

COAL—American Anthracite, Scotch Anthracite, Old Mines Sydney Reserve. Delivered in bulk or in bags. Prices Low. R. P. & W. F. STARR, Ltd. 49 SMYTHE ST., 14 CHARLOTTE ST.

LOCAL NEWS

Maritime Rug Works clean carpets promptly. Phone 261941. Trimmed hats for \$1.00. 75 Gorman St., opposite Trinity Church. To cure a headache in ten minutes use Kumfort Headache Powder, 10 cents.

Barkers are cutting the price on every article at Floods & Co., 33 King St. Come for bargains. Cups and Saucers from 50 cents doz. up. Tumblers from 25 cents doz. up. Dinner sets 57 pieces from \$4.25 up, at the Two Barkers, 100 Princess St.

Curtains done up for full housekeeping with homelike care at Ungar's, 75 St. St.

Arthur Branscombe and W. E. Robson, of M. R. A.'s buying staff, have returned with the latest novelties from the European and American markets.

General Superintendent Downie and W. B. Howard, district passenger agent of the C. P. R., left last evening for Montreal to attend a meeting at which summer train arrangements will be considered.

Sterling silver, cut glass, Royal Crown Derby china, Limoges china, opera glasses, fancy vases, a large assortment of engravings and etchings, fancy goods, paper and envelopes, sporting goods. In fact a large assortment to be sold regardless of cost. Call early and make money by buying goods at The Floods Co., Limited, 33 King street.

Calum Lodge, No. 26 L. O. B. A., held a highly successful concert in their hall, Simons street, last evening. The room was packed to the doors, standing room being at a premium.

Before Justice Masson in Fairville yesterday Hugh J. McCormick was fined \$100 and costs or three months in jail for selling liquor during prohibited hours. The offense is stated to have taken place on Sunday, February 14.

Seeing the great demand we have had for our \$15.00 electric fixtures we have decided to erect a line of numbers of orders this week. Aker Light Co., 19 Market Square.

Piles Cured in 6 to 14 Days PAIN OINTMENT is guaranteed to cure any case of itching, blind, bleeding or protruding Piles in 6 to 14 days or money refunded. 8c.

The primitive operations employed in China and Japan are in marked contrast with the cleanest and most efficient of preparing tea in Ceylon. The purity and cleanliness of "Salada" is absolute. Its delicious flavor will please you. 10c

E. Boyle of the department of marine and fisheries, Ottawa, is in the city. Mr. Boyle stated that he is here as a result of the Cassels' inquiry, but declines to state the exact nature of his mission. He will remain in the city a week, after which he will proceed to Halifax.

An aged man named Lee Black fell in a fit on Coburg street last evening. He was carried into Ker's livery stable and Dr. Berryman summoned. The doctor found that the old man's injuries were not serious, and after resting a time the man was able to proceed to his home.

Richard Parker, a native of Nova Scotia arrived in the city last night by the N. B. Southern and was conveyed to the hospital in the ambulance. About five weeks ago Mr. Parker fell on the ice and dislocated his hip. As the injured member did not improve as rapidly as it should have, he decided to enter the hospital for treatment.

Miss Jennie Maxwell, of Portland street, is ill at her home as the result of an accident met with in the Victoria skating rink on Friday evening. The young lady was talking in a group of friends when two young men roughly pushed her, and she fell. She was picked up unconscious, and her senses did not return until a day later.

A great bargain sale of Men and Boys Clothing and Furnishings will start Thursday morning, February 25th, at the popular Union Clothing Co., Store, 26-28 Charlotte street. Every shrewd person who has cash to spend for men and boys' clothing and furnishings will find the Union Clothing Co.'s Store 26 and 28 Charlotte street, opposite City Market.

Calvin Church Guild had an interesting hour with some of the Canadian authors last evening. Instructive papers were read, one by Miss Lawson on "Anne of Green Gables," another by Dr. Malcolm on "Web of Time," and selection from "Sowing Seeds in Danny," by Miss McQuarrie, another by Miss Joan Grazier and Miss A. Milan. There was a large audience present.

