

STEAMSHIPS AND RAILWAYS

CANADIAN PACIFIC
EXPRESS
AND OTHER STEAMSHIPS

Empress of Britain, Nov. 2
Empress of Ireland, Nov. 17
FROM MONTREAL AND QUEBEC
Lake Manitoba, Nov. 2
Lake Champlain, Nov. 23
First Cabin, \$92.50
Second Cabin, \$50.00
Third Cabin, \$37.50
Other Boats, \$32.50
W. B. HOWARD, D.P.A., C.P.R.
St. John, N. B.

Scenic Route

THE STEAMER MAJOR MILLER
will leave Millerville daily (except
Holidays and Sundays) at 9 a. m.; 3
and 5 p. m. Returning from Bay-
water at 7, 10 a. m. and 3, 5 p. m.
Sunday and Holidays at 9, 30 a. m.
and 4, 10 p. m. Returning at 10, 15 a.
m. and 6 p. m.
JOHN McGOLDRICK, Agent.
Phone 278.

Crystal Stream S. S. Co.

ST. JOHN TO FREDERICTON
and intermediate landings. Stmr.
Majestic will leave wharf Mon.
Wed. and Friday at 5:30 a. m., return-
ing alternate days.
WASHADEMOAK ROUTE.
Stmr. Lily will leave St. John
Tues. Thurs. and Saturday at 9 a. m.
for Cole's Island and intermediate
landings, returning alternate days.
Warehouse open daily until 6 p. m.
D. J. PURDY, Manager.

PICKFORD & BLACK LINE

ST. JOHN, N. B. TO DEMERARA.
S. S. Rhodesian sails Nov. 10 for
Bermuda, St. Kitts, Antigua, Bar-
bados, Trinidad, Demerara.
S. S. Cromarty sails Dec. 2 for Ber-
muda, St. Kitts, Antigua, Barbados,
Trinidad, Demerara.
For passage and freight apply
WILLIAM THOMSON & CO., Agents,
St. John, N. B.

HAVANA DIRECT

SS. Briardene Oct. 23
A Steamer Nov. 20
And Monthly Thereafter.
For space, etc., apply to
WILLIAM THOMSON & CO.,
Agents, St. John, N. B.

Furness Line

From St. John, N. B. to London
Oct. 5, Kanawha,
Oct. 22, Rappahannock,
Oct. 29, Shenandoah,
Nov. 11, Kanawha,
and every ten days thereafter, dates
subject to change.
WM. THOMSON & CO.
Agents, St. John, N. B.

THE
INTERNATIONAL
RAILWAY

Uniting CAMBELLTON, at head
of navigation on Baie Chaleurs
with the ST. JOHN RIVER VAL-
LEY at ST. LEONARDS. At St.
Leonards, connection is made with
the CANADIAN PACIFIC RAIL-
WAY for EDMONDSTON and points
on the TEMISCOUATA RAILWAY
also for GRAND FALLS, WOOD-
STOCK, FREDERICTON, ST. JOHN,
and WESTERN PORTS. Affording the
shortest and cheapest route for
FISH, LUMBER, SHINGLES, and
FARM PRODUCTS, from BAIE
CHALEURS and RESTIGOUCHE
POINTS to the MARKETS of the
EASTERN STATES. At CAMP-
BELLTON connection is made
with the INTERLAC RAILWAY,
with superior accommodation for
passengers, is now being oper-
ated daily each way between CAMP-
BELLTON and ST. LEONARDS,
and, in addition to the ordinary
freight trains, there is also a regu-
lar accommodation train carrying
passengers and freight, running
each way on alternate days.
The winter time table of the In-
ternational Railway will go into
effect on the 30th Oct. inst. The ser-
vice will be the same as in effect
during the winter of 1910-11, with
a few minor changes. Until this
change takes effect the express
train will be held at St. Leonards to
make connections with the C. P.
R. express from St. John, etc., due
in St. Leonards at 4:55 p. m.

