

SPORTING MATTERS.

Arrival of Valkyrie III at New York Sunday.

Pronounced by the World the Best Boat England Ever Sent Across

The Halifax Garrison Beats Boston at Cricket and Moncton Defeats Charlottetown.

(Continued from page 4.)

THE TURF.

In the Osprey Valley fair races at Charlottetown, on Wednesday the 23rd race was won by Leola, best time, 2:25 1-2. J. O. C. was fifth. He got third place in the first and last heats.

The Races at Bridgetown. Bridgetown, Aug. 16.—The midsummer races at the Bridgetown trotting park came off yesterday in the presence of about seven hundred and fifty spectators from the counties of Annapolis and Kings. The weather was fine and the track was in splendid condition, and as several very speedy horses were entered for the contest the excitement was intense.

Robert E. Pettus of Lawrenceton was starter; E. Marston of Lawrenceton, Caleb R. Bill of Billtown and C. R. Stoneman of Yarmouth, Judges, and E. Ruggles of Bridgetown, the worthy president of the Bridgetown Trotting Park Co., and C. J. Stoneman were the timekeepers.

Gipsy Pilot was sold before the races to Captain Norwood of Arctic exploration fame, and consequently was withdrawn. Cushing's Pilot met with an accident early in the afternoon, upsetting his cart and running away, but without doing any injury other than demolishing the "bike," but this led his driver to withdraw him also, so that only three horses were left to contest the last race. It is to be regretted that these two horses did not race, as they are both pretty fast company.

Dr. Williams' Pink Pills for Pale People is a specific for all diseases arising from a impoverished condition of the blood, such as St. Vitus dance, locomotor ataxia, rheumatism, paralysis, the after effects of grippe, loss of appetite, headache, dizziness, tonic erysipelas, scrofula, etc. They are also a specific for the troubles peculiar to the female system, correcting irregularities, suppressing and allays female weakness, building up the blood, and restoring the glow of health to pale and sallow cheeks.

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These are the second races which have taken place on this track, and experienced horsemen are quite unanimous in stating that the fastest track in this province by at least five or six seconds.

CRICKET.

Charlottetown Defeats Moncton. Moncton, Aug. 16.—The Phoenix club of Charlottetown came to Moncton this afternoon to play a match with the athletic association team. The game was commenced at 2 o'clock. The wickets went down fast, the home team being reduced to a total of 97, the visitors quitting with 46, twelve men playing on each side. The feature of the play was Ackman's bowling, he taking eight wickets in thirteen overs for nine runs. He took the last four wickets in four consecutive balls. The score was as follows:

MONCTON. Knight, run out... 2; McQuillan... 4; Condon... 4; McWilliams... 4; Ackman... 4; Simpson... 4; Bradbury... 4; Hunter... 4; Robb... 4; E. Bradbury... 4; Watts... 4; Byles... 4. Total... 87.

CHARLOTTETOWN. Carroll... 4; Tinsler... 4; Longworth... 4; Moore... 4; Seib... 4; Nicholson... 4; Wilson... 4; McQuillan... 4; Sullivan... 4; Bebb... 4; Jura... 4; Byles... 4. Total... 46.

The Bostons and the Garrison. Halifax, Aug. 16.—The Bostons had poor luck in their game with the officers of the Garrison today. The Bostons went to the wickets first. The Garrison kept the visitors down to 79 runs. S. Wright and Cracknell were the only ones who made any kind of a stand. Cracknell was clean bowled by Riddell, after placing 28 runs to his credit. Wright carried his bat for 27 runs. Cracknell made the hit of the week, a beautiful drive for six. The ball went over the fence at the western side of the grounds. In the afternoon the Garrison went to bat and succeeded in running up 97 points, making a gain of 18 for the first innings.

Col. Anstruther opened up for his team in a highly satisfactory manner with a drive out of play for six runs. When he retired he did so with 21 runs to his credit.