Mrs. Hannah, widow of the late Howard Hannah, of St. Andrews, died Monday morning after a short illness, at the residence of her son-in-law, John P. Hipwell, 55 Exmouth street. She is survived by one daughter, Mrs. J. P. Hipwell, and four brothers, William and Samuel Knowles, of this city, and John and Charlie, of Boston. The funeral will take place on Wednesday afternoon, at 2:30 o'clock, from the residence of her son-in-law, 55 Exmouth street.

Only One "BROMO QUININE" that is Laxative Bromo Quinine Cures a Cold in One Day, Grip in 2 Days

BOILED SHIRT JAPAN.

Starch Replacing Anodine Softness and Beauty of Apparel. (From New York Tribune.) To one who is a lover of Japan, said Burton Holmes, the progress and modernization along the lines of social civilization, now working a vast change in the principal cities of the Mikado's realm, brings him a regret and sadness within him a subtle and indefinite feeling of protest.

White one regrets the changes in the architecture and the shattering of the city's quiet by modern innovations that which is the greatest shock to one's sensibilities is the daily increasing adoption of modern dress by high class Japanese gentlemen. How much more picturesque, how much more hygienic and comfortable was the dress of his forefathers. Why should the descendant of the samurai wear a silk hat, a "boiled shirt" and tight, disfiguring patent leather shoes? Why should he choke himself with a stiff band of grotesque cut linen in preference to allowing his muscular life the freedom of dignified folds of finest crepe and elegant silks?

The adoption of the white man's clothing is one of the most noticeable and at the same time most convincing proofs that the Japan of the past is gone forever. Not because of the changed attire—a change visible to the eye alone—but the change in the nature of the wearer, who, with his brothers, for the first time in the history of his race, dresses for others and for outward appearance rather than for himself and for the memory of his ancestors.

"Think of the gentleman of Japan arrayed in the forefaded uncomfortable garments of the New York clubman and contrast him with the original in the traditional garb of a man of equal class in his own land. In the spirit of Old Japan, he dresses not with his finest garments on the outside, but rather wears them for himself and for the memory of his ancestors.

First denoting his kimono "tabi" or white cotton stockings—made with a separate section for the great toe—he then put on a finely woven abbreviated kimono, made of the finest silk or frequently spun with golden threads. Upon the sleeves are quaint designs, not infrequently bearing the counterfeit representation of money, perhaps that he may always have something of value next to his sleeve—who knows? This garment reaches barely to his knees, and is called the short "hukama," and are of costly silk, very heavy and stiff keeping their creases—or rather their pleats—in a manner which would satisfy any well dressed man of London or New York.

As the outer garments are gradually reached, layer by layer, they become more dignified and less showy; the overcoat, now about to be worn, is of dark, finely woven silk, its only claim to brilliancy being its lining which consists of a pictorial breadth of silk across the back, in gaudy colors, often described by the English speaking Jap as "rowdy." In the overcoat, which I possess there is a representation of a Japanese variety show, in which two performers upon seven miles from Moncton, suffered a serious loss by fire this evening. His residence and all its contents were burned. Mr. Lutes was absent in the lumber woods and his wife, with children and a son, George Lutes, and wife, and a school teacher in the district who boarded with them.

All the occupants were absent at the time the fire was discovered. Miss Bateman, teacher, lost thirty dollars in money and all her clothing except what she wore. Mr. and Mrs. George Lutes also lost all their clothing and effects. The wind was blowing off the out-buildings which were saved. As there was no insurance, Mr. Lutes will feel his loss severely. It is about \$1500.

The list of events was announced last evening. They include: 230 yards, 440 yards, 880 yards, one mile, 220 yards hurdles, senior boys, junior boys and small boys. Gold and silver medals have been offered for each event.

The starters will not all be local men is evidenced from the fact that a number of entries have been received from outside places. Smith and McKinnon of Moncton will be prominent starters. It is probable that a number of skaters from Nova Scotia as well as the local skaters will compete.

Already many entries have been received for the eastern skating championship races in the Victoria rink on Friday evening next. The events are under the auspices of the Victoria Athletic Club and have the full sanction of the Amateur Skating Association of Canada.