"GOING
TOURIST"

Is a Popular Way to Travel.
Tourist Sleepers, light and airy, with big, comfortable berths, accom-
modating two adults, if desired, are carried from Montreal on morning and
night Fast Transcontinental Express Trains for points in Western Canada,
British Columbia, and on the Pacific Coast.
Not as luxurious as the Palace Sleeper, but they meet the requirements of
a superior class of patrons just as well, and at half the cost.
ECONOMY AND COMFORT COMBINED.
Combination Tickets are issued giving patrons the privilege of travelling
First-Class to Montreal, and Second beyond, and holders of such Tickets
can travel "Tourist" from Montreal, on payment of Tourist Berth Rate.
If interested, see Local Agents or write W.B. HOWARD, D.P.A., C.P.R.,
St. John, N. B.

EASTERN
S. S. CO.

RELIABLE AND POPULAR ROUTE
BETWEEN
St. John and Boston
WINTER FARES
St. John to Boston, \$4.50
St. John to Portland, 4.00
Staterooms, 1.50
Complete Wireless Telegraph Equip-
ment.
Coastwise Route—Leaves St. John
at 9:00 a. m. Mondays, Wednesdays
and Fridays for Newport, Lubec, Port-
land and Boston.
Returning, leaves India Wharf, Bos-
ton, Mondays, Wednesdays and Fri-
days, at 9:00 a. m. and Portland at
5:00 p. m. for Lubec, Newport and
St. John.
City Ticket Office, 47 King Street.
L. R. THOMPSON, T. F. & P. A.
WM. G. LEE, Agent, St. John, N. B.

ELDER DEMPSTER
S. S. LINEFor South African
Ports

S. S. KWARRA sailing from St.
John about December 20th.
S. S. KADUNA sailing from St.
John about January 20th.
For passenger or freight rates, ap-
ply to:
J. T. KNIGHT & CO., Agents.

MANCHESTER LINERS

From	Man. Trader	From	St. John
Manchester	Nov. 18	St. John	Dec. 16
Nov. 25	Man. Shipper	Dec. 2	Dec. 30
Dec. 2	Man. Exchange	Dec. 9	Jan. 13
Dec. 16	Man. Corporation	Dec. 23	Jan. 27
Dec. 23	Man. Importer	Dec. 30	Jan. 3
Dec. 30	Man. Commerce	Jan. 6	Jan. 10
Jan. 6	Man. Trader	Jan. 13	Jan. 17
Jan. 13	Man. Mariner	Jan. 20	Jan. 24

Steamers have accommodation for a
limited number of passengers.
For space and rates apply to
WILLIAM THOMSON & CO.,
Agents, St. John, N. B.

DOMINION ATLANTIC RAILWAY

S. S. Yarmouth leaves Red's
Point Wharf daily at 7:45 a. m., con-
necting at Digby with trains East and
West, returning arrives at 5:30 p. m.
Sundays excepted.
A. G. CURRIE, Agent.

Onions Onions

One carload AMERICAN ONIONS,
75 pound bags.
Two carloads AMERICAN ONIONS,
100 pound bags.
SPECIAL PRICES WHILE UNLOAD-
ING.
A. L. GOODWIN,
MARKET BUILDING.

Warm Feet

—In—
Cold Weather
Are Always Assured
If You Wear

Leggings
or
Gaiters

Both of which we offer in
this snug-fitting, neat-
ness especially desired
by the gaiter. Also, there's
solid comfort in every pair.
Leggings
For Ladies - \$1.00
For Misses - 75 and 85c
For Children - 65 and 75c
Gaiters
For Ladies - 50 and 75c
A. SINCLAIR'S
65 BRUSSELS STREET

WIFE TIRES OF OVERALLS.

Stockton, Cal., Oct. 30.—Because
she was compelled to wear overalls
and men's shoes and milk twenty
cows a day, Mrs. Mary Harrell, of
Waterloo, has filed a suit for divorce
from Frank H. Harrell. In addition to
cruelty, failure to provide is alleged.
Harrell is a well-to-do farmer.
The couple were married in 1900
and almost ever since the wedding
bells rang, she alleges, she has had
to do work beyond her physical
strength.

