WA TED

ery important to Agents.

ween Russia and Japan," will be ready take orders for the work. Very best disnts to those acting promptly. Complete ssing outfits and full particulars mailed id on receipt of 15 cents in stamps to postage. Address R. A. H. Morrow, 59 den street, St. John, N. B.

'ANTED—Experienced saw mill foreman. Must be strictly temperate. Clapboard der on Dunbar's double machine and sur-or. Murray & Gregory, Limited, St. n, N. B.

YOU are not satisfied with your present position in life and are reliable, write and we will start you, local or travelling, ing up show-cards and generally advergour goods at \$340 a year and expenses a day. For particulars write Drawer London, Ont.

ENTS WANTED—Do you want a good ne? A household necessity—quick sell-ege profits and exclusive territory. Re-to same people. Outfit free. The R. H. St. James, Montreal. 4-27-5-4-w

HER WANTED—In district No. 17.
he parish of Petersville, in the councens. Apply, stating salary, to John Sec. of Trustees, Vincenty P. O. , unty.

OR SALE.

.—Thee will be offered for sale not public auctin, at 2 o'clock p. m., on 11th day of hay, 1904, the Farm and dience of the like James G. Hetheringsituated in pansh of Johnston, Queens my; land well waered, good orchard, good dings and helf nile from steamboat rf, railway stating convenient. Daily i. Sale on premise, Robert W. Hetheron, Executor. otice is hereby give that the above sale been postponed until further notice. ROBERT W. HETHERINGTON. pril 26, 1904.

ARM FOR SALE—About five miles from Norton Station and about one mile om Central Railway in Case Settlement, containing 200 acres more or less; cats 39 tons of hay; a number of acres of hard wood; good one and a halt story dwelling house, barr, horse barn, ead outbuildings in good repair; pasture hard with good water supply; farm under good cultivation. Part of purchase money can remain on montgage. Reason for selling, owner is out of the province. Possession given at any time. For particulars write to willham G. Blood, care of Globe Steam Laundry, Halifax, N. S.

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MONEY TO LOAN on city, town, village or country property in amounts to suit at current rates of interest. H. H. PICKETT, Bolicitor, 50 Princess street, St. John, N. B.

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itrairum by Atlantic Standard Time solvelor is midnight. trainrum by Atlantic Standard Than O'cloc is midnight. cton, I. B., Oct. 9, 1963. TICFT OFFICE, Y King street, St. John, N. B

GEORGE CARVILL, C. T. A.

WAYS OF BUSINESS IN OLD ST. JOHN DAYS.

Interesting Sketch of Prominent Figures In This City's Early Commercial Life--Tea a Luxury; Rum the Common Drink of the Day-- A Rough Winter.

> W. O. RAYMOND, LL. D. CHAPTER XVIII .- (Continued 2).

ST. JOHN AND ITS BUSINESS ONE HUNDRED AND FORTY YEARS AGO.

The first three signers of the articles of partnership under which business was undertaken at St. John in 1764, viz. Samuel Blodget, James Simonds and William Hazen, had each one-quarter interest in the business, the junior partners, Robert Peaslie, James White and Richard Simonds had only one-twelfth part each. The articles of partnership provided that James Simonds and the three junior partners should proceed to St. John as soon as possible, and there do what business was necessary to be done during the co-partnership, and that Samuel Blodget and William Hazen should remain at Boston and Newburyport to forward supplies and receive what might be sent from St. John or elsewhere by the company. For some reason Robert Peaslie did not go to St. John. He married Anna Hazen, a sister of William Hazen, and settled in Haverhill, retiring not long afterwards from the company. Another of the junior partners, Richard Simonds, lost his life, as already stated, on the 20th January, 1765, in the defence of the property of the company when the Indians were about to carry it off.

