

POLITICAL PARTIES ARE NOW NUMEROUS IN GREAT BRITAIN.

There has been an increasing tendency to multiply parties in Great Britain of late, and it would seem that they shall soon far exceed the complications of the group system, in the French Chamber of Deputies.

Two parties in the states, Whigs and Tories, sufficed for our great-grandfathers, and until quite recently two parties, Conservative and Liberal—subdivided afterwards into Liberal, Radical and Labor—marked the difference of opinion until a short time ago.

The term "fourth" party as a party separate from the Conservative, Liberal and Irish parties no longer has any significance. Some of the present members of parliament will be described as members of the seventh or eighth party, as the case may be.

Mr. Chamberlain's food tax proposals have added to the number, which, with the names of their leaders, reads as follows:

Taxation of Food Party—Mr. Chamberlain.

Retailing Tariff Party—Mr. Balfour.

Free Trade Unionist Party—Sir M. Hicks-Beach.

Home Rule Party—Sir Henry Campbell-Bannerman.

Imperial Liberal Party—Lord Roseberry.

Trade Unionist Party—John Burns.

Independent Labor Party—Mr. Keir Hardie.

Irish Nationalist Party—Mr. Redmond.

Healyites—Mr. Healy.

UNCERTAINTY AND EBWILDERMENT.

Inquiries made in London at the offices of the Unionist Free Food League, and the Free Trade Union, as well as those made at the Conservative and Liberal Unionist headquarters, reveal a state of puzzled uncertainty as to the practical outcome of the present situation, coupled with some distress at the fact that they have not yet found it possible to consult with their chiefs, most of whom are out of town.

At the Conservative clubs great chagrin is expressed at the way the situation has been handled by Mr. Balfour. In the case of the Unionist Free Food League and the three Liberal organizations alluded to there is absolute unanimity of opinion that a vote for the government is a vote for Chamberlain, as the terms of Mr. Balfour's letter to Mr. Chamberlain plainly express approval of preferential trade with the colonies, necessitating the taxation of food.

It has been hoped by the Unionist free traders, who number Sir M. Hicks-Beach, Mr. Ritchie, Winston Churchill, and other well known M. P.'s among them, that the Duke of Devonshire would be able to hold the Liberal Unionist organization as against Mr. Chamberlain, and there is some hope expressed that his intention is to take action in that direction. In other words, it is believed that, in his own phrase, he will "hold the fort" for free trade.

It should be mentioned that the Liberal Unionists have finally abandoned the issue of leaflets which, published under "A" and "B," professed to give both sides of the question by way of contribution to the "inquiry," and are dumb for the present.

THE CONSERVATIVE OUTLOOK.

The officials at Conservative headquarters declare their intention to re-

THE LOVE OF LATER YEARS.

(Chicago Record-Herald.)

What of the strong man's stubborn passion,

When Love comes singing sweet and low?

What of the long established fashion

When Love comes pleading "Let it go?"

From habits that enslaved before

He turns as one new born to sight,

He dreams of wildwood haunts no more,

His gun and rod uncherished lie.

The thunders of applause that smoke

The halls of state for him are all

Forgotten when she turns to look

And when he hears her softly call:

The wisdom that he had he lays

Aside, forgetting to be wise,

He craves no honor but her praise,

His universe is in her eyes.

What of the strong man's solid reason

When love comes singing: "Stray with me?"

To noble heights or down to treason

He follows on submissively.

From that which armies might have

tried

In vain to move him he recedes,

And at a pensive woman's side,

The strong man sighs and humbly pleads.

The dreams that young love dreams are

fair

The sighs that young love sighs are

sweet.

Glad angels hover, watching where

The lips of coy young lovers meet,

The skies above young love are blue,

The laughter of young love is gay;

To young love all the world is new

And all its troubles far away.

But send to me the sweeter, later

Love, blossoming where sorrows lie,

The deeper love, the broader, greater,

That comes to flower, but not to die,

For him, when youth's wild dreams are

spent,

And time has withered many a hope,

God's gifts are best if love is sent

To lead him down the western slope.

FAST INCREASE IN CANDY HABIT

More Than \$100,000,000 Worth of Confectionery Consumed Annually, and the Demand is Rapidly Growing—Manufacturers the Best Customers of the Sugar Trust.