The Bostons opened up their second innings very unsatisfactorily for themselves. Houghton was run out almost on the first ball. Dutton was retired with only one run; Chambers stayed for 5; Clark was blanked; Win-

delor made 4, and was bowled out, leaving Bixby not out with 1 run to his credit. At this point the game was adjourned to tomorrow.

Moncton Defeats Charlottetown. Moncton, Aug. 15.—The cricket match between the Charlottetown and Moncton clubs was concluded Saturday. Moncton made 77 in the second innings against 53 by Charlottetown. Moncton won by a margin of 24 runs. The return match will be played in Charlottetown.

The Garrison Defeats Boston. Halifax, Aug. 15.—In the match with Boston the Garrison won by 2 runs, with 3 wickets to spare.

YACHTING.

Arrival of the Valkyrie III. New York, Aug. 13.—Valkyrie III, the challenger for the America cup, was sighted off Moriches life saving station at 12:35 o'clock this afternoon, and was reported east of Fire Island at 3:32 p. m. The sound freight steamer City of Bridgeport, with Lord Dunraven's representative in America, H. Maltland Kersey, and a large party of friends, was awaiting the yacht's arrival down the bay, when she was sighted.

The Vigilant, in tow of the tender Aeronaut, went down the bay in the forenoon to greet the English yacht. She had quite a party on board. When the Valkyrie III reached the quarantine station she found a good many people waiting for her and the warmth of her reception must have satisfied her officers. Yachts of all sizes went down the bay in the hope of catching a glimpse of the cup challenger. The larger vessels went away outside of Sandy Hook and cruised about, while the smaller craft stayed in the vicinity of the hook as long as they dared with the incoming breeze. The little fellows did not have the courage to venture far into the choppy sea which was kicked up by a brisk northwest wind, but the schooner and sloops of more magnified proportions extended their course, and remained in the open until they saw that they would have to give over the opportunity of seeing the English boat.

All the same, a majority of them hovered about quarantine until one o'clock. Everybody who saw Valkyrie III had many words to say concerning her appearance. The fleet of vessels that went down to meet the defender was the largest that ever advanced to the place of meeting in the history of the contest. It was an all-day job, but it was Sunday and yachtsmen were therefore gifted with plenty of time, and they put it to most courteous manner.

In the meantime the Defender and Vigilant had left the dry dock at Erie basin. The Vigilant was towed down through the narrows by her tender Aeronaut to Sandy Hook, passing quarantine about 9:30 a. m. and dropping anchor in the Erie basin. The Defender quickly turned westward on leaving the dock and went up East river, and thence to New Rochelle. It was Capt. Haff's purpose to give the new boat a spin to see how much good had been done to her by the cleaning she had undergone.

The skipper said before leaving Erie basin that he believed his boat was better at that moment than she had ever been. The Defender is a new boat, did not go to Bay Ridge was a sore disappointment to the thousands who had gone to that point to see her. She will, however, run down and anchor off the Atlantic Yacht club's house tomorrow afternoon and remain there until the following morning, when she will enter upon the first trial race.

The news that the Valkyrie III had been sighted off Moriches, L. I., at 1:15 p. m. spread with astonishing alacrity through New York and Brooklyn, if that opinion may be formed from the appearance of the enormous crowds, which gathered along the fort Hamilton shore. Although it was a Sunday crowd, that gathered was nearly doubled by the aggregation of yachts, if not cranks, of the yachting species.

As the night wore on interest in the arrival of the Valkyrie increased, and when shortly before 9:30 the report arrived at quarantine that the Valkyrie was really heading towards the upper bay there was a great shout of relief, and somebody raised a shout of "Three cheers for the Valkyrie," and they were given with the usual fervor. The night was delightfully clear, the electric lights lining both shores sparkled like diamonds in an ebony setting, above which was the blue gray starlight sky.