In the autumn of the year 1764, Leonard Jarvis, then a young man of twenty-two years of age, entered into partnership with William Hazen at Newburyport and became, by common consent, a sharer in the business at St. John. He was a man of ability and education. The accounts kept at Newburyport in connection with the business are in his handwriting, and he conducted the correspondence of Huzen & Jarvis with Simonds & White in a manner that would do no discredit to a modern business house. In a letter of the 3rd April, 1765, Mr. Jarvis informs James Simonds that "Mr. Peaslie has determined to settle down in Haverhill and to leave this concern, and as by this means and the death of your Brother, in which we s neerely condole with you, one-eixth part of the concern becomes vacant, we propose to let Mr. White have one-eighth and to take three-eighths ourselves—this you will please consult Mr. White have one-eighth and to take three-eighths ourselves—this y

James White, the fifth signer of the articles of partnership, was born in Haverhill in 1738, and was a lineal descendant of the Worshipful William White, one of the well-known founders of the place. He served as Eneign or Lieutenant in a Massachusetts regiment, but after the fall of Quebec retired from active service and entered the employ of William Tailer and Samuel Blodget, merchants of Boston, at a very medest salary, as appears from the following:—

"Memorandum of an agreement made this day between William Tailer & Cowith James White, that we, the said Tailer & Co., do allow him the said James White twenty dollars pr. month as long as the said White is in their service at

Crown Point as Clark.

"Test: Geo. Willmot.
"Crown Point, July 1st, 1762." James White's papers, now in possession of a gentleman in St. John, show that he was engaged in the business of Tailer and Blodget at Crown Point continuously from September, 1761, to July, 1763; consequently the statement, commonly made, that he came to St. John with Francis Peabody, James Simonds, Hugh Quinton and their party in 1762 is a mistake.

In the early part of 1764 James White was employed by Samuel Blodget in business transactions in Haverhill, New Salem and Bradford. The first occasion on which he set foot on the shores of St. John was when he landed there with James Simonds and the party that established themselves at Portland Point in the month of April, 1764. The important part he played in the early affairs of St. John will abundantly appear in these pages. He was one of the most active and energetic men of his generation and filled several offices in the old county of Sunbury, of which county he was sheriff. This office seems to have had special attractions for the White family, for his son James was sheriff of the city and county of St. John for more than thirty years, and one of his daughters married Sheriff DeVeber of Queen-county. Mr. White was collector of customs at St. John when the Loyalists lauded The emoluments of this office were small, for in the year 1782 only a dozen vessels entered and cleared at St. John, the largest of but 30 tons burden. James White spent the closing years of his life on his form at the head of the marsh about three miles from the City of St. John. His residence was known as Gretna Green, from the fact that a good many quiet weddings were celebrated by the old squire, who was one of the magistrates specially commissioned to solemuize marriages. He

died in 1815 at the age of 77 years.

Having now spoken of the individuals composing St. John's first trading company, the nature of the business pursued claims a little attention. The task that lay before James Simonds and James White was no easy one. Difficulties, many of them entirely unforseen, had to be faced and the great diversity of their business rendered their situation arduous and sometimes discouraging. At one time the fishery claimed their attention, at another bartering with the Indians, at another the erection of houses for themselves and their tenants, at another the dyking of the march, at another the erection of a mill, at another the building of a schooner, at another laying out roads and clearing lands, at another the burning of a lime-kiln, at another furnishing supplies for the garrison at the fort, at another the building of a wharf or the erection of a store-house.

Communication with New England in these days was slow and uncertain and Communication with New England in those days was slow and uncertain and often the non-arrival of a vessel, when the stock of provisions had run low, caused a good deal of grumbling on the part of the hands employed. This was particularly the case if the supply of run chanced to run out. The wages of the laborers employed by the company were generally 2s. 6d., or half a dollar, a day and they boarded themselves. As a rule the men took up their wages at the store and the item most frequently entered against their names was New England rum. The writer had the curiosity to examine the charges for rum in one of the old day books for a period of a month—the month selected at random—when it appeared that, of a dozen laborers, four men month selected at random-when it appeared that, of a dozen laborers, four men averaged half a pint each per day, while with the other eight men the same allowance lasted three days. Tea, the great modern beverage, was rather a luxury and appears to have been used sparingly and rum, which retailed at 8 pence a pint, was used almost universally. Human nature was much the same in the eighteenth as in twentieth century. The men often drank to excess, and some of them would have been utterly unreliable but for the fact that Simonds and White were masters of the situation and could cut off the supply. They generally doled out the liquor by half pints and gills to their laborers. On one occasion we find Mr. Simonds writing, "The men are in low spirts, have nothing to eat but pork and bread, and nothing but water to drink. Knowing this much I trust you will lose no time in send-

At various times the privations were exceedingly great and even after the little colony had been for some years established at Portland Point they suffered for lack of the necessaries of life. Mr. Simonds thus describes their experi-

"Most difficult to remedy and most distressing was the want or provisions and hay. Such a scene of misery of man and beast we never saw before. There was not anything of bread kind equal to a bushel of meal for every person when the schooner sailed for Newbury the 6th of February (three months ago) and less of meat and vegetables in proportion—the Indians and hogs had part of that little."