Mercantile Marine

DAILY ALMANAC.

Tuesday, October 31, 1911.
Sun rises, 7:07 a. m.
Sun sets, 5:09 p. m.
High water, 6:24 a. m.
Low water, 6:23 p. m.
Atlantic standard time.

PORT OF ST. JOHN.

Arrived Monday, October 30.
Sch. Undy, 87, Glenzie, from River
Hebert for Salem, Mass., lumber in-
land, in for harbor.
Coastwise—Stmr. Grand Minnan,
150, Ingersoll, Willson's Beach; Ruby
L. 46, Baker, Margareville.
Sailed October 30.
Stamer Calvin Austin, Pike, for
Boston via Eastport.
Schooner Henry H. Chamberlain
(Am), Wasson, for New York.
Tug Peepcot, Swett, for St. Mar-
tins.

Canadian Ports.

St. Martins, Oct. 29.—Arrd stmr
Piepcoat from Bath with two empty
barges.
Halifax, Oct. 29.—Arrd stmr Duran-
co, Chambers, Liverpool, 29th, has com-
pletely exonerated the Hawke, and
placed the blame on the liner, ac-
cording to dispatches received by
cable here. The British naval
court of inquiry is entirely private
and its results are not officially made
public. The admiralty here has
Sld stmr Canada Cape, South Af-
rica; Helen Manzel, Hamburg.

British Ports.

Liverpool, Oct. 29.—Sld stmr Lake
Manitoba, Montreal.
Arrd stmr Corsican, Montreal.
London, Oct. 29.—Arrd stmr Discov-
ery, Hudson Bay.

Foreign Ports.

New York, Oct. 29.—Arrd schr
Emily Anderson, Windsor; Centennial
Lube; Abel W. Parker, Bangor; Wil-
liam Booth, Rockland.
New York, Oct. 29.—Sld schr Undy,
Halifax.

Shipping Notes.

Captain George Bentley of Port
Orford, N. B., has been promoted to
master of the schooner, W. S. M. Bentley,
to New York parties, at private
terms. The schooner is now being
operated at Hantsport, N. B., and is
being loaded for New York, for her
arrival at that port she will be hand-
led over to her new owner, Captain
Bentley, who will take the ship to
the blocks to be added to his numerous
fleet.

The German Steamer Helene

Menzell sailed from Halifax for South
Africa. She took on board there about
15,000 barrels of apples, made up of
barrels, boxes and drums.
The holds of the Menzell were
packed to the hatches with apples.

Will Head an Airship
Across the Atlantic

Interesting Experiment in Long Distance Aviation — Start
Will be Made From Atlantic City and Toronto Man Will
be Passenger.

A Toronto man, L. C. Van Bever, will be
the first to make the first trial trip of a
new airship in which the inventor pro-
poses to make an attempt to cross the
Atlantic, says the Toronto press. Van
Bever, who is vice-president of the
Goodyear Tire and Rubber Co. of Can-
ada, left last night for the scene of the
trial.
Colonel Fleet, Deputy Minister of
Militia, and Lieut. Col. Maunsell, di-
rector of engineer services, left Oza-
wa yesterday afternoon to watch the
trial. Their report on their return
will be considered by the Militia De-
partment with a view to the purchase
of a dirigible with which to take steps
to keep pace with the times in the uti-
lization of aerial craft for defence pur-
poses.

If the first trial is successful a num-
ber of other short trips will be taken
in one of which the dirigible will be
part in a sham battle.
Much like the "America,"
the "Akron," so the new dirigible is
named, is constructed along the gen-
eral lines of the ill-fated "America," in
which Walter Wellman made an at-
tempt to cross the Atlantic a few
months ago, but with several material
differences. The body of the ship is
longer and the fifth slightly less. The
chief difference, however, lies in the
substitution of water ballast tanks in
place of a stabilizer. The difficulty so
far has been to maintain a constant
elevation and Melvin Vaniman, the
inventor, who is also president of the
Goodyear Co., believes he has solved
this problem. The tanks which are
self-filling, will be used mainly to coun-
teract the increased lifting power of
the gas envelope during a rise in the
water level. The gas at night the
water will be poured out. Elevating
and depressing planes fore and aft will
be used to keep the vessel on an even
keel, and in emergency, this may be
done by means of auxiliary propellers
driven off two motors of eighty and
one hundred horse power respectively.

