uy BEST FOR WASH DAY.

y Grocer

N FOR A

resent!

iving in the
stant point in
a HOME
n the Semi-
ar. The cost
e Cents,
ember, 1904.
e address to
ING CO.,
N. B.

BERLAIN,

Follow Plan of Most Politicians.

state in the union, and was as

e little doubt that men now
to me will see the time when
will become an integral part
United States.

is plan is carried out by the
venturous of British politicians,
hial preference, a tariff war
e inaugurated between Great
nd the United States, and this
politician will seek to set Can-
as a great rival to us, an agri-
rival.

that will arise conditions, dis-
and considerations that will
he union of the two peoples.
e do not invite Great Britain
Canada to us and join the
She is too large a power."

engaged, Mr. Brenan, auth-
inter the body and gave the
or burial. The remains were
yesterday afternoon in the
lot at Fernhill. Rev. Mr.
was the officiating minister,
. Fairley, the assistant super-
of the Donaldson line; Capt.
g, his officers and the crew of
tes, attended the funeral. The
ew's Society and the Seamen's
were represented, and other
attended.
eamen's Mission donated a
nch of flowers to the offerings
the casket.

HE YANKEE VERSION.

(Chicago Record-Herald.)
spoke to a nation
ng a boundary line;
s and bays and inlets
mountain peaks are mine;
and the records prove it,
body knows,
arbitrate the matter,"
Lady of the Snows.

ith sword nor cannon
ettlement be made,
d as neighbors
ave the question weighed;
e heat of anger,
ugh the force of blows,
y and as Christians,"
Lady of the Snows.

h shall be straightforward,
rs shall be the same;
shall judge between us,
what each shall claim;
declares hall be final,
is the case shall close,
rnish the world a lesson,"
Lady of the Snows.

er chiefs to council,
was upon her face;
mother to cast the deciding vote
a simple case,
hers the advantage,
glad of the course she chose;
de by the court's decision,"
Lady of the Snows.

word to my sisters,
ations east and south;
how Peace and Reason
gged up the cannon's mouth.
the court's decision—
e stillness rose
that was full of anger
Lady of the Snows.

oke to a nation,
u claimed is all your own;
he maps and records
ts are clearly shown,
med that such a decision
w, do you suppose
d have arbitrated?"
e Lady of the Snows.

BABY LOUISE.

By Margaret Eytinge.

ve with you, Baby Louise:
silken hair, and your sofe blue

eamy wisdom that in them lies,
int, sweet smile you brought from
ies.—
shine, Baby Louise.

u fold your hands, Baby Louise,
s, like a fairy's, so tiny and fair,
ity, innocent, saint-like air,
ing to think of some angel-taught

ed above, Baby Louise?

ve with you Baby Louise!—
never raise your beautiful head!
little one, your cheek will grow

sh of delight, to hear the words
ou," Baby Louise.

ear me, Baby Louise?
your praises for nearly an hour,
lashes keep drooping lower and

gone to sleep, like a weary
l Baby Louise!

ASTORIA.
The Kind You Have Always Bought
Chas. H. Fletcher.

THE OPPOSITION LEADER IS COMING!

Mr. R. L. Borden Is Expected to Arrive at St. John Next Friday Afternoon---Will Spend Some Days Here.

R. L. BORDEN, is expected to arrive at St. John next Friday afternoon from Prince Edward Island. He will remain until the following Tuesday. It is probable that while here the opposition leader will have opportunity to meet conservative members and representative party men from other counties, and confer with them on matters of political interest. A public meeting will be called at the York Theatre on Monday Evening, December 7th, to be addressed by Mr. Borden and others.

Mr. Borden is expected to speak at Moncton on Tuesday evening, December 8th.

On Tuesday of next week, Mr. Borden is to speak at Georgetown, on Wednesday at Charlottetown, and on Thursday at Summerside, where the nominating convention is called for the same day.

STR. SENLAC,

Which Is to Perform the South Shore Service,

Will Be Launched Early Next Month —The New Vessel Will Be an Excellent One in All Respects.