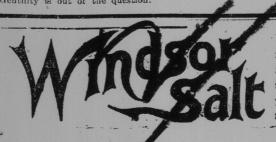
He goes on to say that the flour that had just arrived in the schooner was wet and much damaged; no Indian corn was to be had; for three months they had been without molasses or coffee, nor had they any tea except of the spruce variety. In one of his letters, written a few months after the commencement of operations at St. John, Simonds urges the careful attention of Blodget and Hazen to their part of the business, observing: "I hope if I sacrifice my interest, ease, pleasure of Good Company, and run the risque even of life itself for the benefit of the Company, those who live where the circumstances are every way the reverse will in return be so good as to take every pains to dispose of all effects remitted to them to the best educators."

in return be so good as to take every pains to dispose of all effects remitted to them to the best advantage."

The first year of the Company's operations was in some respects phenomenal. On the 30th September, 1764, a very severe shock of an earthquake occurred at St. John about 12 o'clock, noon. The winter that followed was one of unusual severity with storms that wrought much damage to shipping. Leonard Jarvis wrote to James Simonds on April 3, 1765, "There has not been in the memory of man such a winter as the last and we hope there never will be again." Mr. Simonds in his reply says "The winter has been much here as in New England."

In the same letter just referred to Mr. Jarvis says: "We hope in future, by keeping the schooner constantly running between this place and yours, that we shall be able to surmount our greatest difficulties. At present we can only say that nothing shall be wanting on our parts (and we are well assured that you will continue to endeavour) to make this concern turn out in the end an advantageous one. It would give us great pleasure could we ease you of part of your burden and know what difficulties you have to go through * * We have sent you by this schooner some table linen and what other table furniture we thought you might have occasion for. If there is anything more wanting to make you not only comfortable but Genteel, beg you would advise us and we will furnish you with it by the return of

enteel, beg you would advise us and we will furnish you with it by the return of In reply to this Mr. Simonds writes, "I am obliged to you for sending some furniture, for truly none was ever more barely furnished than we were



For the table, for cooking, for buttermaking. It is pure and will not cake.

BIRTHS.

HOGAN In this city, April 26, to the wife Edward P. Hogan, a son.

LOCKHART-FORSE-At Moncton, on Apr. 2nd, by Rev. S. G. Teed, Harry W. Lockhar to Rosa E. Forse, daughter of Mr. Thomas Forse, all of Moncton.

MARRIAGES.

DEATHS.

McCARTHY—At Boston (Mass.), April 24, Joseph D. McCarthy, 27 years of age, leaving a wife and one child; son of Joseph and Louise McCarthy, formerly of this city.

PURDY—On the 25th inst., Walter Ogden Louise McCarthy, formerly of this city.
PURDY—On the 25th inst., Walter Ogden
Purdy, aged 41.
CREMOR—In Roxbury (Mass.), April 25,
Eleanor E. Cremor, beloved daughter of
Ellem and the late William T. Nyhan.
Linnciley—In Somerville (Mass.), April 25,
Catherine Lingley, aged 30 Years four months.
(Kentville, N. S., papers please copy).
YOUNG—At Glassville, Carleton county, on
April 15th, Matilda R., wife of John Young.
FOWLER—In Wetaskewin, Alberta, on the
7th April, Stephen H. Fowler, eldest son of
the late Stephem Humbert Fowler, aged 84
years, 9 months.
SHANHAHAN—In Boston, April 26, Margaret
Shanahan. Funeral from the residence of
her sister, Mrs. Thomas McCarthy, 2 Cumston street, Boston (Mass.), on Thursday.
CLINTON—At East Boston, April 16, Mary
M. Clinton, 98 years 1 month 3 days, widow
of Robert A. Clinton. Interment at Salem
(Mass.)—[Nova Scotia papers nlease capy.
LOCKHART—At Oakland, California, April
11th, of pneumonia, Mrs. Mary E. Lockhart,
wife of Oscar Lockhart, aged 48 years and
seven months.
SAUNDERS—At Deer Island Hospital,

wife of Oscar Lockhart, aged 48 years and seven months.

