A TOTAL LEY DEAD.

op of the Diocese of

., Oct. 31.—Right ley, second Bishop Maine, died at 9 , after a long illas not unexpected, for many weeks. sufferer from diaears. The disease dly within the past s health has been was with difficulty nctions of his high over the annual last June, but ill that his phyhim against so after this he was is duties temporne time at Bemis hope that the rest He became so ill ago that he was se, and within the ot left his bed. He and for the last nscious a greater n Monday he reafterwards, and this evening. shop Neeley will at noon. It will bishops of many

DUCTED.

ion of Rev. C. T. rate of Waterloo church took place a very interesting ministers present tley, Rev Dr. Mc-Long of the F. B. Read of Centenary Rev. Dr. Gates of Mr. Smith of Lein-. Mr. Higgins of

his section of th

n have been noti-

nior deacon, prehad been sung and by Rev. Dr. Mea warm tribute ev. W. J. Clarke: o Rev. Mr. Philsure at the presters, and called to extend to Mr. ion's welcome. Carleton said s request of the the benediction.

COME DOWN.

chanical superin R.; is apparently wn from the high ed with reference iremen to clean notice issued to go, and posted or the round house been taken down step probably to or endeavoring to The order has nation, not only and engineers, but generally, and the management to carry it inte

ST DOLLAR.

an honest dollar Meandering Mike. ours fur a dollar. found it had a de head of de it's what embitington Star.

of October 30th. Foster has gone

uarantee a Cure refund the money. aroot cures per-atly all diseases g from impure and all diseases of iver, Kidney and ch. Write for free book, "Key to wanted. Steady Co., Montreal. ald's Pt. N. B.

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STREET.

BROWNE'S DYNE

NDON NEWS, of single medicine I road with me, as lly useful, to the s, I should say travel without it, ty to the relief of ailments forms its

e's Chlorodyne CIFIC FOR ERY, CHOLERA. orodyne. Every wn remedy for A, BRONCHITIS,

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PORT ondon, W. C.

but this out and return to us, with name of nearest express office re will send this watch to examine. It is an id-pisted, dust pressionally engraved, fixed grid and set movement, or gent's size, it is a time piece, equal in appear on the set of the set

CAPTURED REGIMENTS.

Historical Sketch of the Royal Irish and Gloucestershire.

Which Capitulated to the Boers Near Ladysmith, After Their Ammunition Had Run Out.

The Princess Victoria's Royal Irish Fusiliers consist of the old 87th and 89th regiments. Both battalions date from 1793. The former first saw active service in Flanders, and fought bravely at Alost and "Bergen-op-Zoom," and in 1797 took part in the abortive attempt on Porto Rico. During their eight years' service in the West Indies the 27th lost nearly 200 officers and men by the disease incident to the climate. In 1807 they were present at Monte Video and gained great praise and were specially mentioned for "their ardour" in the storming, and in the conflict at Buenos Ayres, they showed their Irish pluck, these men from County Down.

The second battalion of the 87th, nicknamed the "Faugh-a-Ballaghs" of "Clear the Way," raised in 1804, won all the Peninsular honors and were commanded by that fine soldier Colonel Gough, afterwards Field Marshal Lord Gough, of China and Indian fame. At "Talavera" nothing could withstand their charge, and at "Barrosa," by a firm and rapid advance with the bayonets. The first Eagle captured in the Peninsular war fell to a sergeant of the 87th, who was rewarded with a commission. It is commemorative of this deed that they bear the Eagle with the number 8, of the French regiment they took it from. At "Tarifa" they defended the breach and the French fell back literally smashed "into the ditch below" from the effect of their fire, and during the whole time of the assault "the drums and fifes of the 87th played on merrily Irish airs."

