

THE TORONTO WORLD

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THE WALL OF A FREE TRADE COUNTRY

The Manufacturing Chemist, an influential periodical published in London, England, has a leading article in its February issue, showing how Russia is gradually, but surely, establishing a cotton empire on a large scale. According to the correspondent of The Daily News, "Russia, apart from its own cotton crop, imports over the European frontier 8,000,000 pounds of cotton annually, of the value of \$2,000,000, and it is estimated that it is producing 11,000,000 pounds of cotton-wool, 10,000,000 pounds of finished goods, the first question that arises is, What would Russia have to pay the foreigner for 10,000,000 pounds of finished goods? and second, is Russia to pay for producing the finished goods for itself? To import the 10,000,000 pounds of finished goods Russia would have to pay abroad 250,000,000 roubles, whereas by manufacturing the 10,000,000 pounds of finished goods, it saves the 250,000,000 roubles and more over provides employment for 211,000 operatives, to whom it pays annually, in wages, 42,200,000 roubles, and at a small sacrifice imposed on the consumer, is "compensated by gain to native industries." Commenting on this state of affairs The Manufacturing Chemist remarks:

"First, as British production falls, foreign production grows; and the support we give to foreign production, in each and all the industries, is a source of relaxation to want and misery, and to yearly increasing numbers of the pauper population. The end is not yet, but it has been foreboded: 'Woe unto them that join house to house, and lay field to field, till there be no room to move, ye that say, we will not see the miseries that will come upon you, Behold, the hire of the laborer, ye have reaped down fields, which by you is kept back by fraud, crieth.'"

"The quotation is not a happy one, when the soil of Great Britain is passing out of cultivation, by reference to what has become in fifty years an arid waste, and there is no soil to be sold to apply to the iron and steel industries which are sharply leaving us; nor Lancashire and ever so many other districts. Still the quotation admonishes us that at last the worm will turn, and having a tongue will sting the man who is kept back by fraud, crieth."

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"If further evidence is needed to prove the magnitude and extent of the depression that exists in English industries, let us quote what the president of the Executive Chamber of Commerce said of the Lancashire cotton trade on Jan. 29 last. Here are his exact words: 'The weaving and spinning trade of Lancashire was in a deplorable condition, and there is a time of such disaster and loss as during the present month. Never was the prospect so dark, and the disorganised markets, the reimpediment of duties, the extension of mills abroad and the making of cotton machinery for competition abroad in full swing left the future with no hope in it. He had given up all hope. The Government among them, for as long as the political career was placed before the British donkey's nose, he would not do it and nothing else. Before long there may be, and probably will be, as sad a condition of things in Lancashire as during the time of the famine in the American Civil War lasted—famine as grievous as during the Irish potato famine in Ireland.'"

"So much for the evidence of the decline of the English cotton industries. Let us now turn to the iron trade. Probably the best informed paper on this industry is The London Iron and Coal Trade Review. In a recent issue it refers to the iron trade in the following pessimistic strain: 'The proverb that it is always the unexpected that happens applies who force and truth to a good many of the ordinary experiences of life, but it is perhaps more applicable to the course of events in the iron and steel industries than to any other circumstances within the range of common knowledge. The remarkable changes that have occurred in this industry during the last few years have made it a very dark and gloomy one. The changes that are now in progress will probably similarly distinguish the future. No one would have been likely to imagine ten years ago that the United States would have taken the place of England as an iron and coal producing country, and have lost both again within a very short period of time. The conditions would have almost come about of our own country as an iron-producing nation; that England has made great progress since free trade was adopted in that country. But because England has prospered under free trade up to the present time, does not follow that she will continue to prosper in the future. Nor does it follow, because free trade has been successful for a certain length of time in England, that it will be successful in other countries. The conditions that contributed to the success of free trade in England 50 years ago do not exist to-day. Great Britain succeeded so well under her free trade policy, not so much from her free trade policy, as from the fact that other countries were either engaged in foreign or domestic warfare, consolidating their territory, or otherwise so occupied that they had neither the time nor opportunity to extend their manufactures. To-day conditions are completely altered. For many years the nations of the world have been at peace. Each one is determined to pay tribute no longer to Great Britain, but that that is coming forth from a narrow and somewhat philosophical sense

PATRONS AND PASSES.

A Charge Made by Lockie Wilson Against the M.P. for East York, The Patronage Step Taken Up to Their Professions—The Case of Mr. Parde.

The following correspondence will throw some light on the attitude of Patronage towards railway passes for members of our Legislature:

Laskay (West York), March 15, '95. Mr. W. F. Maclean, M.P., Toronto:

Dear Sir,—At a Patron meeting held by Mr. John Brown in Maple, West York, Mr. J. Lockie Wilson, also a Patron speaker, charged you publicly before a crowded hall of carrying in your pocket a pass from the C.P. Railway Company. I would like to know if this is so, as I will dress him down for it if it not so at his next meeting. I told him I did not believe it but I was not in a position to flatly contradict it.

