separate the purely civil work of the department form the military. He has recently been engaged in making plans for the improvements made to the Fredericton and Ottawa armories and also for the construction of the new armory in Truro.

The present stores building which is to be improved, was built early in the last century, about 1840 it is supposed. It is of stone and of that solid and permanent style of architecture characteristic of government buildings erected during the period mentioned. It is also of some importance in view of the fact that it is the only one of the many military buildings once situated on the Barrack Green that survived the great fire of 1877. The building has been used as a store house for many years, but the great increase in the amount of military stores has necessitated an enlargement. An addition forty feet in length is to be made to the northern end and a third story is to be put on the entire structure. An electric freight elevator is also to be installed and the building made as modern as possible. It is likely that a roof of copper will be put on the altered building in place of the existing one of slate.

Tenders for the improvements will be called for as soon as Mr. Fuller's specifications are prepared and published. Tomorrow the architect, accompanied by Lt. Col. A. J. Armstrong of the Ordnance Stores Corps, will look over the building and the site of the proposed additions. It is hoped that the improvements which were asked for in the spring will be completed by the coming fall. The plans have already been approved by the D. O. C.

On being questioned concerning the long-awaited armory that is to be built in this city, Mr. Fuller said that nothing concerning this building had been heard in the Public Works Department for some time. Speaking of recent improvements to armories he said that the American style of armory-furnishings had been copied in the adoption of individual lockers of steel, which are to be put in all new infantry armories. These lockers will each contain the arms, uniform and accoutrements complete of one soldier.

Mr. Fuller will leave for Ottawa tomorrow evening.

HUSBAND SHOT HIS WIFE DEAD

SUNDERLAND, Ont., July 21—Adam Lodwick of Vallentyne's Corner, about four and a half miles west of this place, shot and killed his wife early yesterday morning. Lodwick had been in poor health during the last few months, and while his wife was in bed, with a four-weeks-old infant, in her arms, he procured a shot gun and placed the muzzle close to his wife's face, and literally blew the top of her head off. Strange to say, the baby was not injured. The man was arrested.

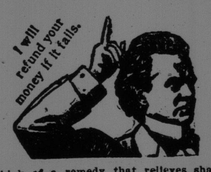
HE HAD HAD SOME HELP.

The man who applied at headquarters for a "little help" from the charitable association set forth his case with so much tact and moderation that the secretary was beginning to be favorably impressed.

"I can't ask them to do too much," see," he continued in an outburst of delicacy and ingenuousness, "they paid for my wedding last month, and 'twas a real swell one."—Youth's Companion.

RHEUMATISM

MUNYON'S 3X CURES



Think of a remedy that relieves sharp, shooting pains in any part of the body in from one to three hours and effects a permanent cure in a few days.

It purifies the blood. It neutralizes the acid and takes all inflammation and soreness away. Have you a lame or aching back, lumbago or sciatica?

Have you stiff or swollen joints, no matter how chronic? Ask your druggist for Munyon's 3x Rheumatism Cure and see how quickly you will be cured.

If you have any kidney or bladder trouble get Munyon's Special Kidney Cure. Money back if it fails. Munyon's Vitalizer makes weak men strong and restores lost powers.

BANK OF NOVA SCOTIA

(INCORPORATED 1832.)

CAPITAL, - - $3,000,000
RESERVE FUND, $5,250,000

Unexcelled facilities for the transaction of all kinks of Banking Business.

Special attention given to the Savings Department and interest credited quarterly on Savings Accounts.

This is the only bank having its head office in Canada that submits its books and statements to Independent Audit.

St. John Branch, - C. H. EASSON, Manager.

AUSTRALIA GETS KING'S PRIZE

Elkington Challenge Cup Goes to Graham, of Toronto

Made 132 Out of a Possible 150—The Bisley Meeting Ended Saturday Afternoon

BISLEY, Eng., July 21.—The Bisley meeting ended this afternoon with the most notable achievement to the credit of the Canadian team being the win of the Elkington challenge cup, the emblem of the long distance championship, by Sergeant Graham of Toronto. The cup goes to the man with the highest aggregate of scores made in the Secretary of State for War, the Duke of Cambridge and the Imperial Tobacco matches at 800, 900 and 1,000 yards. In these three matches Graham put on 132 out of a possible 150.

The King's prize again leaves England, having been won by Addison of the Australian team with a score of 318. Second place went to Hope, a London volunteer, and third to Pagett of the Yorkshire regiment.

The latter was first returned as the winner until it was found that he had inadvertently been credited with one shot too many, and deducting this set him back to third place. Sergt. Caven of Victoria was the Canadian high man, finishing in 31st place and winning £12, while Pte. Milligan of Toronto was 85th, winning £5. The scores of the Canadians in the third stage of the King's were:

	800	900	1,000	Tl.
Sergt. Caven.	39	47	35	121
Pte. Milligan.	44	33	26	103

The standing of the competitors is determined by the aggregate of their scores in the three stages. That of the Canadians was:

	1st Stage.	2nd.	3rd.	Total.
Sgt. Caven	95	88	121	306
Pte. Milligan . ..	97	92	103	292

The second stage of the St. George's was also fired today. Canada had three representatives and they finished as follows:

Sgt. Graham, 29th, Winnipeg, £8 10s; Sgt. Bayles, 65th, £4, and Pte. Stevenson, 69th, winning £4. Today's stage was fifteen shots at 900 yards, and the Canadian scores, together with those in the first stage and the aggregate, were as follows:

	1st Stage.	2nd.	Total.
Sgt. Graham..	65	64	129
Sgt. Bayles	66	60	126
Pte. Stevenson.	65	59	124

In the Singer, Corporal Snowball was second, winning £8 10s.