At 9:45 in, and followed by two lights she slowly passed quarantine and was boarded by the health officer. The cup challenger looked trim and neat in the glimmering light. Her sails were snugly stowed and other decks were apparently all the members of her crew. Hearty cheers of welcome were exchanged with the English sailors, and then the usual formalities having been completed the Valkyrie continued her journey up the bay.

Off quarantine the Valkyrie was boarded by a reporter of the Associated Press, who obtained the following story of the voyage: "The Valkyrie, Capt. W. W. Cranfield said: We left Gourkok on July 27th with a full crew of 42 men, all told. After leaving Tory Island on the 28th, Sunday, we ran into a fresh N. W. gale, accompanied by high seas, which blew hard for twenty-four hours and then moderated.

On Wednesday morning, July 31, it commenced to blow again from N. W. to E. W. and it blew hard for five days when the weather moderated to a light southwest wind, which lasted up to Cape Race.

There we caught a northwest wind which carried us to Sable Island, when the wind became light and left us becalmed at times, and lasting up to our arrival here.

We sighted Shinnecock light at noon today, and at 6:30 this evening, when five miles west of Fire Island we were taken in by the World tug C. P. Raymond, and here we are. We made 3,016 miles in all, and one day only made 70 miles. We never carried away a rope or a yardarm throughout the voyage.

The Valkyrie II, sailed from Cowes on August 23, 1899, for New York, and arrived Sept. 22, making the trip in 29 days and 18 hours.

The Vigilant sailed from Southampton April 11, 1896, and arrived at Bay Ridge on April 29, after a passage of 18 days.

The Valkyrie II, sailed from New York May 3, 1894, and anchored in the Clyde May 23, and in Greenock Bay May 31; time of trip, 28 days.

The Vigilant sailed from New York June 1, 1894, and arrived at Gourkok June 16, making the trip in 15 days.

The World tomorrow will see: After a stormy voyage of twenty-two days, the chosen champion of the United Kingdom was sighted yesterday afternoon of the Long Island shore. The way had been long and the wind and sea had been high, but safe through all came Valkyrie III. Making no great headway in the westerly winds, which made the blue and silver dance about her sharply, came Valkyrie III, the beloved of three peers who hope through her to win fame everlasting, arriving with shining canvas to seek the America's cup and to avenge that day at Cannes when in the race with the America. There was no second. At 1:55 p. m. by telephone and telegraph it was announced that the British boat was off Forre Island, about five miles off shore. At 2:35 she was passing Smith Point. An hour later the look-out in the left wind-blown tower at Fire Island saw her coming in from the east. So the progress of the boat along the shore was telegraphed from time to time, and many yachts went down through the narrows to meet her. By 4 o'clock Valkyrie III was off Fire Island. Whether Valkyrie III will win the cup or not, the contest is not ended. The cup signifies too much. Millions of dollars have been spent in its defense and it is the quest, and millions more will be spent before the possession of the trophy is decided.

Such contests are worthy of the two great nations, and such is the battle the Valkyrie III comes to wage. She is the best boat ever sent over by England, and will be met by the best boat ever turned out on this side of the water.

DEFENDER AND VIGILANT.

Something About Their Measurements—The Time Allowance.

The question of how much time the Defender will have to allow the Vigilant will soon be officially settled, for John Hyslop, measurer of the New York Yacht club, will ascertain with his tape the exact water-line length and sail area of both yachts.

The order of the America's cup committee compels this action by the club's measurer. They say, in their circular calling for trial races on Aug. 20 and 22 (Tuesday and Thursday next): "England's measurements must be sent to the America's cup committee, at the New York Yacht club, by Aug. 19."

Mr. Hyslop said that it was not certain whether he would do the measuring while the yachts lay in the basin, or before going into dry dock, or after they had been cleaned and floated again.

To the average yachtsman the process of measuring the length of a yacht is a matter of the time allowance is, to say the least, mystifying. That is the reason they employ an expert measurer to do it for them. Even he sometimes has to figure so closely that he has to measure the man whose yacht he is measuring.