This steamer, which it is expected will enter upon the service between St. John and Halifax, calling at the more important places along the South Shore of Nova Scotia, about the middle of next month, is a substantial vessel. She will be launched in the course of a few days, and will be almost ready to proceed to the performance of the service which she was built to do. The Senlac's dimensions are as follows: Length, 190 feet over all; beam, 33 feet. She will draw 9.9 feet. This boat has been built to suit the South Shore trade, having light draft, which should enable her to go into any of the ports at low water, and having ample cargo accommodation, nearly all in the 'tween decks, which prevents the extensive breakage so often occasioned by coasting boats on account of having to hoist the cargo out of the hold. With such large 'tween deck accommodation, it is expected that nearly all the cargo can be carried there, and it will be trucked in and out of the steamer, no hoisting being required. The only obstructions to the whole length and width of the ship in the 'tween decks which would debar it from carrying cargo, are the messroom for officers, situated aft, and the storeroom and refrigerator. The balance of the space outside of the engine room casing will be clear, affording great floor space to sort and stow away traffic.

The passenger accommodations are very complete, the passages and rooms being finished in white and gold and well carpeted. All the berths have wire springs, carved berth-boards, and are furnished with the best of linen. Electric lights are everywhere, even through the cargo space, and a 5,000 candle power search light will contribute to the safety of navigation at night. This boat will carry 27 of a crew, and sleep in addition to this 95 passengers. She will have passenger license for 500. All the lavatories are tiled and ventilated. Commencing forward the whole of the width of the accommodation deck is taken up with state rooms with two side passages by the engine room casing in which are situated some of the officers' and engineers' rooms and the lavatories. Aft of this is the ladies' cabin, with Wilton carpets and upholstered in plush, and farther aft is the dining saloon, which will seat 45 people. An excellent arrangement has been made dividing the pantries and galley from the dining saloon, which are on the same floor, by double walls, and being placed right aft will avoid any obnoxious smell of cooking being noticeable in the ship. From the accommodation deck to the upper deck access is to be had by an oak stairway leading into the social hall, off which is the purser's room and office. On the upper forward deck are the wheel house, six rooms for the officers and the smoking room. The smoking room is finished in white and gold, and all the interior work in connection with the accommodation is panelled. The Senlac is provided with stockless anchors, which does away with the old fashioned crane and the excessive labor required to get the ordinary anchor aboard. The anchors will be hauled right into the hawse pipe by the steam windlass. Steam capstans for mooring are situated on the deck both forward and aft, and there is a steam windlass for any cargo that may have to go in the lower hold.

The engines and boilers are situated amidships, and the boat has extra boiler power tending towards economy in fuel. The exhaust from the steam windlass, the capstans and winch are returnable to a tank in the engine room, which saves both fuel and fresh water. The ashes are discharged by a See's patent ash ejector, which mixes them with water and forces them 10 feet clear of the side of the boat. The arrangements for bunkering are very complete, two large hatches being situated on each side, 3 feet 3 inches square, which will allow of an uninterrupted run of coal. They were built in this manner to enable the steamer to go under the shute at the Dominion Coal Co.'s proposed pockets, and getting her 70 tons of bunkers in half an hour. The hull was built by David Lynch, cabin accommodation by Geo. V. Beatteay, installation of electric plant by Frank Vaughan, and dynamo by the R. E. T. Pringle Co., engines and boilers by James Fleming, plumbing by F. S. Walker, and all the furnishings have been bought in New Brunswick and Nova Scotia. The dining saloon have five tables, large oak sideboard, and fireplace with mantel. Instead of the old-fashioned swing chairs, this saloon has regular oak dining chairs, like the best hotels. The skylight over this room is 18 feet long and 7 feet wide, built of teak, with stained glass panels. The galley and pantry are very complete, with a six foot range, steam tables, tea and coffee urns, and communicate with the refrigerator and storeroom on the deck below by a private stairway.

C. P. R. MAY MAKE WAR OF RATES.

Rivalry With the Great Northern Railmay May Result in Low Kinter Freight Rates Which Will Benefit St. John.

NEW YORK, Nov. 26.—James J. Hill denies that his co-operation with the Canadian Northern in the establishment of the so-called "bullet" service between St. Paul and Winnipeg indicates an intention on his part to fight the Canadian Pacific. He says he hs not the least objection to the extension of the Soo line northward. He adds that it was always intended to put on such a service as this as soon as the Canadian Northern was ready. It is purely and simply a traffic matter, and will not, says Mr. Hill, lead to any trouble with the Canadian Pacific.