General Graham in his official despatch said: "The conduct of Lieu-tenant Colonel Gough and the 87th regiment surpasses praise." At "Vittoria" the old "Fogs" captured the baton of went into action 286 strong and at the close mustered only 170 all told. No wonder Picton and Wellington oried out to them, "Gallant 87th," "Noble 87th." At Orthes and 'Toulouse' they were again in the first line of battle and fought with dauntless courage They missed Waterloo, but did good service in India, in the expeditions against Nepaulese, and in 1826 in Burmah winning "Ava" for their colors They also fought well at Prone, Melloone and Moulmein. On their return to England after 33 years' absence, the King conferred on them the title Royal," "in consequence of the extraordinary distinction that has marked the career of the corps on all occa-sions." During the Indian Mutiny entertained Mr. Kelly's numerous reathey held the mutineers in check at ders to a fowl supper, which did Peshawur. Their next service was in 1882 in Egypt and at "Tel-el-Kebir" they were in the lead in the "Irish Charge" which decided the victory. literary variety. Mr. Kelly, who though blind from infancy, has a well egar Hill, and a few years later they were in Egypt with Abercromble and Moore, and at the battle of Alexandria were in the second line. In the war of 1812 they served in Canada and

gained "Niagara" for their colors; with the 27th they served in the Burmese war 1824-26. In the Crimean war, they took their share in the trenches and were in at the fall of "Schastopol." They did duty in Bombay and Madras during the Mutiny, and again saw service in 1884 in Egypt at "El-Teb" and "Tamai" under Sir Redvers Buller They have since seen further service in hill fighting in India, which will stand them in good stead against the Boers. The mottos of the corps are "Ich Dien" and "Honi Soit qui mal y pense," and their badges the Prince of Wales' plume over the Irish harp on a grenade, and an Eagle with "8" below it in a laurel coronet of the Princess of Victoria. (The Queen) and above them the sphinx over cornet of the Princess Victoria, (The Queen)

and above them the sphinx over the

word "Egypt" on the collar.

CLOUCESTERSHIRE REGIMENT. This consists of the old 28th and 61st foot. The early history of the 28th, nick-named the "Slashers," is in many respects a blank, the records having been lost. The regiment dates from 1694, and first did duty in Newfoundland. It was next in the Low Countries, and was at "Hay" and "Neer Hasper." The "Slashers" next fought under Marlborough, at "Ramillies," and were at "Vigo" in 1719. At "Fontenoy" under Lord George Sackville they "behaved with intrepidity," and worked back the charge of the Irish Brigade. A dozen years after this, they were engaged against the French once more and under Wolfe, they took part in the capture of "Louisburg" and the conquest of Cape Breton. At the battle of the Plains of Abraham they were on the British right wing and Wolfe, who had at one time served in the 28th, placed himself in front of the "Slashers" in the charge on the French and received his death wounds leading them to victory. To com-memorate the victory of Wolfe's death, the 28th, 60th Rifes and the other regiments present on the occasion have a "black cord" running through the lace on the buglers' and drummers' uniforms. The 28th next forght at Martinique and Havana, and the war of Independence, Flanders, Minorca, preparing, so to speak, for their splendid victory in Alexandria

ir. 1801. Here, attacked at one and the same time, in front, flanks and rear, the 28th was part of "the small mass of British infantry" which destroyed the French cavalry. For their conduct here, they got the name of the "Slashers," and are the only regiment in the ermy permitted to wear the number plate in the front and rear of the helmet. They were also in the actions of Mandora and Aboukir. Following Egypt came the bombardment of Copenhagen and the operations in Sweden. Under Moore they took part in

the battle of Corunna. They next came under Wellington's command and "were conspicuous for their gal-lantry at Talavara and Albuera, where they suffered great loss." At Barossa with the Guards they bore the brunt of the battle and played a brave part at Arroyo-dos-Molinos. They were present at the attack on Almaraz and shared in the great victory of Vittoria. They fought valiantly at Nivelle, Nive and Orthes, the engagements in the Pyr: nees and Toulouse, where Marshal Soult praised the British soldiers' steadiness and valor in the face of the most deadly fire. After a short rest they were called for the stern duty of Quatre Bras and Wat-