SAUNDERS—At Deer Island Hospital, Boston (Mass.), Dec. 14th, 1906, after a brief illness from pneumonia, Fred P. Saunders, youngest son of the late Thos. W. and Mary L. Saunders, aged 31 years.

(St. John papers please copy.)

SEDEFRQUEST—In Boston, April 26, Miss Gertrude E. Sederquest.

DEARBORN—On April 28th, at the New England Sanitarium, Melrose (Mass.), Charles H. Dearborn, of this city. Entered into rost. CHRISTIE—April 28th, Alexander Christie, in the 78th year of his age.

FALES—In this city, on April 28th, Amos Fales, carver, in the 82nd year of his age.

McGOLDRICK—On April 28th, at St. Leo's Rectory, Dorchester (Mass.), Rev. Thomas C. McGOLICK—On April 28th, at St. Leo's Rectory, Dorchester (Mass.), Rev. Thomas C. McGOLICK—On April 28th, Char. Ed.

3 HIP NEWS.

PORT OF ST. JOHN.

Coastwise—Stmrs Beaver, 42, Stevens, Harvey; Flushing, 121, Ferris, with barge No 1, for Calais; schrs G H Perry, 29, Woods, Harvey; Nelkie E Gray, 62, Smith, St Martins; Dolphin, 36, Forsyth, Waterside.

Coastwise—Schrs Agnes May, Kerrigan, St. Martins; Maudie, Beardsley, Port Lorne; Swallow, Ellis, Alma; Nellie, Sullivan, Me-teghan River.

teghan River.

Thursday, April 28.
Coastwise—Schre Harry Morris, Laughery,
St. Martins; Emma T Story, Gough, Wolfville; Jessie Spicer, Harborville; Beulah
Benton, Mitchell, Weymouth: Susie Prescott, Daly, Harvey; Effort, Milner, Annapolis; stmrs Beaver, Stevens, Hillsboro;
Flushing, Ferris, Parrsboro.

Tuesday, April 26.
Starr Manchester Trader, Fisher, for Manchester, Wm Thomson & Co.
Tug Lillie, Heater, for Swan's Island, R C Stmr Kastalia, Webb, Glasgow via Liver-opol, Schofield & Co. Stmr Unique for Louisburg.

CANADIAN PORTS.

Halifax, April 26—Ard, stmrs Ocamo, from St John; Mary Jane, from Portland. Sld—Stmrs Malou, Brehauet, for Bordeaux; Harlaw, Scott, for St Pierre (Miq); Berian, Outram, for Glasgow; Evangeline, Seeley, for St John for St John.

Halifax, April 27—Ard, French cruiser

Troud, Philadelphia; stmr Catalona, Boston.
Sld—Stmr Halifax, Boston.
Cld—Stmr Uller, New York.

Halifax, N S, April 28—Ard British cruiser
Chrybdis, from Bermuda; stmr Ulunda, from
Liverpool via St John's (Nfld.)
Sld—Stmr Loyalist, Phillips, Liverpool via
St John's (Nfld.)

BRITISH PORTS.

Glasgow, April 25—Ard, stmr Furnessia, from New York.

Ard in the Clyde—Stmr Ontarian, from Poruland via Queenstown.

Liverpool, April 25—Ard, stmr Lake Erie, from St John.

Sid—Stmrs Ivernia, for Boston via Queenstown. from St John.

Sld—Stmrs Ivernia, for Boston via Queenstown; Tritonia, for St John.

Manchester, April 25—Sld, stmr Bostonian, for Boston.

Penarth, April 26—Sld, stmr Hersilia, for Miramichi.

Miramichi.

Queenstown, April 27—Sld. stmr Ivernia,
from Liverpool for Boston.

Brow Head, April 27—Passed, stmr Cerdic,
New York for Liverpool.

Queenstown, April 27—5.15 p m—Ard, stmr
Cerdic, from New York for Liverpool and proceeded.

Glasgow, April 27—Sld stmrs Corean, for St John's (Nfid.); Sarmatian, for Boston.

Liverpool, April 27—Sld stmr Michigan, for Boston.

London, April 27—Sld stmr Philadelphian, for Boston.

Queenstown, April 28—Sld stmr Teutonic, from Liverpool for New York.