Time allowance is the number of minutes or seconds, or both, that the longer yacht, or the yacht with the larger sail, is allowed to start the smaller one in a race of a given number of miles. The racing length upon which that allowance is based is obtained by adding to the square foot of the sail area the yacht's water-line length, and then dividing the result by 100.

This is the way the racing length is ascertained: When the yacht, lying in perfectly smooth water, has been stripped of everything she will not need during a race, all the crew she will need to carry her are taken on board, and the measurer, Hyslop, begins his work. He drops a plumb-line over the stern. A batten is then floated on the water, one end of it touching the stern-post. The point where the line strikes the water is the stern-post is accurately measured, and the same operation is repeated at the bow.

Coming on deck, the measurement is taken from the point where the line points above where the sternpost would come, and from the extreme point of the overhang of the point immediately above the water-line. The distance between these two points measured along the line is the true water-line measurement.

To ascertain the sail area the tape line is stretched from the end of the main boom to a point on the bowsprit midway between the jib and jib-top-sail stay. This gives the base line of the triangle. Then the distance from the top of the main boom close to the mast to the topsail halyard sheave at the topmast head is taken. From the length of the gaff is then subtracted eight-tenths of the height of the topmast. The difference between these is added to the base line, giving the corrected base line.

The length of the corrected base line is then multiplied by the length of the mast, and the result divided by two gives the corrected sail area.

The Defender people are still very much averse to having the dimensions of their boat made public. They want to wait until their ship is measured with Valkyrie III, when it shall be definitely known what difference there is between the actual contestants for the cup, before the true sailing size of the Defender is given out.

to the facts, but he does not want the figures to be spread broadcast until the last moment. It is possible, therefore, that the public will not be informed as to the Defender's racing length until the yachts' measurements are compared with those of Valkyrie III.

Which is the better boat, the Defender of the Valkyrie III, is a question brought up more frequently every day by both yachtsmen and landsmen. The former nearly always say that it is a foregone conclusion that we shall keep the cup, but away down in their hearts there is a degree of uncertainty that will crop out occasionally, for they unwillingly sometimes admit that there is going to be a hard fight this time, and that it is even possible the Valkyrie will win one of the five races to be sailed.

Commodore John H. Flagler of the American Yacht club has been a careful observer of all the international contests, and of the preparations for them. He has made a study of the lines of the competing yachts, and, therefore, his opinion on the prospects of the coming race is valuable.

"The Defender is a very fast boat," he says, "but it is possible for us to lose the cup. In the Defender we have a grand boat—one much faster than any of her predecessors—and I feel sure she will, as I said, barring accidents, be able to successfully defend the cup."

"On the other hand, we cannot afford to lose sight of the fact that the Valkyrie III, now on her way over here, is a very fast boat, and she will yet produce on the other side of the water. Watson is a smart designer and he has had a better chance this time to build an up to date America's cup boat, and then to improve on her, than before. The Defender is a very fast boat, but she is not so fast as she was, as it were, at last winter, to photograph and transfer her lines with a golden opportunity to improve on them—not so much as Herreshoff, but still to improve on her, and you may be sure he has done it.

John F. Lovejoy, chairman of the regatta committee of the Larchmont Yacht club, when asked to give an opinion on our chances of retaining the cup, said:

"It is all guess work. How is anyone going to tell what the boats will do until they come together. We know they are both fast, and we all hope the Defender will win. But she is certainly going to do it, but I am satisfied that she has not yet been seen at her best. She will be at five minutes faster, in my opinion, by the time she is ready to race with the Valkyrie."

H. C. Wintingham, the naval architect, who designed the schooner Emerald and many other prize-winners, had this to say upon the subject:

"The Defender is a very fast and able boat and I have no fears for the cup just now. In all probability we shall keep it on this side of the water if no accidents occur. The Vigilant is an extra improved boat, and seems to be faster every day."