At the former battle, the flery indomitable Picton led the 28th to the charge of the enemy's cavalry. Picton rode on, he saw the Cuirassiers approaching, and called to the 28th, tRemember Egypt.' In answer to his cry, they cheered, fired a volley, and then, with levelled steel, pressed forward, driving the cavalry back inch by inch before their steady advance. At Waterloo they fought with their old renown and Picton fell at their head in their final charge." They next served in the conquest of names of the hard-fought battles of 'Punjab," "Chillianwallah," and "Goojerat." A few years after this they were called to the Crimea, and always were in the midst of the hard knocks on the "Alma," "Inkerman," the Trenches, and the capture of "Sebastopol." They were too late for the Indian Mutiny, only reaching Bombay in 1859. The second battalion, the old 61st, were enrolled in 1758 from the 2nd battalion of the Bluffs. They first served in the West Indies at Martinique, then at Minorca, and in the American war of independence. They next took part in the capture of St. Lucia, and three years afterwards were sent to the Cape and were engaged in the Kaffir war of 1800. The following year they were employed in the glorious combat in Egypt, and in the final battle of Alexandria. Some fire years later they were fighting in Sicily, and distinguished themselves at the battle of "Maida," where they crossed bayonets with the enemy, who fell before

them in hundreds. They were in all the important actions of the Peninsular war, and were praised by Wellington for their conduct at Salamanca and Burgos. After Waterloo they had a long rest, and went to India in 1845, and with First battalion were engaged in the Sikh war and conquest of Scinde, under Sir Charles Napier and Sir Colin Campbell. During the great mutiny they fought, suffered and endured, and at Ferzepcre and the capture of Delhi the rebel Sepoys feit their crush-ing blow. They have since then done some hill fighting in India, but noth-ing of great importance. The Gloucesershires bear as badges the arms of the city of Gloucester, with the Sphinx and Egypt on the cap, and the Sphinx with Egypt and two twigs of laurel on

SUMPTUOUSLY ENTERTAINED AT ST. MARTINS.

Mr. and Mrs. M. Kelly of this place, Oct. 29, kindly credit to Mrs. Kelly's ability to cater to the most fastidious appetite. The stored mind, excelled perhaps by few in this dominion. This knowledge has been acquired by Mr. Kelly through the kindness of his friends, who devote a certain time each week reading to him such books as he may selcct. Hence this entertainment is yearly given to show his appreciation of such kindness. An address of welcome to his guests was tendered by Mr. Kelly, and his kindly reference to the time thus given him was phrased in a most touching manner, calculated to make his readers feel he fully appreciated their efforts to add to his happiness. A vote of thanks from the readers was tendered Mr. and Mrs. Kelly at the close of a pleasant and highly profitable evening, with the wish that long years may be added to their already useful lives.

> GONE TO THE TRANSVAAL. (Boston Herald, Oct. 26.)

Every steamship leaving this port now is carrying home Englishmen desirous of serving their country in South Africa. Many of these pat-riots are naturalized citizens of the United States, who long ago gave up llegiance to the Queen, but now that the opportunity has come they wish to be of service, and are volunteering in scores for duty under the Union

The New England, which sailed yesterday, carried a number of such men, among them Dr. Alfred C. Smith of Everett. Years ago he was in the naval service of England, and saw much of South Africa. In one engagement with the Boers he was wounded, and later saw considerable of the country and became well acquainted with its principal men. Upon the outbreak of the present war he volunteered as a scout, and was at once accepted and ordered to London. He sailed yesterday and expects to be in the enemy's country by the middle of December Dr. Smith is well known in Everett and Boston, having offices in both cities. He was given a royal sendoff yesterday by the few that knew of his intention, but mest of his friends will find this paragraph the first notification that he has gone to serve his mother country.

Dr. Smith is well known in St. John, having visited this city several times.

He was here, in fact, only a few days before his departure for South Africa. Children Cry for CASTORIA

PORTLAND, Me., Oct. 31.—H. J. Shine, U. S. marshal of the northern district of California, brought here today Wm. Leland, who has been indicted for attempt to obtain a pension by fraud. It is alleged Leland swore he was W. G. Hawkins of the 50th New York volunteer infantry. He has been an inmate of the Togus and other homes. He was at the Oaksville, Cal., home when arrested.

Advertise in the Semi-Weekly Sun

HEAVY STORM

Does Much Damage Along the Atlantic and Gulf Coasts.