Candy costs the people of the United States something more than \$100,000,000 a year. For what they spend on confectionery they could build and equip a fleet of battleships. The new King Edward VII, for instance, of which Great Britain is inordinately proud, is the biggest battleship afloat, cost a little less than \$3,000,000. They could pay the salaries of president and vice-president, and all the cabinet, of senators and representatives and supreme court judges, and of a small army of underlings, as well, for what they spend on sweets. If they could be induced to swear off candy for a year and devote the money saved to public purposes they could carry out some pretty extensive and much needed public improvements, build subway or two, or a few tunnels or bridges. Also they would probably save money on doctor's bills.

To be sure it would be hard on the doctors, and on the dentists, and others of their ilk, who earn their livings at the expense of the pains of humanity. Also it would be hard on thousands and tens of thousands of candy factories throughout the country. But it might be a good thing for the national dyspepsia, which is notorious.

There is actually \$100,000,000 worth of candy made and sold in the home market every year. Practically none is exported; very little is imported. America makes the best candy in the world. Americans abroad know that to their sorrow. They try in vain to buy on the Paris boulevards or in the London shops such candy as they have been accustomed to getting on Broadway or Fifth avenue, or the main thoroughfares of Washington or Philadelphia, Boston or Chicago, St. Louis, Denver or San Francisco—or any other American city of any size.

New York alone makes \$20,000,000 worth, or one-fifth of the nation's annual candy supply. She has about 300 candy factories working full blast, winter and summer. Pennsylvania, Massachusetts and Illinois, after New York, contribute most largely to the yearly manufacture, which is, of course, the yearly consumption. And this \$100,000,000 does not represent any particular high water mark in candy eating. The quantity eaten is continually increasing, the demand is becoming annually greater and the supply only just keeps pace with it. It is not a thing that is made when sugar perhaps is cheap and held till the market rises. There is no possibility of manufacture at one season to meet the demands of another.

LATE SHIP NEWS.

Domestic Ports.

HALIFAX, Oct. 8.—Ard, British cruiser

Retribution, from Boston; str Betts, from

Massachusetts; str Island and Bermuda; str

Ermo, from Bangor; str New York, from

Utah, from New York for Bangor; str

B I (for shelter).

Halifax, str Katte, for Johannesburg, via

Havana.

British Ports.

LONDON, Oct. 8.—Ard, str Manchester

Engineer, from Montreal for Antwerp.

GLASGOW, Oct. 9.—Ard, str Marina, from

Montreal via Liverpool.

ALDROSHAN, Oct. 7.—Ard, str Tiger, from

Wabau.

LONDON, Oct. 9.—Ard, str Narragansett,

from New York via Halifax.

MUMBLE, Oct. 9.—Passed, bark Gumo,

from Picton for

LANELEY, Oct. 7.—Ard, bark Drislag,

from Tusket, N. S.

NEWPORT, Oct. 7.—Ard, ship Peristan,

from St John.

TURY ISLAND, Oct. 9.—Passed, str Max-

man, from Montreal for Antwerp.

LIVERPOOL, Oct. 9.—Ard, str Montfort,

from Montreal.

GREENOCK, Oct. 8.—Ard, str Ravens-

dale, from Newcastle, N. B.

SOUTHAMPTON, Oct. 8.—Ard, str Ravens-

dale, from Newcastle, N. B.

SOUTHAMPTON, Oct. 8.—Ard, str Elfrun-

do, from Three Rivers via London.

CARDIFF, Oct. 8.—Ard, str Ida, from

Halifax, N. S. Progress, from Chelmsford

via Sydney, C. B.

NEWPORT, Oct. 7.—Ard, str Flata, from

Gaspe.

BRISTOL, Oct. 9.—Sid, str Montague, for

Montreal.

QUEENSTOWN, Oct. 9.—Sid, str Common-

wealth, for Boston.

GREENOCK, Oct. 8.—Ard, str Carthage-

lan, from Philadelphia via St John, N. F.

MOVILLE, Oct. 9.—Sid, str Pretorian, for

Montreal.

Foreign Ports.

SALEM, Oct. 7.—Ard, str Joseph Hay,

McLean, from Chatham for New York.

NEW YORK, Oct. 9.—Cld, str Silver Leaf,

for Hillsboro, N. F.

CITY ISLAND, Oct. 8.—Bound south, str

Rosalind, from St John, N. F., and Halifax,

N. S.; sch Golden Rule, from Sherbrooke,

N. S.

VINEYARD HAVEN, Mass., Oct. 9.—Ard,

sch Erie, from Liverpool, N. S., for New

York.

In port, schs Cheslie, from Savannah for

St John, N. B.; Klondike, from Bridgeport,

Conn., for St George, N. B.; Lizzie D Small,

from Port Johnson for Bangor; Erie, from

Port Johnson for St John, N. B.