Manchester, April 27—Ard stmr Caledonian, from Boston.

Liverpool, April 27—Ard stmr Cedric, from New York.

Glassow April 28 New York.
Glasgow, April 28—Ard stmr Numidan, from New York.
Prawle Point, April 28—Passed stmr Hurona from Portland for London.
Maryport, April 27—Sld stmr Bray Head, for Montreal.
West Hartlepool, April 27—Sld stmr Ovidia, for Nova Scotia.
Tarragona, April 25—Sld stmr Bellona, for Montreal. Montreal.

Rathlin Head, April 28—Passed steamer
Pretorlan, Halifax for Liverpool.
Liverpool, April 28—Sid sturrs Bavarian,
Montreal via Moville; Southwark, for Mon-

FOREIGN PORTS.

Boston, April 26—Ard, stmrs Bengalia, from Hamburg: Sagamore, from Liverpool; schr M E Eldridge, from New York.
Sld—Stnrs Saxonia, for Liverpool; Boston, for Yarmouth; bqc Pospero Padre, for Buenos Ayres; schrs Mary A Hall, for Brunswick: C P Dixon, for coal port; Paul Palmer, for Newport News; Annie & Reuben, for Stonington; Nile, for Rockland; Chester R Lawrence, for Rockport.
Boo'hbay Harbor, April 26—Ard, schr Mary B Rogers, from Boston.
Sid—Schrs Ira B Ellems, for New York;

Andrew Peters, for New York; Laura T Chester, for Fall River; Georgie B, for Fall River; Olivia, for Boston; Nevie, for Boston; Corinto, for Boston; Lena Maud, for Portsmouth; sloop Atlas, for Portland. City Island, April 28-Bound south, schrs Elsie, from Liverpool (N S); Lucia Porter, from St John; Emma McAdam, from Calais; Seth M Todd, from Calais; Cameo, from Alma; Lanie Cobb, from Calais; Hope Haynes, from Portland; Samuel Hart, from Black Island; Annie B Mitchell, from Long Cove; Silver Heels, from Rockland; Wm Rice, from Rockland; Mary E Olys, from South Gardi-

Gothenburg, April 21—Sld, bqe Auguste, for Miramichi.

Licata, April 12—Sld, stmr Nordhavel, for Three Rivers.

New York, April 26—Ard, stmr Silvia, from St John's (Nfid); schrs Jesse L Leach, from Norfolk; Lucy E Friend, from Virginia; william C Turner, from Punta Gorda; Perry Setzer, from Savannah.

Sld—Ship Lord Shaftesbury, for Melbourne and Sydney; bqcs Skoda, for Bahia; St Paul, for Constable Island; Lazzaro, for Halifax; Suranac, for Bridgewater; Shetland for Fernandina; schrs Millville, from Lanesville (Mass) for Philadelphia; Myra W Spear, from Bogue Inlet and returned; Ira D Sturgess, from Virginia and returned.

Portland, April 26—Ard, stmr Ackworth, from Licata; schrs John B Norris, from Southwest Harbor; Rushlight, from Jonesport; Lydia, Grant, from Harpswell; Addie Jordan, from Saco to load for New York. Cld—Schrs Emma W Day, from Bar Harbor; Gold Hunter, for Bluehill.

Sid—Stmrs Waccamew and Manhattan, for New York; schrs Mary F Smith and Etta M Burns, for Lockport (N S); Ralph M Hayward, for Philadelphia: Addie Jordan, from Rockland for New York and Mattapany River (Va).

Salem April 26—Ard, schrs Susie P Oliver,

from ROCKIANG IV TWO River (Va). Salem, April 26—Ard, schre Susie P Oliver from Burlington for Portland; Rebecca W Huddell, from Port Reading for Eastport William Slater, from New York for Hills-

Sid—Tug Springhill with barges 6 and 7, Parrisboro.
Vineyard Haven—Passed, schrs S P Black burn, Norfolk for Bangor; William D Marvel, bound west.
Wind northetst, fresh; thick and rainy.
Boston, April 28—Ard stmrs Sagamo, from Bapan and China; Halifax, from Halifax; Boston, from Yarmotuh; schrs Klondyke, from Parrisboro (N S); Fannie Hodgkins, from Sheepscot (Me.)
Bothbay Harbor, Me, April 28—Ard schrs Metinic, from Pakonkeg River (Vt); Ann Louise Lockwood, from Kitery (Me); Joe, from Machias; Bertha May, coastwise; Rattler, from Eastport; Decorra, from Boston. City Island, April 28—Bound south schrs Domain, St John; Maggie Rodd, Calais; Eugenie, Millbridge; Addie Fuller, Machias; Sadie Corey, do; Carrie C Miles, Vinal Haven; William Mason, Rockport (Mass); Annie Bliss, Stonington (Me) for Philadelphia.