In other words, Mr. Hill says he is not looking for a fight. The Canadian Pacific people, on the contrary, say that if Mr. Hill is not looking for a fight, he is certainly in a fair way to get one. They take the ground that Mr. Hill is now and always has been the aggressor. They say that ever since the Canadian Pacific bought the Soo line both the Great Northern and Northern Pacific have done everything they possibly could to make the purchase valueless, or at any rate to minimize its value to the Canadian Pacific. They say that they have stood for a long time the annoying tactics of Hill officials, and that they have stood it with good grace. They admit that there have been reprisals at times, but claim that the reprisals were not by any means what they might have been.

It is believed, however, by everyone concerned that here will be no serious trouble for some months, or until the heaviest part of the grain traffic is over. While all roads are doing their best to handle this business there will be no incentive whatever to anything like hostile tactics on either side; in fact, hostility would lose money to all parties. It is during the bad winter months that trouble is likely to break out, and it is the opinion of one northwestern official that it is just as likely as not to be precipitated by the Canadian Pacific through the making of very low winter rates on non-perishable freight across the continent.

During these months the road will have more idle equipment on its hands than ever before in its history, for the simple reason that its equipment has been tremendously increased during the past twelve months. It is the opinion of the official mentioned that the road is almost certain to put in winter rates this year lower than ever before in an effort to divert to that line some of Mr. Hill's tonnage. If this happens there is pretty certain to be war.

G. P.'s ON STRIKE.

Part of the Gang Quit Work, but the Cells and Fasting Soon Brought Them Around.

(St. John Star.)

The members of the chain gang had cold feet yesterday and were not inclined to work. Early in the morning they got out of bed and had breakfast—good, pure, wholsome food and lots of it. Having eaten, they felt better and decided that as the morning was quite too chilly they would not go to the park. When the time came to march out, in accordance with their decision, they refused to budge and quietly settled down to a day's rest. The guards were at a loss to know what to do, but sent for Deputy Sheriff Rankine, who delivered an oration.

He pointed out the many advantages of a healthful occupation, and incidentally mentioned the inconveniences of refusal, such as lack of companionship and a want of variety in the menu. In this manner he so worked on the feelings of the men that all but four or five decided that on the whole there was nothing like work to keep one in good trim.

So they went out, with only warm mitts and socks, and light clothes on other parts of their bodies, and the four or five others remained behind. These, by the way, had just eaten breakfast and were not feeling hungry. They went back to their cells and stayed in them instead of enjoying that elevating companionship and communion of souls so common in the jail. But when dinner time came they began to feel that emptiness and longed for the flesh pots of Egypt, the roast beef to which they had been accustomed. Instead of this, they got bread and water—good, pure, wholesome food and lots of it—and at supper time their strength was renewed on the same dainty viands. This settled the insubordination. This morning the men went to work. The strike was over and the whole fourteen are shovelling dirt.

Sheriff Ritchie said today that he was aware that the clothing worn by some of those who are compelled to work was not sufficiently warm for this weather. Nothing but the mitts and socks has been supplied as yet and it is no wonder the men complain of the cold. Meanwhile, Ald. Lewis is interesting himself in their behalf.

CHEWED HIS LIP OFF.

Brutal Assault on Alexander Longon by James Ramsey, Alias Jimmy the Squealer.

James Ramsay, otherwise known as Jimmy the Squealer, has added another characteristic to those which already make him well and unfavorably known in police circles. Thursday night he chewed the lower lip or at least a considerable portion of it, off Alexander Longon.

Very little is as yet known of the affair, but about half past nine Mrs. Longon went into her home on the Westmorland road and found Ramsay sitting on the table. Her husband was also seated in the room, the lamp was out, and the windows were broken. There were other signs of trouble, so Mrs. Longon after taking an inventory complained to the police that Ramsay had assaulted her husband. About an hour later Officers Covey and Greer arrested Ramsay. Longon did not appear anxious to give him in charge or to make any complaint. When arrested Ramsay bore marks of the fight. His face was badly bruised and scratched. It was found that Longon was in an even worse condition. A large piece of his lower lip had been chewed out and the wound was bleeding profusely. The man was taken to the hospital about midnight, where Dr. Lunney found it necessary to put a number of stitches in his face. He was unable to appear in court yesterday. Ramsay is charged with assaulting, beating and biting Longon and with breaking a lamp and four panes of glass in his home. The men live next door to each other, and it is said that both had been drinking.