Provisions for Several Weeks.

Provisions sufficient to last several
weeks will be taken on the momen-
tous trip, but Mr. Vaniman hopes to
make the journey in four days, mak-
ing use of storms to help him along.
In addition to two passengers, the
crew will consist of Mr. Vaniman,
himself acting as commander, nav-
igator, and helmsman, a wireless op-
erator, two engineers to keep const-
ant watch over the engines and one
extra man for general work.

Wireless Communication.

The Goodyear Tire and Rubber
Company have recently equipped
their Toronto office with a powerful
wireless apparatus for communica-
tion between Toronto and the factory
at Bowmanville. This equipment has
a range of 500 miles and is similar
to that in the "Akron" so that it is
hoped that news will be received from
time to time of the progress of the
vessel.
A novel feature of Mr. Vaniman's

there being nearly 35,000 barrels,

which is a record cargo to any con-
tinental port.

Several leading steamship com-
panies are contemplating the adop-
tion of serious measures in order to
recoup themselves for financial los-
ses resulting from the recent shipping
strike in England. The recent in-
crease of freight rates has not compensated
them to the extent anticipated for the
larger expenditure in pay to men.
Consideration is now being given to
number of proposals, the chief of
which is that a lesser number of big
liners shall be commissioned for pas-
sage and freight service this winter
to the United States and Canada. The
outcome of such a step would be that
some hundreds of sailors, firemen and
shore hands at Liverpool and other
shipping men here. The British naval
court of inquiry is entirely private
and its results are not officially made
public. The admiralty here has
Sld stmr Canada Cape, South Af-
rica; Helen Manzel, Hamburg.

New York, Oct. 29.—The British

naval court of inquiry on the colli-
sion between the White Star liner
Olympic and the British cruiser
Hawke, on September 20th, has com-
pletely exonerated the Hawke, and
placed the blame on the liner, ac-
cording to dispatches received by
cable here. The British naval
court of inquiry is entirely private
and its results are not officially made
public. The admiralty here has
Sld stmr Canada Cape, South Af-
rica; Helen Manzel, Hamburg.

The report as received here says

that under the circumstances, the
cruiser was passing up the Solent,
and had the right of way. The liner
thus became the overtaking ship and
is found to have forced the cruiser
toward the shoals at the edge of
the narrow fairway. Then the suc-
tion drew the stem of the warship
into the Olympic's bows. The loss caused
by the collision will be a heavy one to
the White Star line, the repairs will
cost \$500,000. Then the liner has
missed three round trips in the busy
season, which would mean a loss of
at least \$750,000.

Schr. Brookline arrived at City Isl.

and from Hillsboro yesterday.

LIST OF VESSELS IN PORT.

Steamers.
Astarie, 717 R. P. and W. P. Starr.
Schooners.
Cayola, 123, J. W. Smith.
D. W. B. 56, A. W. Adams.
Isaiah K. Stetson, 271, J. W. Smith.
Clemmie A. Stubbs, 128, master.
J. Arthur Lord, 118, J. W. McAlary.
Lavonia, 261, J. W. Smith.
Noams, 261, F. McIntyre.
Nettie Shipman, 287, A. W. Adams.
Peelless, 278, repairing, R. C. Elkin.
Rebecca M. Walls, 616, C. M. Ker-
rison.
W. E. & W. L. Tuck, 355, J. A.
Gregory.
Wm. L. Elkins, 229, J. W. Smith.

VESSELS BOUND TO ST. JOHN.

Steamers.
Briardene, 1722, Philadelphia, Oct.
28.
Rappahannock, London, Oct. 26.