Portland Me, April 28—Ard schrs Nevis. Norfolk.
Salem, Mass, April 28—Ard schr Helen,
Rockport for New York; American Team,
Vinal Haven for do; James Young, Bath for
do; Jennie C, St John for do; Nevis, Maitland for Vineyard Haven.
Vineyard Haven, Mass, April 28—Ard schrs
Fannie & Fay, South Thomaston for New
York; Marion E Rockhill, Portland for
Bridgeport; Robert Graham Dunn, Red
Beach for Norfolk.

In port—Stmr Lencaster, towing barge

In port—Stmr Lancaster, towing barge Bear Ridge, Philadelphia for Bangor; schrs C B Clark, South River for Bath; George V Jordan, Weehawken for Portland; Abbie In-galls, Port Liberty for Bucksport.

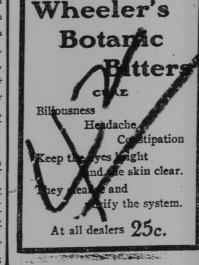
LIST OF VESSELS BOUND TO ST. JOHN.

Ella Sayer, 1,619, at Panama, March 10. Florence, 1,609, at London, April 24. Gulf of Ancud, 1,700, at London, April 12. Kronborg, 2,208, at Buenos Ayres, Feb 27. Marseilsborg, 1,775, at Buenos Ayres, March

Micmac, 1,600, to load in July.
Monteagle, 3,448, at Bristol, March 12.
St John City, 1,412, at London, April 16.
Soborg, 1,333, at Genoa, April 1. Ships. Hinemoa, 2,203, Melbourne via Channel, Jan 20. Niobe, 1,469, Venice, April 15.

Barques. Fruen, 356, Newport, April 12. Italia, 535, at Castellamare, Oct. 10. Pharos, 1,227, McBourne via U K, Jan 4. Robert S-Besnard, 1,200, at Boston, April 9.

Ansgar, 336, at Swausea, Dec 29.

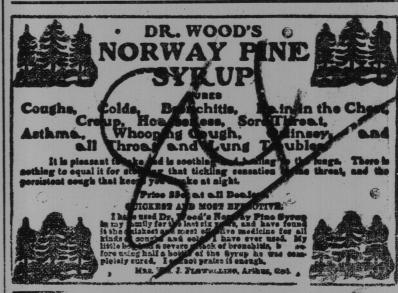


The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of and has been made under his per-Charly Flitching sonal supervision since its infance. Allow no one to deceive you in this, All Counterfeits, Imitations and "Just-as-good" are but Experiments that wife with and endanger the health of Infants and the dren—Experience against Experiment.

NHAt IS CASTORIA a is a harmles sub Drops and Sothing s neither Opium, Morphine nor other Narcotic es. Its age is it guarantee. I destroys Worms ys Feverishnes. If cures harrhea and Wind relieves Teetling Troubes, cures Constipation the Food, regulates the plency. It assimilate healthy and natural sleep. nd Bowels, giving ren's Panacea—T Mother's Friend.

CASTORIA ALWAYS ars the Signature of

The Kind You Have Always Bought In Use For Over 30 Years.









Gala Night in a Dublin Theotre. royal command, at the Theatre Royal to-night. The house was splendidly decor-

and many members of the Irish aristoc racy. The appearance of their majesties Dublin, April 28—King Edward and in the royal box was the signal for the Queen Alexandra attended a performance entire audience to rise and sing God Save by Beerbohm Tree's company given under the King. This was followed by cheering.

royal command, at the Theatre Royal to-night. The house was splendidly decor-ated with flowers, and the audience includ-ed the Duke and Duchess of Connaught

You can make your sandwiches much more satisfactory if you pound the meat, instead of cutting it into slices. Add the seasoning before spreading it on the bread and butter.