MURDERERS TRAPPED.

Two Outlaws Surrounded by Police Fighting Desperately for Liberty.

CHICAGO, Ill., Nov. 27.—Harry Vandyne and Peter Niedemeir, accused of sensational murders and robberies at street car barns in Chicago, are reported to have been trapped in a dug-out near Miller Station, Indiana. The dugout has been surrounded by local police.

Urgent messages for help reached Assistant Chief of Police Schuettler today, and fifty men, under the assistant chief's command, left at once for Miller Station, armed with Winchester rifles and revolvers.

Reports from the place further say that a fusilade of shots has been exchanged between the men in the dugout and the local police. Two of the latter are reported to have been wounded seriously.

A BOSTON BOXER AFTER THE CROWN.

John (Twin) Sullivan Now in Line for the Middle Weight Championship of the World.

(Boston Herald, Nov. 25.)

The most talked of and probably the most popular boxer in Boston just now is John (Twin) Sullivan of Cambridge. Since his bout with Jack O'Brien, in Philadelphia, a week ago tonight, Sullivan has won friends for himself by the score, not only in Boston, but in New York and Philadelphia as well. Certainly a man who was able to make such a showing against the boxing idol of Philadelphia that Twin did must be a clever boxer. For nearly the entire six rounds which they contested, Sullivan had the better of the going and did what few men have been able to do, and that was put the mighty Philadelphia Jack to the mat. This he did not only once, but several times. Although no decisions are given in the ring in Philadelphia, many thought that the Cambridge boxer had, at least, an even break, while some were willing to concede him the win.

Had not O'Brien in the last round taken desperate chances, and Sullivan grown somewhat careless, the result could have been nothing but a win for him. A boxer who can make such a stand against the speedy Jack O'Brien may well feel proud of his showing.

Sullivan with his manager, Fred Church, got back to Boston Monday, and bore no traces of the contest through which he had gone excepting a bruised ear.

Sullivan wants to arrange a match for a longer distance with O'Brien. He is so confident that he is willing to back himself to the extent of five hundred dollars that O'Brien cannot stop him in fifteen rounds. He feels that he can win, if O'Brien will make the weight one hundred and fifty-four pounds at three o'clock on the afternoon of the contest. This is the weight at which Twin desires to meet the Philadelphian.

A match may be made between them for the near future, and if Sullivan's work in this is satisfactory, he will then go after Tommy Ryan for the middle-weight championship of the world. O'Brien is the only man who stands in the way of his meeting Ryan. For this reason, especially, Sullivan is anxious to meet O'Brien, but the latter must make weight. At one hundred and fifty-four pounds Twin feels sure that he will win from the fast Philadelphia boxer. In their last bout, O'Brien had about 20 pounds the better of the weight.

Sullivan is undoubtedly one of the best boxers Boston has produced in many years. Since entering the game he has met some of the best men in the country at his weight and has never been decisively beaten. A few decisions have been given against him, but never has any boxer had more than a shade the better of it with him. Twin John has never been knocked out, but has several times sent opponents into dreamland. His improvement in the past year has been wonderful, and he is being readily talked of as coming champion middle-weight of the world. Within a year, Sullivan has met and defeated Andy Walsh of Rochester, N. Y., Jim Judge, Charley O'Rourke, Jim Guider, George Cole, Tom Carey and Jack Williams. His rise in the ring has been certain and steady, and his future certainly is bright.

Sullivan is of a quiet, retiring disposition. Unlike most boxers, he has little to say about his own prowess. He has many of the admirable characteristics of Jack O'Brien. The Sullivan twins in fact are the model after which many of Boston boxers would do well to pattern.

STRICKEN WITH APOPLEXY.

James M. Godard, Late of St. John, a Prominent Business Man, Dead.