Er-rear Commodore E. B. Havens, of the New York Yacht club, who is also a member of the Atlantic, Larchmont and other clubs, said:

"Judging from the information furnished by the Defender's performance up to date, but I am not sure that she has not yet been seen at her best. She will be at five minutes faster, in my opinion, by the time she is ready to race with the Valkyrie II, when she was over here, and I consider that the Vigilant of today is four minutes faster than she was in 1896. The Defender has beaten the Vigilant every time they have started, and she will continue to do so. I think Commodore George Gould has done a very laudable thing in placing the Vigilant at the disposal of the America's cup committee for this purpose. I am also sorry to see any friction between the representatives of the boats. There never ought to be any issue between them."

ENGLISH SAILS FOR DEFENDER.

Bristol, R. I., Aug. 13.—Some time before the Defender was launched C. Oliver Iselin of the cup defender syndicate casually remarked to a newspaper reporter that the Defender would have four suits of sails. Two suits were to be made at Bristol and one at Boston. Regarding the fourth suit, Mr. Iselin declined to state where it would be made. Subsequently it was learned that the Defender was to have an entire suit of Ramie cloth sails. This fact created general surprise, as it was popularly supposed that the Duke of Cambridge would be confined to the spinaker.

However, it leaked out today that the Ramie cloth sails were being made in London, Eng., the information coming through a letter from the Boyle Fibre syndicate of London, manufacturers of Ramie yarn, to their correspondent here. The syndicate wrote their Bristol representative as follows:

"Tests have recently been made here of Ramie cloth which is a new material, cloth of greater strength by 30 per cent, than the best makes of any other cloth. A suit of sails has been ordered for the Defender this season, and the Niagara will also have a suit of the same material."

There have been no consignments of foreign sails received here, but it is rumored in town tonight that some of the Ramie cloth sail deals are now on the way from London. The present suits of the Defender are made of Texas upland cotton. This cotton is of short staple and quite heavy. When the nature of the material of which these sails are made, and that the lightest possible sails consistent with strength that can be manufactured. That the sails were being made in England was probably kept secret in order to avoid criticisms of the yacht being sailed by an American. It is doubtful, however, if a suit of Ramie cloth sails could be manufactured in season for the races.

TOLERANCE OF WELSH PREACHING.

(Cardiff Weekly Mail.) Who says Welsh preachers are not tolerant? A North Pembroke Baptist minister finished his discourse last Sunday evening by telling his congregation that he would rather marry the devil's daughter and live with the old people than vote for a Tory.

ONTARIO CROPS.

The Report Issued by the Bureau of Industries on the Condition of Crops.

Oats, Peas, Beans and Corn Promise Well at the Present Time.

Toronto, Aug. 16.—The quarterly report of the bureau of industries for the province of Ontario gives the following information: The weather in many sections of the province no rain fell from the 4th to the 20th of June. In July, however, after the first week, light showers were fairly frequent and the dew was also more copious. There was favorable weather for haying and the fall wheat harvest. The early part of August was cooler than usual, but normal weather is again prevailing.

Fall wheat—Reports regarding fall wheat are not unanimous, although on the whole they may be regarded as favorable. The crop was cut earlier than usual, but notwithstanding the rapid ripening the berry is frequently described as plump and good quality. Owing to the drought the straw is short except in a few favored localities. The crop was harvested in good condition, and farmers generally find little reason to murmur at the return.

Oats—There has been a wide range in the fields of oats reported, some very poor fields being referred to, while others are mentioned as giving as high as 62 and 70 bushels per acre. The average yield is 31.4 bushels per acre, which is about three bushels below the average.

Peas—Correspondents claim that this crop has withstood the dry weather better than any other, excepting, perhaps, corn. Some report the straw as rather short, while others declare that it is abundant, and will be the salvation of live stock as winter fodder. Showers at the time of writing were delaying harvesting and prolonging growth.

Beans—A fair crop is promised, although a good deal of the seed failed to germinate owing to drought at the time of planting. Should the weather continue favorable the crop will likely average the average, as it is very promising.