What Golf Clubs Spend.

From a large number of balance
sheets the London Magazine proceeds
to estimate the expenditure of the
clubs, large and small, throughout the
country. The accounts of the impor-
tant Mid-Surrey club at Richmond are
analyzed in detail.
It has over a thousand members,
who among them play over a hundred
thousand rounds on the course in every
year. Its total income in its most
recent financial year was £2,906, of
which £1,530 was derived from en-
trance fees, £4,768 from subscriptions.
Being a members' club with no thought
of profits and dividends, it spends its
income chiefly on its course. As much
as £1,500 goes in wages to the green-
keeping staff, £230 in expenses in-
cidental to their work, £600 in rent, and
so forth. Of course this is in the
London district, where golf is more
expensive and is conducted on a grand-
er scale than it is elsewhere and the
Mid-Surrey club is one of the chief
of the course. But there are now 150
clubs within easy reach of Charing
Cross, embracing 20,000 members and
a large proportion spent on the course
and its maintenance. The greater seaside
clubs, which are chiefly fed by mem-
bers from London, will often spend
£2,000 or more in the year. If we put
the average expenditure of all golf
clubs at only £500, we have a total of
over half a million sterling for the year.

To Indicate Direction.

A number of interesting instru-
ments have been devised by Mr.
Vaniman to indicate his direction and
speed. One of the instruments is a com-
pass, which is a camera having
its field divided into squares so
that, by noting the time taken by a
fixed object below to pass a given
number of squares, and knowing the
height above the water by means of
the barometer, the exact speed can
be determined. A new type of sen-
sitive and compass will give the di-
rection and exact position of the air-
ship.

The Profits of Holiday Golf.

Nor is vagrant or holiday golf, just
now in full swing, without its statis-
tics.
Tens of thousands of enthusiastic
people take short holidays for their
pastime. Visiting clubs of which they
are not members, they are called up-
on to pay "great fees" for the priv-
ilege of playing on the courses, these
fees varying from 1s to 1s 6d a day, at
though in some cases a minimum of
10s or even a sovereign has to be
paid. A few seaside clubs practically
live on these visitors' fees. At sea-
son of them over a thousand pounds
is gathered in this way in a season.
Taking at random two cases, for ex-
ample, there was the £1,244 of New-
bury in a recent year and the £1,250
of Sheringham.
I have no doubt that in many cases
these figures have been exceeded, es-
pecially when I hear on the best au-
thority that a club on the south coast
which is comparatively little known
and is very inaccessible, except by
motor car, collected over £300 in
these fees last season. About £500
is a very common year's aggregate
of fees for a seaside course and hard-
ly any club of any pretensions takes
less than £300.

minutes is all the

time required for
brewing Red Rose Tea;
and the result is a
beverage of matchless
flavor and satisfying
strength. The verdict of
your family will be that

THE BUSINESS OF GOLF HAS BECOME
A THRIVING INDUSTRY IN THE OLD
COUNTRY DURING THE PAST SEASON

The London Daily Mail says: Every

sport has its industry; wages are
paid in varying scales, implements
and garments are planned, made,
bought and sold, clubs are built
and trains are taken. But the business
of golf surpasses its colleagues. It is
newer, it is more widespread, its ex-
tent, indeed, makes it a factor of im-
portance in the trade of the nation;
the affairs of many companies which
supply its equipment have their prin-
cipal offices in the country. The game
of its clubhouses and its links sends
up the price of land. Fifty years ago
there was no business side to the game
of golf. Today there are more than
20,000 members of golf clubs, and the
nation's annual golf bill amounts to
no less a sum than £3,000,000.

For the first time probably the mon-
ey figures of a game in all its ramifica-
tions have been collected and set
down. To the September issue of the
London Magazine, Henry Leach has
contributed a remarkable article in
which he gives the financial statistics
of golf. With infinite care he has ac-
cumulated those figures and their sig-
nificance as one reads them is not-
iceable. It is an astonishing narrative
of industrial progress without paral-
lel, one may well conclude, in our in-
dustrial history.