(Anaconda Standard, 14th.)

James M. Godard, one of the well-known business men of Anaconda, died at his home, 712 Cedar street at 1.20 this morning. Mr. Godard retired at the usual hour, and, except for a slight cold, was in his usual health. Shortly after midnight he was taken suddenly ill and Dr. Spelman was sent for. When the doctor arrived it was too late to be of service, as Mr. Godard was then about gone. Dr. Spelman pronounced the trouble to be apoplexy.

James M. Godard had lived in Anaconda for about 16 years. When he first came to the city he was employed as a clerk in the offices of the Montana Union railway. Later on he engaged in business. For the past seven or more years he had occupied the old bank building on the corner of Commercial avenue and Main street. He was the sole proprietor of the store and had always enjoyed a good trade.

He was born in New Brunswick, Canada, and his mother is still living. He went back to visit them about one year ago.

He leaves a wife and little son.

Mr. Godard was well known to nearly every person living in the city and was a respected, honorable business man and a good citizen.

(Anaconda Standard, 15th.)

J. M. GODARD IS LAID TO REST.

The funeral of James M. Godard was held at his late residence, 712 Cedar street, yesterday afternoon, and was conducted under the auspices of the Modern Woodmen of America. Impressive and consoling words were spoken at the house and at the grave of H. E. Robbins, rector of St. Mark's Episcopal Church.

The Woodmen attended the funeral in a body and all details were looked after by the fraternity, thus relieving the sorrowing relatives of additional anxiety. Floral designs entirely covered the casket, attesting the high esteem in which the departed brother was held.

New O. Walker, one of Helena's prominent citizens, is in the city, having come over to attend the funeral of James M. Godard.

SUPREME COURT JUDGMENTS.

FREDERICTON, N. B., Nov. 27. — The supreme court met this morning, pursuant to adjournment. Chief Justice Tuck and Judges McLeod and Landry being present. Judge Barker was absent, being called home to see his son, who is leaving today for Aldershot. Judge Hanington is holding circuit in St. John and Judge Gregory is confined to his residence by the serious accident a few days ago. The following judgments were delivered:

Ex-parte Margaret Bramwell, rule absolute to quash order of review made by Judge Forbes of St. John county court, reversing desision of police magistrate of St. John.

The King vs. William Wilson, ex-parte McGoldrick, rule absolute to quash order of review of judge of York county court on the ground that the judge exceeded his jurisdiction.

Ingraham v. Brown—New trial ordered on the ground of jurisdiction.

Ex-parte Niles, ex-parte Lavely—Licenses quashed. The like.

Milligan v. Crockett—New trial without costs on the ground that the case was tried out of its turn on the docket.

McRae (defendant) appellant v. Brown (plaintiff) respondent—Appealed from Northumberland county court, dismissed with costs.

All the cases except those argued this term are disposed of except Lloyd v. Fairweather.

The court then adjourned sine die.

A quaint but almost forgotten custom was revived when the mizzen mast was being stepped in a schooner launched in Maine recently. Mr. Stone, Capt. Charles Trask and Mr. Mulvaney all put new quarters on top of the keelson, so that when the heavy stick came down it closed over it for good and all. "It's so the vessel will never be without money," said Mr. Stone, smiling.

KILLED BY SCRATCH OF CAT HE WOUNDED.

Blood-Poisoning Set In, and He Lived Only Four Days, Despite Doctors.

NEW YORK, Nov. 26.—Samuel Dykstra died in the General Hospital at Paterson, N. J., on Monday as the result of a cat's scratch. Just a week ago today Dykstra shot a cat which was annoying his family. He went to the yard and kicked what he supposed was its dead body. The animal sprang at him and scratched his leg deeply.

No attention was paid to the wound at first. Later some home remedies were applied, but these did not bring relief, and Dr. J. C. McCoy was called in. The leg was much inflamed, and on Sunday afternoon the patient was sent to the hospital. From the ankle to the knee the leg was much swollen and inflamed.

Dykstra was by this time delirious, and his pulse was rapid and weak. That night he was taken to the operating table and three incisions were made for the purpose of removing the accumulation of pus. The patient sank rapidly and died at 4.45 a. m. The diagnosis gives pyaemia, supplementing cellulitis, as the cause of death.