NEW YORK, Nov. 1.-A hurricane came up from the Carribean Sea and swept over New York yesterday and last night. Its fury is expected to experd itself today. At times the wind blew between fifty and sixty miles an hour, and was accompanied by heavy rain, that ceased about noon today. Hurricane signals were set yesterday from Maine to the Carolinas; but not-withstanding this warning, shipping suffered heavily. Reports of wrecks were frequent and the highest tide of the year occurred at various places. At Redoboth Beach, Delaware, it was reported that the steamer Fal-mouth, in ballast from Portland, Me., for Philadelphia, was stranded and her crew of fourteen men was rescued by the life savers. The Assateague (Va.) life saving station reported an unknown two-mested schooner ashere off Fiser's Point. The crew was safely landed. Along the New Jersey coast the tides were the highest in years. Many wharves in Wilmington, N. C., were submerged and considerable damage was done to merchandise in storage in warehouses.

Reports from Whightsville and the Carolina beaches told of much havoc wrought by the storm. Telegraphic

communication with South Port was cut off. Nothing has been heard at Wilmington of the Clyde steamer New York, which was expected there yesterday morning, but it was thought At South Port, N. C., the Norwegian hark Johannes, which was being dis-infected at the Cape Fear quarantine station, was driven across the river and washed high on the beach. All the wharves except the government coal docks were washed away and

the tug Blanche and the passenger steamer South Port were driven ashore. In Kingston, Jamaica, the banana, coffee and orange crops are badly damaged. Bridges and houses were destroyed. In the vicinity of King-ston the rainfall registered from 15 to 24 inches from Friday and Saturday. when yesterday's storm passed over

At Nassau, N. H., the American schooner Celina, Capt. Murray, of Bath, Maine, from Philadelphia, Oct. 9, for Galveston, was reported ashore off Abacoan signalling for assistance. In Charleston the wind blew 58 miles an hour Monday night, wrecking a dwelling, killing a colored child and nturing others

Streets in Newborne, N. C., were flooced from the ocean, and fires were caused by the wetting of barrels of

whole army corps, with the tremendous

transport equipment necessitated by a long and exposed line of communication, about to be thrown into South Africa without interrupting my mail service or calling upon one of the fast merchantmen specially retained to the fast merchantmen specially retained to the service of calling upon one of the fast merchantmen specially retained and the soldiers we could ever manage to put in the field could be transferred with all thes oldiers we could ever manage to put in the field could be transferred with all their impediaments to the uttermost ends of the earth without causing the corn and meat which comes to him from equally distant whores to rise a fraction in price. Thus freed from small personal anxiety, he is at leisure to concern himself in this feat of transportation as a citizen of the Britis Empire. He begins to wonder how frequires steamers for the consystone of Mr. Atkins, his arms and ammunition, and appailing baggage train, as demanded by the conditions of active service, how does it set about the business? Does any rule guide the appointed authorities in selecting steamers? Or are steamers engaged like so many public conveyances, and without nuch further ado brought alongside a wharf, and Mr. Atkins embarked with his belonging, and allowed to settle down as comfortably as he may in the axisting accommodation: And, by the way, does the government have to pay through the now? for There can be the warning shadow of an approaching event surgest from shipping firms are in attendance at the transport department of the admiratty offering tonnage, and in selecting from among the vessels whose qualifications are thus brought under their notice the admiratty offering tonnage, and in selecting from among the vessels without their protect the admiratity offering tonnage, and in selecting from among the vessels other and activational stamers that may be required. The admiratity offering tonnage at a higher rate for their faster but less commodities as a missure of the troops in the activation of the large with the s

Shying seems to be a fault universal in horses. There are exceptions, it is true, but the horse that does not shy at times is very rare Some are worse than others, and when the habit becomes confirmed and vicious it is deplorable. With a hadly shying horse no one is safe. He may take you over a precipice or into a stream, or bring you into collision with another vehicle in passing. He is flable to jump naide at any moment or 'o stop so suddenly from a sharp trot as to throw you over the dashboard. A badly shying horse should be driven double with one that is fearless. There are horses that will shy and swerve ten feet around a wet spot in the road as large as a dinner plate, and will pay no attention to a locomotive or steam roller. The disposition to whip a horse for shying is very strong; but, as with a balky horse, this only makes matters worse. When a horse is whipped for shying the remembrance of the punishment is first and foremost in the mind when he meets the object again, and he tries to escape from both, with the result that he will likely rear and turn around or run away at top speed.