Hay and clover.—The only thing in favor of the hay crop is the fact that it had splendid weather for harvesting, and was cut in the best possible condition. The yield ranges from 1-4 to 2-1/2 tons per acre, but the majority of returns are under one ton to the acre, and the average for the season is but 73 tons per acre, which means a half crop.

Potatoes.—If vigorous stalk and profusion of blossom and leaf cut for anything, there ought to be an abundant yield of potatoes.

Fruit.—The bureau has never received more discouraging reports concerning fruit. Apples have been a great failure. The bulk of correspondents report none at all, or a dozen or two on a tree. A number hazard the opinion that a half bushel or possibly a trial of it. I did so, and present my great relief. It was not long before the bad symptoms all left me, and I gradually got strong. I kept in good health, and have pleasure in making known to others the remedy which did so much for me.

Mr. Smith was completely cured by the same remedy, and says had he known of it sooner he would have saved years of misery. The real ailment in both these cases was indigestion and dyspepsia, with its natural consequences. Throughout the civilized world its course is marked by a hundred forms of pain and suffering. Men and women are torn to pieces by it as vessels are by the rocks on which they are driven by the tempests. So comprehensive and all-embracing is it that we may almost say that there is no other disease. It signifies life transmuted into death, bread turned into poison. We are the most ill-liest signs—especially the feeling of weariness, languor and fatigue, which announce its approach. Prevention is better than cure.

But, by the use of Mother Seigel's Curative Syrup, cure is always possible; and poor captives in the loathsome dungeons of illness are daily delivered as the hand of the good German nurse swings open the doors.

A NOTORIOUS FORGER.

Run Down in New Haven by R. H. Beal of St. John. New Haven, Conn., Aug. 16.—W. L. McDougall, a notorious forger and confidence man who has been operating in Canada and New England of late, was arrested at Banford tonight and taken to Hartford later. The capture was made by Officer Walter Smith of Hartford, assisted by R. H. Beal of the Dominion Collecting Agency, St. John, N. B., who has been following McDougall for the past month.

A MISSIONARY'S DEATH.

Halifax, Aug. 16.—A cablegram announces the death of Rev. W. J. McKenzie, Canadian missionary to Corea. He was a native of Cape Breton, of magnificent physique, who after graduating in theology and medicine and having had a year's missionary experience on the coast of Labrador, went out as the pioneer Canadian missionary to three million Coreans. He was not sent by any church, but went on his own hook and lived by faith. A young lady to whom he was engaged to be married was to have left Nova Scotia next week to join him.

WOLSLEY THE MAN.

London, Aug. 17.—The Daily Telegraph announces that Gen. Lord Wolseley has been chosen to succeed the Duke of Cambridge as commander-in-chief of the army.

THE POWER OF ELOQUENCE.

History teems with examples of the power of eloquence. A case story of an incident which occurred the other day in a Cardiganshire chapel, where the congregation was made up largely of seafaring men, is now going the rounds. "A figure used by the preacher related to a captain at his wit's end when navigating his ship through a narrow, shallow, winding channel, abounding with rocks and strong currents. The faces of some of the listeners were perfectly pictured as the preacher eloquently described the details and the difficulties of the voyage. The ship ran against a bank, and in a thrilling burst, the preacher shouted, 'What shall we do?' 'Heaven knows, said an old sailor, 'for we are going starboard foremast!'—London Exchange.

THE WORLD RUNS AWAY FROM US.

The other day we had a talk with a man who knew as little of the world around him as a baby. Yet he was a man of naturally high intelligence. He had just been relieved from prison. Ten years ago he was incarcerated under a life sentence. Recently, however, circumstances had arisen which proved his innocence, and he obtained his freedom. But nothing seemed as before. He had been stationary while the world moved on. Many of his old friends were dead, and all were changed. A big slice of his career was lost, and worse than lost. Could he ever make it up? No, never. Besides, although he had committed no offence, the mere fact that he had been convicted of one would always place him at a disadvantage.