EASTPORT, Me., Oct. 9.—Sid, schs Mar-

guerite, for Pablico, N. S.; Ida M Barton,

for St John, N. B.

FORTLAND, Me., Oct. 9.—Ard, schs Alice

Mann, from St John, N. B., for New York;

Seth M Todd, from Calais, for do; Ella Clif-

ton, from Calais for do.

BOSTON, Oct. 9.—Ard, str Halifax, from

Halifax, N. S.

Sailed, str Prince Arthur, for Yarmouth,

N. S.

Anchored in roads, schs Claytons, from New-

castle, N. B., for New York (put in for a

barber).

ROSEBAY HARBOR, Me., Oct. 9.—Ard,

schs Joe, from Calais; Princess, from Port

Jeffrey, N. S.

CALAIS, Me., Oct. 9.—Ard, sch Centennial,

from Lubec.

Sailed, sch Viola May, for Boston.

MODIST BUT TRUTHFUL

(Philadelphia Ledger.)

A pretty, rosy cheeked country girl

entered one of our large department

stores on day this week. It was bargain

day, and the crowd was greater

than usual. She had wandered about

from floor to floor a little bewildered at

the magnitude of the establishment,

the largest she had ever seen.

Seeing her, a floorwalker approached

and said: "Is anybody waiting on

you?"

"Yes, sir," said the girl, blushing to

the roots of her flaxen hair; "he's outside;

he wouldn't come in."

C. FLOOD & SONS, 31 AND 33 KING STREET.

Still Cutting Down Prices \$65,000 STOCK.

--of Cut Glass, Solid Silver, Art China, Table Ware and Ornaments, Leather Goods, Engravings and Etchings, Stationery, Perfumes, Soaps, Books of Miscellaneous and Standard Works, in Sets and Single Volumes.

Stock must be cut down half during October, to make room for our immense line of Christmas Goods. Invoices daily arriving and will Open Up the First Week in November. The success of last week's sale only proves that we can do it if prices count anything. Last week was the largest sale week since we inaugurated Our October Clearance Sales.

Remember goods are marked in many cases less than half price.

The Quadruple Silver Plate Department.

SCALLOP DISHES, were \$6.00, now \$4.00; \$7.50, now \$5.00; \$8.50, now \$6.75.

CANDELABRUMS in endless varieties—Were \$6.75, now \$4.50; \$9.00, now \$6.00; \$12.50, now \$8.75.

CHAFING DISHES—Very newest patterns. Were \$8.00, now \$6.50; \$9.00, now \$7.00; \$10.00, now \$8.00.

SOUP TUREENS—Were \$6.75, now \$5.00.

DINNER CASTORS—Were \$3.50, now \$2.25.

BREAKFAST CASTORS—Were \$3.00, now \$2.25; \$3.00, now \$2.00.

CREAM AND SUGAR—New patterns. Were \$6.00, now \$4.00; \$5.00, now \$3.50.

BUTTER DISHES—Were \$6.75, now \$4.50; \$5.00, now \$3.50; \$3.50, now \$2.50; \$2.75, now \$2.00.

BREAD PLATES—Were \$6.00, now \$4.00; \$4.50, now \$3.00; \$2.50, now \$1.50.

QUADRUPLE PLATE TEA SETS—Old English Sterling pattern. Foghorn prices, \$45.00, now \$35.00; \$40.00, now \$32.00; \$30.00, now \$24.00; \$25.00, now \$18.00.

Lamp Department.

WE HAVE JUST RECEIVED a complete line of samples which we are including in this sale of English and Foreign banquet and table lamps.