It is always sensitive and nervous horses that shy. They are made to do so by their treatment, and they can be cured of the habit only by long perseverance and patience. Many sensitive horses are always to a certain extent shy, and ready to get frightened at any unusual sight or occurrence. But even horses of this temperament can be made gentle, docile and affectionate enough by proper handling when in process of training. It is the loud-mouthed threatening man, that goes about the horse as if he intended murdering him, and with a manner more suggestive than the whip that runs a sensitive horse. We have always noticed in going into a stable controlled by a high tempered, harsh dispositioned man how each highly strung nervous horse is ready to jump out of his skin merely at the man's appearance. We recall now an instance of a horse jumping over the minger at the sund and the tended murdering him. Although he readout he

CAPTAIN CRANDALL LOST IN COL-LISION.

aged Skipper Who Participated in Trans atlantic Yacht Race of 1866 Drowned.

NEW LONDON, Conn., Oct. 29.—After spending a long life at sea Captain James Crandall was drowned this morning off Eestern Point, only a short distance from his home. Captain Crandall was a Seventh Day Adventist, and after resting from his labors yesterday started out as usual this morning in his small sloop to look after his lebster ports. ased by the wetting of parters one. The river was full of floating itton.

SHIPPING TOMMY ATKINS.

How the Admiralty Charter the Vessels.

(London Mail.)

The man in the street has had his eves opened of late to the significance of our mercantile marine for other than mere trading purposes.

He has seen 5,000 troops transferred from India to Natal without a hitch by a single steamship company, and at, so to speak, minute's notice. He now sees a minute's notice. He now sees a constant in the street has had his eves opened of late to the significance of our mercantile marine for other than mere trading purposes.

He has seen 5,000 troops transferred from India to Natal without a hitch by a single steamship company, and at, so to speak, conn., seventy years ago, and was one of the heat known skippers on the Atlantic contains the street has had his eves opened of late to the significance of our mercantile marine for other than mere trading purposes.

He has seen 5,000 troops transferred from lier course and the was on the wind, closs hauled and headed for the race. The shoop was seen salling close by, and the captain significance of our mercantile marine for other than mere trading purposes.

Captain Crandall was on the wind reported from the schooner would clear her, but suddenly the sloop appaired to swerve from her course and the collision followed.

Captain Crandall was bern at Magouk, Conn., seventy years ago, and was one of the last known skippers on the Atlantic

Captain Crandall was bern at Magouk, Conn., seventy years ago, and was one of the best known skippers on the Atlantic ceast. He had commanded some of the fustest sailing craft afloat. His first charge was the sloor yacht Gertrude. He then changed to the Widgeon, in which yacht he made two trins to Europe. He was sailing master on the schooner Magic, previous to her winning the America cup. For nearly eighteen years Captain Crandall was on the Fleetwing.

Captain Crandall, Captain Thomas Beebe, of this city, and Captains Wood and Hazleton, of New York, were sailing masters of the Fleetwing in the race with the Henrietta and Vesta, from Sandy Hook to the Needles of Cowes, for a purse of \$30,000. During the trip the Fleetwing encountered a gale that swept Wood and Hazleton and several of the crew overboard. The Henrietta managed to escape the gale and won the race.

Captain Crandall's latter drys were spent on fishing vessels, and during the last few weeks he had confined his fishing fo local waters. Captain Crandall leaves two daughters, who reside in the Pequot Colony, and a son, George, who is captain of the Thames river steamer Gypsy.

LONGEVITY IN P. E. ISLAND.

There live in Kings Co., P. E. I., two very old people. One is Edward Power, 102 years past. Born in Tipperary, Ireland, before the rebellion there in 1798, he left there when quite young on the good ship Ocean, owned by one Kent, of Newfoundland. He emigrated to St. Johns, Newfoundland, first, and stayed there five years, after which he went direct to Grand River, Kings Co., P. E. I. Since that time he made a home at Farmington, where he now lives. Mr. Power is in splendid health, and claims he will reach the ripe age of two hundred. The Sun reporter asked what reason he gave for his age, and he replied that he always made his living by farming, slept but little, and smoked lots of tobacco and drank strong tea.