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LOGAN ESTABLISHES NEW RECORD FOR 220

Last Night's Race Very Fast
TIME 19.3-5 SECONDS

Evans Finishes Second and Coleman Third—Logan Cheered

By winning the 220 yards in the Victoria Rink on Friday evening in the city championship series, Fred Logan established a new record for the distance, skating in the marvellously fast time of 19.3-5 seconds. Walter Evans finished second while Leonard Coleman finished third.

Logan was cheered vociferously by the hundreds of spectators, when he completed the course in first position. The others who skated were also given a good reception.

In capturing last evening's race Logan strengthened his hold on the championship and trophy. He now has eleven points to his credit, winning two firsts and a third in the events skated. Six men skated in the final and after a lap and a half had been skated Wright fell. Not before he had skated Wright fell. Not before he had skated Wright fell. Not before he had skated Wright fell.

Logan, Wright, Ingraham and Whitehouse faced Starter Pullen in the second heat. Logan had little difficulty in capturing the event. Wright was second and Whitehouse third. The little skater secured a fine lead on his competitors at the start, and maintained it until the finish. The time was twenty seconds.

Evans, Blythe, A. Logan and Campbell responded when the entries in the third heat were brought together. The former led from the start, capturing second position. The time was 21.5 seconds.

It was about a half hour later when the bell was rung for the final heat of the 220 yards. The starters were Logan, Wright, Coleman, Evans, Blythe and A. Logan. Logan started with a great burst of speed and took the lead. Evans held the second position. Coming around on the last lap, Wright met with a mishap and fell to the ice. Wright met with a mishap and fell to the ice. Wright met with a mishap and fell to the ice.

The standing of the skaters in the rink at present is as follows: Logan, 11; Evans, 8; Wright, 6; Blythe, 1; Coleman, 1.

Starter, James Pullen, Judge, J. K. Ann to Whitchell. Of the contractors, press the construction of the needful locks, ten in number, (excluding the Troy lock) with a total cost of \$1,872, and it is noteworthy that the improvement of the Hudson River by dredging and by dams between Troy and Fort Miller; the construction of a stretch of canal in land line from Fort Miller to Crocker's Reef in order to avoid a very heavy rock cutting and rapids in the Hudson between these points; a dam at Crocker's Reef, and about dredging, so as to utilize the Hudson as far as Fort Edward; the construction of a land-line canal to a point near Fort Ann, and about dredging and improvement of Wood Creek with incidental land-line work from Fort Ann to Whitchell. Of the contractors which comprise this work, eight, covering about thirty-six miles of river improvement, contracts and tenders, are well under way, and plans for the remainder of the work are nearly finished, and it seems safe to say that the work will be completed in about four years from this time it may be possible for a vessel with not over fifteen feet draft, to pass up the river, and with over forty-two feet beam and say, 300 feet long, to proceed from New York City to the head of Lake Champlain. It is not stated that it will prove desirable to use vessels of these dimensions for this line of traffic; only what is possible is noted.

WILL FLOAT BIG BARGES. There is one feature of the New York Barge Canal system now under construction that is well brought to the attention of those interested in transportation matters, namely, the possible availability for general service of vessels built primarily for barge canal purposes. The action of the State officers concerned and of the Advisory Board has led to the installation of locks 225 feet in length, twelve feet in depth and forty-five feet in width, the latter dimension having been increased from the twenty-eight feet originally proposed. This action will enable us to follow the best European modern canal practice, and use, for example, if desired, barges over 200 feet in length, of a beam between thirty and forty feet, any draft less than eleven feet, and with freeboard up to fifteen feet. Thus, assuming proper hull construction and moderate draught, it is to be noted that the barge canal may have in service vessels capable of carrying from 1,200 to 2,000 tons or more. The new barge canal system can, in barges, say, 215 feet in length, forty feet beam and eleven feet draft. A barge of the dimensions last given would displace say, 2,300 long tons in fresh water, and with reasonable design of hull and moderate draught, would be able to carry 2,500 tons or more of cargo.

LOOKING TO THE NORTH. Giving due weight to the foregoing, and considering the improvements for which we hope in the Cham-

ST. LAWRENCE TO THE HUDSON

Fascinating Project for Champlain Canal Extension

Water Route Cheaper—Much of the Present Traffic Would Use It—The Railways Would Not be Injured.