Prices will never be repeated in St. John. Table lamps with decorated china globes and shade shades at prices to clear, \$2.25, \$2.50, \$3.00, \$3.50, \$4.00, \$4.50, \$5.00, \$5.50, \$6.00, \$6.50, \$7.00, \$7.50, \$8.00, \$8.50, \$9.00, \$9.50, \$10.00, \$10.50, \$11.00, \$11.50, \$12.00, \$12.50, \$13.00, \$13.50, \$14.00, \$14.50, \$15.00, \$15.50, \$16.00, \$16.50, \$17.00, \$17.50, \$18.00, \$18.50, \$19.00, \$19.50, \$20.00, \$20.50, \$21.00, \$21.50, \$22.00, \$22.50, \$23.00, \$23.50, \$24.00, \$24.50, \$25.00, \$25.50, \$26.00, \$26.50, \$27.00, \$27.50, \$28.00, \$28.50, \$29.00, \$29.50, \$30.00, \$30.50, \$31.00, \$31.50, \$32.00, \$32.50, \$33.00, \$33.50, \$34.00, \$34.50, \$35.00, \$35.50, \$36.00, \$36.50, \$37.00, \$37.50, \$38.00, \$38.50, \$39.00, \$39.50, \$40.00, \$40.50, \$41.00, \$41.50, \$42.00, \$42.50, \$43.00, \$43.50, \$44.00, \$44.50, \$45.00, \$45.50, \$46.00, \$46.50, \$47.00, \$47.50, \$48.00, \$48.50, \$49.00, \$49.50, \$50.00, \$50.50, \$51.00, \$51.50, \$52.00, \$52.50, \$53.00, \$53.50, \$54.00, \$54.50, \$55.00, \$55.50, \$56.00, \$56.50, \$57.00, \$57.50, \$58.00, \$58.50, \$59.00, \$59.50, \$60.00, \$60.50, \$61.00, \$61.50, \$62.00, \$62.50, \$63.00, \$63.50, \$64.00, \$64.50, \$65.00, \$65.50, \$66.00, \$66.50, \$67.00, \$67.50, \$68.00, \$68.50, \$69.00, \$69.50, \$70.00, \$70.50, \$71.00, \$71.50, \$72.00, \$72.50, \$73.00, \$73.50, \$74.00, \$74.50, \$75.00, \$75.50, \$76.00, \$76.50, \$77.00, \$77.50, \$78.00, \$78.50, \$79.00, \$79.50, \$80.00, \$80.50, \$81.00, \$81.50, \$82.00, \$82.50, \$83.00, \$83.50, \$84.00, \$84.50, \$85.00, \$85.50, \$86.00, \$86.50, \$87.00, \$87.50, \$88.00, \$88.50, \$89.00, \$89.50, \$90.00, \$90.50, \$91.00, \$91.50, \$92.00, \$92.50, \$93.00, \$93.50, \$94.00, \$94.50, \$95.00, \$95.50, \$96.00, \$96.50, \$97.00, \$97.50, \$98.00, \$98.50, \$99.00, \$99.50, \$100.00.

ST. JOSEPH, Me., Sept. 30.—Charles W. Condon, of Lenox, Iowa, is here for the purpose of bringing a peculiar law suit. He has a contract with John W. Mallott for the payment of \$1,000 for skin that was taken from him and grafted upon Mallott, and says he will bring suit on the contract.

Mallott was a railroad engine driver five years ago and was seriously injured in an accident. It was necessary to graft skin upon the wound. Condon agreed to submit himself to the physicians and permit them to use from him such skin as was necessary upon a contract with Mallott for the payment of \$1,000.

The skin was taken from Condon and grafted upon Mallott, who recovered and was paid \$2,000 by the railroad company, losing most of the money later in a business venture. Condon is now here to bring suit against the man who is wearing \$1,000 worth of his skin.

THE NAVAL SEAMEN OF THE FUTURE.

Hitherto, says Engineering, the ships of his majesty's navy have been prepared for sea by a special set of men, and when the ship was ready a complete crew was drafted into her, not one of whom had, perhaps, ever been on board before. It is now intended to specialise in the service. Two-fifths of the crew will in future be highly trained men, whilst the remainder may more or less correspond to the laborers in a factory. Machinery is to be introduced more and more, so as to economise the number of trained men needed, and to relieve them of the more muscular labor. At the same time, it is, of course, most essential that the men should be kept fit. In the old days of sailing vessels this was an easy matter, but all commanders did not on the suppression of these, at once recog-

HE KNEW ABOUT JACKASSES.

The late Harris Cohen—the "only original Cohen"—of Baxter street, New York—used to like to tell how he once won a bet of \$50.

"I was on a gunning trip with some friends," he would say, "and in a field close to the house where we slept a jackass pastured. The jackass kept us awake with his braying a good part of the night. My friends, do what they would, could not put a stop to his noise.

"I happened to know a good deal about jackasses. They abound, you know, in Posen, the country where I came from. So I said to my friends: "I bet you \$50 that I can stop this animal's noise so that tonight he won't bray once."

"They took the bet, and that evening I treated the jackass for a minute or two. The result was that all night long friends in the morning paid me what was due and they examined the animal. They found a heavy stone tied to his tail. That was all. They could not understand why this should have kept him from braying, so I had to explain the reason to them. A jackass, to bray, has to have his tail elevated till it is level with his backbone. As long as it hangs down he can make no sound. My heavy stone, therefore, served the purpose of a first-class gag."

Canada Independent.

THE PRINCE.

My heart was a cup of gold

That at his lip did link to me,

But he hath drunk the red wine down,

And tossed the goblet by.