Different as it is in all outward conditions long illness produces results which resemble those of enforced solitude. When confined to our homes by disease we are virtually out of the world. Friends may, and do, pity us; but they cannot see into our souls, and suffer with us. Ah, no. They go their own ways and leave us alone. In the midst of company we are still alone. Enjoyment, food, sleep, fresh air, moving work, etc.—these are for them, not for us. Has for the poor prisoner whose jailer is some relentless disease. Who shall open the iron doors and set him free?

"I never had any rest or pleasure," so writes a man whose illness he has just finished reading. "In the early part of 1888," he says, "a strange feeling came over me. I felt heavy, drowsy, languid and tired. Something appeared to be wrong with me, and I considered at length in the way our diet in my mouth, my appetite failed, and what I did eat lay on me like a stone. Soon I became afraid to eat, as the act was always followed by pain and distress. Sometimes I had a sensation of choking in the way our diet could not swallow. I was swollen, too, around the body, and got about with difficulty owing to increasing weakness."

"At the pit of my stomach was a hungry, craving sensation, as though I needed support from food; yet the little I took did not abate this feeling. My sleep was broken, and I awoke in the morning unrefreshed. For four years I continued in this wretched state before I found relief."

This letter is signed by Mr. Charles H. Smith of 19 New City Road, Glasgow, and dated January 15th, 1892. Before we hear how he was at last delivered from the slavery of illness, let us listen to the words of a lady on the same theme: Mrs. Mary Ann Russell of Station Road, Miltonton, near Gainsborough. In a brief note dated January 3rd, 1893, Mrs. Russell says she suffered in a similar way for over fifteen years. Her hands and feet were cold and clammy, and she was pale and bloodless. She had pain in the left side and palpitation, and her breathing was short and hurried. No medicines availed to help her for two years ago. "At that time," she says, "my minister, the late Rev. Mr. Watson, told me of Mother Seigel's Curative Syrup, and urged me to make a trial of it. I did so, and present my great relief. It was not long before the bad symptoms all left me, and I gradually got strong. I kept in good health, and have pleasure in making known to others the remedy which did so much for me."

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THE YANKEE ABROAD.

(Muscouca cor. Orilla Packet.) Windermere is very full, present there are more people here than I have seen before at this season, and a considerable percentage are Americans. Why is it that people from the north of the line always become so effusive when they get away from home? It is just the same in Europe. It would be travel about with a Union Jack in his pocket, to be perpetually reminded of the face of foreigners. Here, as soon as a Yankee has hired his boat, he proceeds to decorate with the stars and stripes. One who sits at the same table with me at the hotel seems to travel with a lot of these flags, "assorted sizes," and he hardly phrases a sentence without an allusion to the "star-spangled banner." I recollect a Yankee in the Black Forest in Germany who used to float one from his window in the hotel, and another Yankee on an ocean liner who had a stars and stripes pocket handkerchief that he used to "fly" at passing ships, meanwhile anxiously scanning said vessels through a binocular for "signs of excitement" (his own words). He fur of the thin lies in the fact that there is scarcely a bit of national bunting that does not represent more of national doing, being and suffering than the stars and stripes. Then why all this splutter? Further, aboard, at any rate, every one can tell the travelling Yankee without a flag—and if he could see himself as others see him it might do him good, for as a rule he knows as little about what constitutes "his tie," as the French say, that the quieter he is the better. The foregoing is, you will say, savage, but a Yankee was down at the hotel the night before last wanting the wash the blamed Canadian—hisself was good for three any day—and he seemed to be sober, too.

LUCK OF AN EDITOR.

(Columbus Grove Clipper.) Once in a while one will hear of a city newspaper man, but not often. One day last week the editor of the Sutton News purchased a chicken, and upon cutting it open a 16-cent piece was found. The above is itself a strange happening, but what looks us silly is what a newspaper man wanted with a chicken when ans are only 5 cents a pound.

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