Seven New Pictures at Nickel

If diversity is an essential in motion picture entertainment, the show which commences at the Nickel today will be a remarkably good one. The big film reels which arrived by express on Saturday, contain an excellent programme of pictures, made by French, English and American concerns, and presenting a veritable travel tour aside from the humor and drama of the subjects depicted. Not only are adults deeply interested in such remarkably fine foreign views as the Nickel presents, but school children learn much of the customs and conditions of European, English and United States cities from the scenes thrown on the expansive white screen. Starting today at noon, the pictures are: Errand Boy Wanted, (French;) Madame's Tantrums, (French;) Cleaning an Ocean Greyhound, (English;) An Amateur Rider's Travels, (French;) A Very Awkward Man, (American;) Out For A Quiet Walk, (French;) Orange Peel, (English.) This is a big long list and every picture distinctively interesting. Mr. Austin will sing Come Take A Sail In My Boat, to stationary slides, beautifully colored, and furthermore to motion yachting views.

JUNE.

A panoramic flowery scene,
For Summer now is near her noon;
In sunlight glow or moonlight sheen
The world is in the month of June.

The shady trees that line the street,
Around on every hand are seen;
Wide as the radiant morn to meet,
Is June, the glory of the green.

There is a thought that is divine,
Seen in the product of the sod—
That God's good care is thine and mine—
Whence cometh June except from God?

—John W. Campbell.

HARTLAND MAN UNDER ARREST

Charged with Setting Recent Serious Fire There

Evidence Against L. G. McNally is Not Very Strong as Yet and Others are Suspected

HARTLAND, N. B., July 20.—As an outcome of the popular suspicion that the recent disastrous fire here was of incendiary origin and of the organized effort to discover the perpetrator, L. G. McNally of this place was arrested today and after a brief preliminary examination was remanded until July 27, pending further investigation.

The evidence against McNally is not very strong as yet and rests largely upon the fact that he was seen near the source of the fire not long before it started and on his own stories of his whereabouts that night. Another local man is also suspected and is being kept under surveillance. It is said that McNally was trying to skip out when arrested.

The arrest was made by Constable Julius Myers and the examination was held today before Justices Burnett and Everett. Only two witnesses were examined, G. W. Green and Mrs. Watson.

Mr. Green testified to having seen the prisoner about 10 o'clock the night of the fire in the store of the Hartland Drug Company in the Tracy block, where the fire started. He was in company with another man. Afterwards Mr. Green heard McNally give various and conflicting accounts of himself for that night.

Mrs. Watson said she had had reason to suspect McNally from certain peculiar sayings and actions of his and one day she openly accused him in the street of being the incendiary. At that time, she said, McNally gasped with apparent fright, flushed and displayed general alarm and dismay.

The examination will be resumed next Saturday. Some other sensational developments may occur before then.

HAS 4000 RINGS.

LONDON, July 20—The interesting collection of about four thousand rings belonging to Prince Hugo Erba Odescalchi of Budapest will be sold at Foster's on Wednesday next and the two following days. The collection includes a number of rings collected by Pope Benedikt Odescalchi (Innocent XI), who died in 1688, and includes prehistoric Greek, Roman, Oriental, Byzantine and Egyptian rings.

DEBT SEVENTY-ONE YEARS OLD.

LONDON, July 20—The trustees of Long and Fountain's Charity and Educational Trust at Barton on Humber, Lincolnshire, have received an application from the heirs of Sir Isaac Pitman for $55, balance of salary due to Mr. Pitman when he resigned his post in the endowed school at Barton in 1836.

MUZZLES FOR AFRICAN DOGS.

CAPE TOWN, July 20—Twenty thousand muzzles have been ordered from England by the Rhodesian administration for the purpose of stamping out rabies among native dogs.

TOO HASTY.

Harker was in a fierce humor the other morning when the front door opened and in walked a stranger unannounced.

"I came—" began the stranger taking off his coat and rolling up his sleeves.

"What?" thundered Harker. "You didn't come in here to start anything, did you?"

"I did," replied the stranger coolly. "I—"

But he got no further. With a savage whoop Harker grabbed the intruder around the waist and deposited him on the sidewalk. Two hours later his wife returned.

"William," she said, "was there anyone here during my absence?"

"Yes," snorted Harker; "there was some lunatic here who said he came to start something, but I just bundled him out on the sidewalk before he had time to make a move."

"William, you are the biggest goose in town!"

"In what way"

"Why, the man came to start the clock that hasn't been running for a week. He is a clocksmith."—St. Louis Post-Dispatch.