Physicians say they have never seen so rapid a malignant inflammation.

COULDN'T SELL HIS EAR, OLD MAN SHOOTS HIMSELF.

Disappointment Leads to Attempt at Wife Murder and Suicide in Iowa.

COUNCIL BLUFFS, Ia., Nov. 23.—J. E. Wolf is dying in a hospital here from a self-inflicted wound. Mrs. Wolf, whom he shot but did not seriously wound, is nursing him. Both are old people, the man being sixty-four. What prompted the shooting was despondency at failure to sell an ear to a New York surgeon who recently advertised for one to graft on a wealthy patient from the west.

Wolf, who has had trouble with his eyes so that he is unable to work, feared poverty and helplessness in his old age. He depended on being able to sell his ear for $5,000 to the New Yorker, and when he was notified by letter that arrangements were already made for the ear, and that the operation was being done in Philadelphia, Wolf gave way to discouragement.

WHEN THE CZAR TRAVELS.

A St. Petersburg despatch says: Whether M. Lopoukhin, director of the Russian police, really found in Rome the evidence of an unpopular reception for his imperial master, as everyone supposes, the director's visit to the Italian capital and its result are none the less significant, for they show clearly that instead of relaxing any of the tireless vigilance which has surrounded Russian rulers for so long, the government is depending even more upon its secret police for the sovereign's safety. Probably the authorities of no other nation would have sent fifty special police agents to Rome six weeks ahead of their ruler to feel the public pulse, and it is doubtful whether any other monarch would surround himself with such hosts of guards as have compassed the Czar during his recent trip to Darmstadt.

With the hosts of enemies, however, which Nicholas II. is supposed to have, much of this precaution can be accounted for, but people who are accustomed to stand within reaching distance of their chief executive when he travels about may be astonished at the arrangements which always are incident to any journey the Russian Emperor may choose to take in his own country.

The parts of holy Russia which are to be honored by a glimpse of their sovereign begin to prepare for him some time before he arrives. Two days before the Czar is expected the police thoroughly search every building within twenty yards of the line over which the royal train is to pass. The detail selected to do this is the pick of the special police and always is composed of men who have been tried in loyalty. After satisfying themselves that the poverty-stricken peasants have no bombs concealed in their dwellings, the commission proceeds to close and seal with the government stamp any outbuildings not in actual use, and the owners are forbidden to open these until officially notified to do so. After the commission leaves, not one not a member of the householder's immediate family may occupy any of the buildings, and no visits may be received from strangers.

Forty-eight hours before the arrival of the imperial train strangers must leave all villages through which the train is to pass, and 24 hours before the special is due, two policemen are stationed in every house standing within twenty yards of the line to prevent any suspicious person from entering the premises.

In order that there shall be no guerilla work from inside the houses on the railway line, every window facing the track must be securely boarded up. All cattle, too, and every dog must be shut out of sight, and when this is done, and the seals on the outbuildings examined, the guards are about ready to watch the royal train whizz through. Even after the inhabitants have complied with all the rules regarding their homes, they are not allowed to remain in them while the train passes, but must assemble at a place which the police designate, arranging themselves on either side of the track at least ten yards away. These groups, let it be understood, must consist only of actual residents and should any stranger be found in the crowd the police have strictest orders to get him away as far as possible before the train arrives. After the cars have passed the regulations require that the villagers shall stand in their tracks until notified to disperse, and they are never notified a minute before the train is out of sight.

Nor are these the only details of the minute arrangements. Hundreds of officials line the railway, the signalmen standing within speaking distance, and often an exact duplicate of the imperial train precedes that containing the Czar, to encounter any mines that may be placed under the track. Someties the scout takes the form of an expert riding a railway tricycle, who closely examines every foot of the line before the royal train comes along.