OTTAWA, Feb. 21.—In connection with the recent visit of an influential reputation from New York state, which asked the government of Canada to make a direct connection between the St. Lawrence near Montreal and the Champlain Canal, now in process of enlargement, the following article by Chief Engineer Fry of the United States Treasury and a member of the board of engineers for the improvement of state canals, will be of special value to the readers of The Globe, Mr. Fry says:

It has been well said that the natural result of the settlement of the country from Albany and New York by the Hudson, and of the early occupation of Canada by the French, was to make the valley of the Hudson and of the Champlain the same size as those important lines of communication on the continent, and it is believed that the growth of Canada in wealth and population will make still more material the development of the waterways of these valleys.

EARLY CANAL BUILDING. The advantages of this northern route were apparent in colonial times, but not until 1802 was the original Champlain canal finished. It has since undergone several partial enlargements and up to 1863 the most ambitious improvement contemplated was to effect a bottom width of 44 feet, a surface width of 58 feet and depth of 18 1/2 feet. The locks were of the masonry type and the entire stretch of canal now possesses these dimensions. The locks are now silted up to the water level, and the Erie canal, being 110 feet long by eighteen feet wide; a draft of 200,000 tons of freight may be carried through them.

For years the Champlain route seemed to suffer under a policy of neglect, although the annual traffic on this canal had increased from 261,000 tons in 1851 to over 1,400,000 tons in 1887, and it is noteworthy that the little better than a ditch carried during the last two seasons of navigation nearly 1,500,000 tons of freight.

THE IMPROVEMENTS IN PROGRESS. Having thus briefly considered the past and present of the old canal, it appears proper to consider what it is proposed to do and what has been done for the new, under the New York state barge canal act that became law in 1887. It is noteworthy that the construction of the needful locks, ten in number, (excluding the Troy lock) with a total cost of \$1,872, and it is noteworthy that the improvement of the Hudson River by dredging and by dams between Troy and Fort Miller; the construction of a stretch of canal in land line from Fort Miller to Crocker's Reef in order to avoid a very heavy rock cutting and rapids in the Hudson between these points; a dam at Crocker's Reef, and about dredging, so as to utilize the Hudson as far as Fort Edward; the construction of a land-line canal to a point near Fort Ann, and about dredging and improvement of Wood Creek with incidental land-line work from Fort Ann to Whitchell. Of the contractors which comprise this work, eight, covering about thirty-six miles of river improvement, contracts and tenders, are well under way, and plans for the remainder of the work are nearly finished, and it seems safe to say that the work will be completed in about four years from this time it may be possible for a vessel with not over fifteen feet draft, to pass up the river, and with over forty-two feet beam and say, 300 feet long, to proceed from New York City to the head of Lake Champlain. It is not stated that it will prove desirable to use vessels of these dimensions for this line of traffic; only what is possible is noted.

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ENGLISHMAN TOO MUCH FOR BRIT

Summers Gets Decision Over Him

20-ROUND BOUT Up to the Sixth or Eighth Round Brit Has the Better of It

LONDON, Feb. 22.—Johnny Summers, the English pugilist, tonight received the decision over Jimmy Britt of California in a twenty-round bout. The fight was held before the National Sporting Club and a big crowd was present, there being great interest in the bout owing to the lively fight these two men put up last November. That occasion the go was a ten round affair and Britt was the victor. Tonight Summers got the decision on points.

Both Summers and Britt had trained hard for this meeting and were in far better condition than when they met before. During the early stages Britt did most of the leading, apparently starting out with a view to getting a knockout. He made the mistake, however, of holding in clinches more than is usual in England and came in for much adverse criticism and several warnings from Eugene Corri, who officiated as referee. Britt also had the misfortune to slip twice to the floor when engaged in lively struggle and these falls were almost as effective in taking the speed out of him as though they had resulted from a right or left slipping.