The other aged person is Mrs. Mossey, a widow lady, pow of Glencorradale. She is 92 years past. She was born on one of the Magdalen Islands, and emigrated to P. E. I. many years ago. She lives with her son, Isaac Mossey, a farmer. The reporter of the Sun while visiting there found her hale and hearty, with her eyesight and hearing as perfect as when she was a child. She claims to be able to hear a pin drop, and does her knitting as regularly as the day comes. She also claims that she will not die for many long years.

CHARACTERISTICS OF OOM

PAUL'S "FRAU." Mrs. Kruger, the wife of the president, is a woman of very few words. In this she resembles the majority of her countrywomen, silence being one of the most marked characteristics of the Boer "frau." Though a devoted mother, she takes absolutely no interest in her husband's schemes or affairs of state. She has an extraordin ary aversion to medical men, though she is ever in search of a patent remedy for her chronic complaint-rheumatism—and anyone who succeeds in recommending even a temporary cure earns her most profound regard. She drinks an inordinate amount of coffee, a custom that among some of her countrypeople commences at dawn and ends only with daylight. LIPTON SAILS

The Shamrock's Owners Given s Great Send Off by New Yorkers,

NEW YORK, Nov. 1 .- Sir Thoms Lipton sailed away today for his home in England. He received a surprising tribute of the esteem in which he held by a great many people in a kind of triumphal march through several lowntown streets, a great reception a the American line pier, from which he left on the St. Louis, and series of informal receptions from thousands of people. He also received word of the presentation of the loving cup which will be ready by Christmas for him. Sir Thomas has been stopping at the Fifth Avenue hotel, and the start of the guest and a friend was from the hotel at half-past eight o'clock this

The party was to go to the Astor house to meet the loving cup commit-tee. Carriages were in waiting at the Broadway entrance of the hotel when Sir Thomas, Edward H. Benjamin and Andrew H. Kellogg of the loving cup committee started out of the hotel They entered the first carriage. The second carriage was entered by the Chavalier De Martens, the marine character De Martens, the marine painter, and Col. Washington. In the third carriage were Mr. and Mrs. Arthur Hill of London, and Mr. Griffiths of Ohicago. The carriages were driven down Fifth Avenue, thence to Here the eighth regiment band was in waiting with some of the member of the loving cup committee, and the band played as the carriages were driven up in front of the thotel. A big crowd had gathered. The band followed by the three carriages, started off down Broadway playing a lively air and the sidewalks and windows of buildings were filled with people to see the foreign yachtsman. All down Broadway Sir Thomas got a reception

that surprised him.

People fined up on the sidewalks and cheered him, and many rushed out to shake hands with Sir Thomas as his carriage slowly passed. This occurre number of times on Cortland street down which the party went and on

West street.

Sir Thomas and his party ascended to the second floor of the American line pier, where a platform had been erected. The long floor had been decorated with banners and bunting, and a large crowd had assembled, among whom were many women. On the plat-Sham. ock, with a hull of immortelle and sails of white silk. The sea was made of white and yellow chrysanthe mums and red roses. The vessel was our feet long.

After accompanying the American liner St. Louis below the Narrows on her way to Southampton, the Shamrock and Erin turned about at 11 a. m. and went back.

NEW COMPANIES.

Application has been made by B Frank Pearson, Halifax, barrister; Hon. Henry R. Emmerson, Dorchester, barrister; Matthew Lodge, Moncton, accountant; Richard A. Lawlor, Chatham, barrister; Frederick S. Knowles, Avondale, Nova Scotia, farmer; Wil-liam B. Chandler, Moncton, barrister; James R. Macdonald, New York, contractor, and Frederick J. Tweedle, Chatham, clerk, for incorporation as the New Brunswick Mining association, with office at Moncton. The captal is to be \$100,000 in ten dallar shares. Mining in Gloucester county, N. B., and Hants county, N. S., and other places in the dominion is the object of the company.

G. A. White, A. B. Connell, J. S. Creighton and John Donnelly of Woodstock, and Geo. W. Upham of Fredericon, apply for incorporation as the Meduxnikik Lumber Co., Ltd., with a capital of \$19,000 in one hundred dollar shares. The office of the company i to be at Woodstock.