While every other European country takes reasonable precautions to ensure its sovereign's safety while travelling, it is only Russia and Turkey that go to extremes. The Sultan, of course, has not been outside Constantinople for many years, and his custom of refusing to go even to prayers at the Mosque unless surrounded by some 30,000 armed guards is well known. As King Edward places every confidence in his own people, his journeys are not marked by ostentatious preparations for safety, but among the men who make up his suite, several Scotland Yard veterans are sure to be found and a suspicious movement by a spectator means that individual's immediate removal. On railway trips a pilot engine always precedes the royal train and all station masters have the most exacting instructions to see personally that their stations and surroundings are in proper condition. All switches are padlocked, viaducts and tunnels specially guarded and all moving of regular trains abandoned while the royal special is on the line.

Leopold II. of Belgium probably is the most energetic of European royal travellers and for that reason one of the most difficult for the police to take care of. He has been known to leave Ostend in the morning to spend a couple of hours in Brussels transacting business of state and then get back to his shooting box in the Ardennes in time for dinner. Sometimes he plans trips so suddenly that the police have almost no time for preparations, and the sovereign goes almost unaccompanied.

Those who had a glimpse of King Victor Emmanuel in Paris probably noted a tall, conspicuous and devoted individual, who seldom left his majesty's side. This was a sergeant-major of the Italian army, who has been the king's personal attendant for several years. The sergeant sleeps outside the king's door at night and accompanies his master wherever he goes by day.

Emperor William's bodyguard is modeled upon that which always accompanied Frederick the Great and its members wear the three-cornered hats and long-skirted coats, introduced by the Kaiser's ancestors. These men are seldom below six feet in height and are a striking feature of the emperor's suite.

THEY ACTUALLY DO THE WORK.

FOOD EATEN IS WORTHLESS UNLESS DIGESTED—SOME STOMACHS MUST HAVE HELP.

Food taken into the stomach, which, from the nature of the food or the condition of the stomach, is not digested, is worse than no food at all. This is a true statement as far as it goes and a great many dyspeptics go only this far with their reasoning. They argue with themselves that because their stomachs do not do the work given them, they must be given less work; in other words they must be starved. It would be just as sensible for a business man who is unable to do all his own work to cut down his business to his own capacity as it is for a man to starve himself to relieve his stomach. The sensible business man employs help and goes forward with his business. Likewise the sensible dyspeptic will employ help for his stomach and give his body proper nourishment.

Stuart's Dyspepsia Tablets actually do the work assigned to them. They relieve weak and overburdened stomachs of a great portion of digestive action. Their component parts are identical with those of the digestive fluids and secretions of the stomach and they simply take up the grind and carry on the work just the same as a good, strong, healthy stomach would do it.

On this account Stuart's Dyspepsia Tablets are perfectly natural in their action and effects. They do not cause any unnatural or violent disturbance in the stomach or bowels. They themselves digest the food and supply the system with all the nourishment contained in what is eaten and carry out Nature's plans for the sustenance and maintenance of the body.

How much more sensible is this method than that employed by many sufferers from weak stomachs. By this means body and brain get all the good, nutritious food they need and the man is properly nourished and equipped to carry on his work and perform his duties. He could not possibly be in proper working condition by starving himself or employing some new fangled, inefficient food that does not contain enough nutriment for a year-old baby. A strong man doing strong work must be properly fed and this applies to the brain as well as the body.

Stuart's Dyspepsia Tablets, by relieving the stomach of its work, enable it to recuperate and regain its normal health and strength. Nature repairs the worn and wasted tissues just as she heals and knits the bone of a broken limb, which is of course not used during the process of repair.

Stuart's Dyspepsia Tablets are for sale by druggists at 50 cents a box and they are the one article that the druggist does not try to sell something in the place of that's "just as good." Their unqualified merit and success and the universal demand for them has placed them within the reach of every one.

SUSPECTED BANK BURGLARS.

ST. ANDREWS, N. B., Nov. 27. — Henry Quinn and Ira Stinson left for Boston by C. P. R. last evening, summoned there to identify, if they could, parties held suspected of the burglary of the Bank of Nova Scotia here a few weeks ago.

It Means Ostracism.

FOUL BREATH AND DISGUSTING DISCHARGES, DUE TO CATARRH, MAKE THOUSANDS OF PEOPLE OBJECTS OF AVERSION. DR. AGNEW'S CATARRHAL POWDER RELIVES IN 10 MINUTES AND CURES.