Fifty years ago there were only two
golf clubs in England—one at Man-
chester and the other at Blackheath
and they had most probably not
200 members belonging to them.
There are now about 2,000 golf clubs
and societies in the British Isles, of
which nearly three-fourths have courses
on less than 70 acres of land. Some of
them occupy over 200 acres, and half-
size or nine hole courses which are
numerous, need about 40 acres. The
average at about 70
acres we come by the calculation that
165,000 acres of land in our country are
devoted to golf. That is nearly as much
land as there is in the County of Rut-
land.

There are many of these clubs, par-
ticularly those of the most recent
beginning, that have cost £20,000 or
more for their establishment, includ-
ing taking possession of the land, the
building of the clubhouse and equip-
ment of the clubhouse and so on. A
new club of any pretensions to com-
petence, even in the provinces, rarely
costs less than £10,000. The average
club properly set going on less than £500.
Only today a friend has told me that
the £15,000 he has been concerned
in spending on a new club and course
not long since established in the south
of England. But at the suggested aver-
age of one-third of this sum we have
for the 1,500 clubs a total capital
sum of £650,000.

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ly any club of any pretensions takes
less than £300.

INCURABLE
INDIGESTIONCOMPLETELY CURED BY
"FRUIT-A-TIVES"

Bancroft, Ont., October 15th.
"I have been troubled for years
with indigestion, and have tried nearly
every kind of medicine. I used
Fruit-a-tives, more or less, for eight-
teen months, and I am no longer
troubled with indigestion. I think
Fruit-a-tives is a splendid remedy
for this trouble." JOHN REDMOND.
"Fruit-a-tives" will cure every trace
of indigestion, Dyspepsia, Sour Stom-
ach, Bloating and Pain After Eat-
ing. Take them regularly—one be-
fore meals and at bedtime—give the
intensified fruit juices a chance to
regulate your system—and you will be
cured. 50c a box, 6 for \$2.50, or
trial size, 25c. At all dealers or from
Fruit-a-tives Limited, Ottawa.

HAMILTON ROAD
RACE WAS KEEN

Big Thanksgiving Day Event
Under Auspices of Hamilton
Herald was Won by George
Richards.

Hamilton, Ont., Oct. 30.—The Ham-
ilton Herald road race over a course
of slightly more than nineteen miles
was run here today and won by Geo.
Richards, the representative of the
Hammers Athletic club of this city.
His time was one hour, fifty min-
utes, four seconds, which is one min-
ute slower than the record held by
Sam McLean, of Yorkers, New York.
Eddie Cotter, a former Hamilton
boy, running under the colors of the
Post Office Athletic club, Toronto,
second, being forty-one seconds behind
Richards.

James Duffy, Toronto, was third,
his time being one hour, 51 minutes,
16 seconds.
John D. Shine, of Minneapolis, was
fourth, in one hour, 52 minutes, 50
seconds.

The field was bunched until the ele-
ven mile post was reached when
O'Brien, of Gannock, winner of the
Vard Marathon, began to drift, and
Richards forged to the front. After
that he was never headed, although
Cotter was not far off.

DIGS UP TUSK OF MASTODON

South Bend, Ind., Oct. 30.—The pro-
fessor of geology at Notre Dame Uni-
versity reports the find of a masto-
don's tusk in the West Baden ditch,
near Marshall City. The find was
made after systematically excavating
the place following the finding of a
mastodon's tooth several days ago. The
tusk is believed to be 6,000 years old
and weighs 18½ pounds. The jaw is
perfect, and the mandible possessed
perfect molar teeth, one incisor being
four feet long.

Gives Men This
Vitality of Youth

Vitality is the thing which
makes success; it gives men that
compelling power which sends them
forth eager and equipped to meet
and overcome all the obstacles.
It is the thing which gives the
young soldier courage to face
death; it is the thing which in-
spires and holds his sweetheart's
love and faith. No matter what
your age, I can give you this same
vital power. I can restore the
vigor you lost, no