WILL BENEFIT CAPE BRETON. (Railway Age.)

The Boston and Maine railway began the use of coke as a locomotive fuel in April last, and the experiment then begun has proven so satisfactory as to have been continued until 100 locomotives are now in regular service with this kind of fuel. All the witching engines in the larger cities eached by the road use coke, and the total number is made up by engines n passenger service.

The coke used by the Boston and Maine is obtained from the New England Gas and Coke company, closely affiliated with the Dominion Coal company. The coal used is from Cape Breton and a large plant has been established at Everett, Mass., from which, when completed, gas will be furnished to the city of Boston. On account of the present incomplete tate of the piping, the production of coke, ostensibly a by-product, has been the main business. The Boston and Maine uses about 300 tons per day nd will make use of a cons arger quantity as soon as increased acilities enable it to be obtained. The Maine Central obtains a small quantity from the Boston and Maine, and the Boston and Albany, on which road coke has been used to a limited extent for a few months, obtains its supplies from the manufacturers.

There seems to be little question in the minds of those who have given the matter the most careful study, that with the reduction in cost brought about by improved methods of manufacture, coke has assumed a definite place among locomotive fuels. Pres-Tuttle unhesitatingly expresses his belief in it as the ideal fuel, and the experience of his road in its use should go far toward bringing about its consideration by other roads upon which the smoke nuisance is a problem.

ALBANY, N. Y., Nov. 1.-Attorney eneral Davies has granted the apleation of Wm. R. Hearst of New Fork city as a stockholder of the Ramapo Water Co., of permission to ence action in the superior court o diesolve the company.

THE LAY OF THE OLD CHURCH

Today the tints of autumn Are brightening the wood; The river, still before me glide, With calmly rippling flood;

But, where are all the worshippe Who sought this place to pray? Where can they be this morning— This fair October day?

Can it be as the winds have whispered Around my eaves this morn Henceforth there'll be no praying saints Within these walls forlorn?

Like many another building
And many a mortal life,
My usefulness has passed away,
I've no share in the strife.

Then, like other aged creatures, I'll dream of what is post, I'll think upon the pleasant years, Alas! they could not last! I'll see these pews all filled again With earnest, waiting throng, And hear their tuneful voices Raise their sweet thanksgiving song.

And as the notes rise skyward, Once more within these walls, "Coronations" joyous motes are heard— How sweet their cadence falls!

"This is the day the Lord hath made, He calls the hours His own," No man-made organ leads that psalm Or jars its solemn tone.

God's word is read with reverent voice, The story of Christ's death— Or Isalah's wonderous fifty-third,— All hear with bated breath.

Now, at the throne of grace in prayer, the heads are bent, Their sins confessed, their wants me Fnown.
With thanks for "blessings lent," "Where high the heavenly temple

Is sung with heart and soul; 'Windham,' with wailing notes, Or "Zion's" glorious roll

Carries the words on high,—
Ah, me! no move is heard
Within these doors, God's praiAll past, our hearts are stirr A sermon preached, God's love
To man, so real seems,
That "all things else appears but loss'
And idle, baseless dreams.

The table spread, the saints arise, And sing with heart and voice: "Oh. thou my soul, bless God the Lord," There very walls rejciee!

Old sounds, old days, old friends, Some here, some o'er the bourne; Why linger now? The past is gone And will no more return,

But memory weaves her dreams, "Old house" they call me now; Yet still to many hearts I'm dear As "place of solemn vow."

The saints lie near my walls, In God's sight they are dear and though the hosts now pass, I have this thought to cheer They sleep by me, who built This ancient house of prayer, Whose lives were given to the Lord— He "made" those "lives His care."

My work is done; all's past!
The old gives place to new;
But yet I am to mem'ry dear
In hearts, loyal and true.

The falling leaf floats by
The graves beside my wall;
The river yonder careless flows;
God's Heaven is over all. Chipman, October, 1899. PEARL GREY.

BERLIN, Nov. 1.-The Czar and Czarina are expected to arrive at Potsdam on Saturday. The visit is said to be of a purely private nature.





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