Up to the sixth or eighth round Britt had the better of the bout, but from that on Summers improved and kept even at the close of the tenth. After that, although Britt was always strong, the Englishman had somewhat the better of him and the decision in Summers' favor was a popular one. Before leaving the ring Britt said that he accepted the award of the referee and had no complaint to make, but he still thought he was the better man.

By Canal and Richelieu River, we are mindful of the fact that due north of New York city and distant about 384 miles is Montreal, the commercial capital of the great Canadian Dominion. With the new Champlain Canal completed, let it be remembered that the distance by the Erie canal to reach Rouse's Point, a distance of about fifty miles by land, from Montreal. Let it be also remembered that of the 225 miles of inland navigation between the Battery, New York, and Rouse's Point, only thirty-three miles will be in land line or constricted waterways. The remainder lies in the Hudson River and Lake Champlain, with channels two hundred feet or more in width and twelve feet in depth, and for 100 miles over eighteen feet deep. With this depth of channel are material factors, even for barge navigation, because they infer a resistance to a passage which therefore less expenditure for fuel and higher speeds than small canal streams are able to allow.

TO CONNECT WITH OTTAWA. "As regards the line we are especially considering it will be recalled that the United States Deed Commission made the following statement: 'The Champlain-Hudson route from Montreal to Lake Champlain, and from the head of Lake Champlain at Whitehall to Lake Ontario on the Hudson at Troy, forty-four miles, is the logical extension of a future Ottawa route, should conditions favor a radical development along that line, and it is felt that the route is one which has been claimed by those interested in the Geological Survey Canal that the line now named should take all the business intended for the Atlantic coast.'"

"The carriage by rail during the last year of the hundreds of thousands of tons of freight exchanged between Montreal, Ottawa, Quebec and St. John's, towns and cities to the southward, represents an average cost to shippers of probably about seven-tenths of a cent per ton mile. A large proportion of this freight would be of a character that could be advantageously transported by the barge canal, and it is hoped for Canadian connections at a rate that would not exceed 50 per cent. of the rail charges. Nor, judging by what has occurred in Europe, need those who are interested in railway transportation fear for the depreciation in value of their property because of proposed waterway development. A noteworthy example to the contrary is the Manchester ship canal, originally opposed by Liverpool and by the railroads that parallel its course. Yet experience has shown that in volume of traffic, commerce and in receipts this canal has profited both Liverpool and the railroads as well as Manchester.

VAST INLAND WATERWAYS. "What a vista of possibilities now opens: the carriage by water, in towed or steam barges, for coasting of northern, stone, northern iron ore, timber and its manufactured products, and cement; the transportation of anthracite or bituminous coal by water, without breaking bulk, from Perth Amboy, or even from Norfolk, to the head of Lake Champlain, and the proposed Richelieu River and Chambly improvement be made; the carriage of flour, grain, sugar and other bulky food supplies from various ports direct to Champlain, or to and from northern ports, during the entire season of navigation; the possibility of transporting ice in quantities, from pure and uncontaminated sources, to the cities of the lower Hudson and the south; the possibility of attracting to Lake Champlain and the St. Lawrence and due regard to the rights of commercial vessels, the large feet of moderate-sized steam yachts and large

AMUSEMENTS

THREE BEAUTIFUL SONGS TODAY
HOLMES-BUCHANAN-COURTNAIS
MAGNIFICENT PICTURE BILL, TOO.
"THE TOY MONKEY" from "The Geisha" — Miss Gertrude Bennett Holmes.
"BELIEVE ME IF ALL THOSE ENDEARING YOUNG CHARMS" More or — Mr. Robert C. Buchanan.
"PROMISE," an emotional ballad — Mr. Edouard Courtinais.
NICKEL TO DAY
The Vampires of the Coast — Pathe Freres
A story of shipwreck, pillage, rescue and romance.
ELASTIC TRANSFORMATIONS THE GIRL AT THE MILL
Pathe Freres
Pastoral series of wonderful pictures
—AND THE BIG ORCHESTRA—

MATINEE-2.15—PRINCESS—EVENING-7.15
THE
CHAS-McDONALDS-SADIE
—Have Caught The Town—
THEIR ACT IS A DECIDED SUCCESS
Miss McDonald will change her song every day

MATINEE 5c—ADMISSION—EVENING 10c
A BIG FEATURE—"THE OLD CURIOSITY SHOP"
Dickens' Favorite Novel
UNIQUE TO-DAY A Dream of Wealth.....Dramatic
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"Under The Honey Moon" Miss Brower. "Monkeyland" Mr. Dick.