Hon. George James of Scranton, Pa., says: "I have been a martyr to Catarrh for twenty years, constant hawking and dropping in the throat and pain in the head, very offensive breath. I tried Dr. Agnew's Catarrhal Powder. The first application gave relief. After using a bottle I was cured." 30

USE DR. AGNEW'S HEART CURE FOR HEART, STOMACH AND NERVES.

MRS. MARK N. JACKSON DEAD.

Clerk in Office of Supt. Rowe, Boston City Hospital, Bereaved After Two Months' Marriage.

(Boston Paper.)

The wife of Mark N. Jackson, clerk in the office of Supt. Rowe, Boston city hospital, died at the City hospital a few days ago. It was only last October that she became the wife of Mr. Jackson.

Mrs. Jackosn was in her seventeenth year. She was Elizabeth M. Robinson, daughter of Mr. and Mrs. John Robinson of Salisbury, N. B. She was considered a most beautiful girl. She counted her friends in Boston and Cambridge, in which cities she was well known, by the score.

Mrs. Jackson had the happy faculty of bringing sunshine and happiness wherever she went, and her presence at social functions always made the occasion pleasing. She was a general favorite and her untimely death, after less than two months of wedded life, which was full of happiness and good cheer, cast a gloom upon her friends.

About ten days ago Mrs. Jackson contracted a cold, but thought little of it at the time. Although given the best medical treatment she grew worse and her husband had her removed to the hospital, where she could be better cared for than at home. She did not rally.

Mr. Jackson, before entering the hospital as clerk, was well known in amateur and professional theatrical circles in the city.

There will be a brief service at the hospital chapel Thursday morning, after which Mr. Jackson will take the body to Salisbury, where another service will be held, and where the interment will take place.

PATENT REPORT.

Following is a list of patents granted by the Canadian government during last week, secured through the agency of Messrs. Marion & Marion, patent attorneys, Montreal, Canada, and Washington, U. S. A.

No. 83,650—Archibald Ed. Wilson, Elkhorn, Man., Freezing Box.

No. 82,965—Joseph Ls Kieffer, Montreal, Qte., Shoe Sewing Machine.

No. 83,756—Messrs Harmer & Michaud, Montreal, Que., Sleigh.

No. 83,760—Arthur Lafreniers, Montreal, Que., Spring Motor.

No. 83,777—Ferdinand N. Volkert, Montreal, Que., Paper Binder.

No. 83,821—William Maloney, Smith's Fall, Ont., Shocking Attachment for Binder.

No. 83,868—Malcolm McKellar, Nesbitt, Man., Cloth Measuring Machine.

TRAIN FALLS HUNDRED FEET.

Engineer and Brakeman Killed and Three Others Injured.

CHARLOTTE, N. C., Nov. 23.—Two men were killed and three severely injured in a wreck on the Murphy branch of the Southern Railway today. The dead are Engineer Guy Moore of Asheville and Brakeman Chas. Porter of Andrews, N. C.

The train was coming down Balsam Mountain when the crew lost control. Striking a sharp curve the entire train plunged down an embankment nearly 100 feet high.

ST. JOHN MAN HONORED.

BOSTON, Mass., Nov. 25.—Dr. William H. Ruddick, a native of New Brunswick, has been selected by the Boston Public School Association as one of its most prominent candidates in the fight for good government in the coming election. Dr. Ruddick received his early education in St. John, and is now one of the most prominent residents of South Boston. He has pursued post graduate studies in Vienna, Paris and London, and is prominently identified with many of the leading medical societies.

GONE TO HOT SPRINGS.

WOODSTOCK, N. B., Nov. 28—John S. Leighton, registrar of wills and deeds, has been in very poor health lately from an attack of rheumatism. Yesterday he left for Hot Springs, Arkansas, where he will undergo treatment which it is hoped will restore his health.

ONE IN FOUR PERSONS.

One person in every four suffers more or less from itching piles. Some do not know the nature of their ailment, and others have not heard of Dr. Chase's Ointment as the only absolute and guaranteed cure for this distressing disease. If you are a sufferer ask your neighbors about this great preparation. It has grown popular as a result of the news of its merits being passed from friend to friend.

She—Can't you live within your income? He—No, nor without it, either. —Yale Record.

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the Signature of Chas. H. Fletcher.