The Camerophone Has finished its engagement, but all the latest song hits can be heard and procured at the Music Rooms of Dom. Specialty Co. Ltd. Opp. Dufferin Hotel. Phone 2237

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"A TOUR IN INDIA" THE BIG FEATURE

7—BIG FEATURES—7
"The Angel of Nativity" Sacred
"A Tour in India" Travel
"Turning the Tables" Comedy
"A Simple Minded Peasant" Drama
"The Rhine River" Scenic
MISS VON BRANDERS IN SONGS

OPERA HOUSE
BIXLEY & HOLCOMB
Refined Vocal Entertainers, Rich Voices, Beautiful Wardrobe
Charming Appearance
STRICTLY FIRST-CLASS MOVING PICTURES
of the latest scenes, especially selected for ladies and children.
ILLUSTRATED SONGS AT EVERY PERFORMANCE
OUR NEW SINGERS WILL ARRIVE TODAY
THIS PROGRAMME COMMENCES TOMORROW
Afternoon and Evening, Admission 5c. and 10c.

Eastern Canadian Championships
Friday, Feb. 26.
VICTORIA RINK!
Big List of Entries
CHAS. NEVINS, Secretary.

motor-boats that frequent the coast east and west of New York, and even the construction of wooden or steel vessels of reasonable tonnage, in places far from salt water or the great lakes, where labor is capital, live cheap and iron near, seems made possible by the new northern waterways now building and proposed. It is to help us make these things manifest that we venture to urge upon you the desirability of such improvements in Richelieu River navigation as will enable Canada to share with New York and the United States such benefits that our new canal system will produce.

AMHERST RAMBLERS
ARRIVE HERE TODAY
Crack Nova Scotia Team
Clashes With All-St. John
This Evening

The fast Rambler hockey septette of Amherst will reach the city today and will clash with the All-St. John team in the Queen's Rink this evening. The match should be the fastest seen here this season. The Ramblers need little introduction to St. John hockey enthusiasts. They have for years occupied a prominent place in the Nova Scotia league and they will bring the strongest aggregation possible to this city. The locals have been playing the real brand of hockey since the season opened. They lost but one of the many games in which they have participated. On January 21 they defeated Charlottetown, 3-2, and in the return match were themselves the victims of defeat by the score of 2-1. On February 5 Marjville was defeated 7-3. Wind-

or U. N. B. also fell down at the hands of the locals. The boys are worthy of encouragement and a bumper crowd should be in attendance at tonight's match.

NEWFOUNDLAND STRUGGLE
IS BECOMING DESPERATE
Bond Supporters are Urging Immediate Appeal to the People.

ST. JOHN'S, N. F., Feb. 22.—The struggle for control of the government grows more intense daily as the time draws near for the opening of the new colonial legislature. Supporters of Premier Bond are urging immediate dissolution and the reference of the matter to the electorate, asserting that business interests would suffer by a prolonged deadlock. The Morrisites, who constitute the opposition, while expressing confidence in the result of an appeal to the voters, assert their ability to conduct the government if given an opportunity and point to the great expense and inevitable commercial disturbance that a new election would entail. The attitude of the governor of Newfoundland, Sir William MacGregor, on the situation, is not known. To avoid weakening the opposition in the parliamentary struggle, Mr. Winzor, a Morrisite member, has resigned the command of the sailing steamer Bloodhound, which is preparing for a cruise.

"You've made a mistake in your paper," said the indignant man, entering the editorial sanctum. "It was one of the competitors at that athletic match yesterday, and you have called me the well-known light-weight champion." "Well, aren't you?" said the editor. "No, I'm nothing of the kind, and it's so confoundedly awkward because, you see, I'm a coal merchant!"

Every Woman
should know
MARVEL Whirling Spray
It is the most wonderful
and most useful
preparation ever
discovered for
the relief of
all kinds of
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