O. HARVEY.

Mr. R. O. Harvey, Laskay, Ont. Dear Sir,—In answer to your query, I beg to say that Mr. Lockie Wilson (who is the Patron candidate for Glenora for the Commons) entirely misrepresents me if he states that I either gave or received a pass or ticket on one. Previous to my election in East York I had passes on several railways on account of my connection with The World. I gave these up on my election, and when passes were sent to me as a member of the House of Commons, I returned these also, and a pass by railway to pay the fare on my railway traveling. Out of my seasonal indemnity for last year I paid over \$250 for traveling between Toronto and Ottawa during the season alone. I do not claim this to be any special privilege, as I have not been able to make capital out of the fact. And I can say the same for a number of my fellow-members who pay the fare on railway transportation. I find that the Patrons, however, at their meeting in Toronto, were not only not satisfied with the members in the Local Legislature, under Mr. Haycock as leader, but they were the first plank of which reads as follows:

Resolved, that there be an enactment to render it a violation of the independence of members of the House of Commons to receive a railway, steamboat or other transportation company.

As far as I can gather, all the Patrons elected to the Ontario Legislature, some 16 or 17 in number, were present and endorsed the resolution.

The Farmers' Club of about Jan. 24 of this year published a report of a meeting held at their hall in Toronto, of the Grand Lodge of the Patron organization, wherein the following declaration was made by the Patrons in connection with Dominion affairs were announced:

No member of the House of Commons shall receive any pass from any railway or steamship company, and the seat of any member who receives such a pass shall, on proof thereof, be immediately declared vacant.

The person so offending shall be disqualified for membership in the House of Commons for a period of five years.

In to-night's Evening News there appears the following paragraph:

The Patron bill against the acceptance of railway passes is not yet in shape. In drafting it they struck down the clause which would have disqualified Mr. Parde, who has not yet been read out of the House, as a member of the Commons.

And if the bill only provided that a member who received a pass should be disqualified for membership in the House of Commons for a period of five years, it would be a very good bill.

Now I beg to say in my humble judgment, after the two pronounced declarations of the Patrons quoted above, that the bill should be so amended as to provide that a member who received a pass should be disqualified for membership in the House of Commons for a period of five years, it would be a very good bill.

Thanking you for calling my attention to Mr. Wilson's statement, and also trusting that gentleman will have the fairness to withdraw it on learning the above facts, I am, very truly yours, Toronto, March 18, W. F. MACLEAN.

Electric Travel on Sunday. From The Globe.

The reply made by the Ontario Government to the Executive of the Lords Day Alliance will, we think, be generally commended. As Sir Oliver Mowat said, it is probable that no other country in the world has more stringent Sunday laws than Ontario, and we think the Legislature ought not to be enhanced without very sure testimony that the people demand it. There are limits even to the stringency of the law, and the case. As a matter of public policy the state may provide for the preservation of the day as a religious matter, but must be left to the conscience of the individual. For it is obvious that the utmost that the civil power can do in such a case is to cleanse the outside of the cup and the platter; it can enforce quiet and decorum, but not devotion. In the case of electric railways the Legislature decided, as a compromise, upon the principle of local option. If the majority of the people of a community desire that they can veto Sunday cars. It does not seem right to go beyond this and say that a majority of the people of Toronto, for instance, have power to forbid the running of Sunday cars not only in Toronto, but in Hamilton.

The Decision Extremely Wise. From The Ottawa Citizen.

Sir Oliver Mowat took the deputation in effect that the Government were not prepared to go any further in the abolition of Sabbatarian legislation than it had gone already. We cannot but think his decision extremely wise. The Government virtually asks the Legislature to attempt to make people religious, in a narrow and somewhat philosophical sense

DOG MUZZLERS MUZZLED.

COUNCIL DECLINES TO CONSIDER THE BY-LAW.

Feeling Hours to be Extended Till 5 o'clock, Meeting for the Aqueducts—Brick Pavements to be Reconsidered—Avenue-road Track to be Laid—Civic Holiday Aug. 19.

The Mayor presided at the meeting of the City Council yesterday afternoon, all the members present.

The communication from Barrister James C. Code, respecting the utilization of land near the Dundas-street bridges for the cultivation of potatoes by the Duquesne, was on motion of Ald. R. H. Graham, referred to the Parks and Gardens Committee.

The Aqueducts. Ald. Shaw and Hallam moved that it be instructed to the Legislation Committee to oppose the Georgian Bay Aqueduct Company's bill, and that the Mayor be requested to support them in such action.

Ald. Leslie moved an amendment that a question of substance to be referred to the council. He proposed that the company could not make a fair and reasonable return on the investment of the city would be put to no expense the referendum should be adopted.

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CURED OF ASTHMA.

HOW A YOUNG LADY IN TORONTO WAS RESTORED TO HEALTH.

She Suffered for Years From This Distressing Complaint and on Occasions Was Confined to Her Room for Weeks—Her Father Tells How She Was Cured.

From Brockville Recorder. Mr. Reuben Barber, architect of the city of Toronto, at one time a resident of Merrickville, has been visiting old friends and relatives in and around the village recently. While chatting with the Recorder correspondent, the recent wonderful cures in the vicinity through the use of Dr. Williams' Pink Pills came up, when Mr. Barber said he had an experience in his own family quite as remarkable. Asked if he would give the particulars, Mr. Barber said that some seven years ago, while living in Merrickville, his daughter took a cold which developed into asthma. At first she would be confined to her room for several months, when she found relief in the use of Dr. Williams' Pink Pills. At first her treatment seemed to help her, but after a few months she became really looking upon them as a sort of forlorn hope. My daughter began taking the pills and continued the treatment for several months, when she found herself entirely free from the distressing disease. Seven months have now passed since she was cured, and she has never had the slightest return of the trouble. "She is now the picture of health," says Mr. Barber, "and we give the entire credit to Dr. Williams' Pink Pills, and lose no opportunity of sending the praises of this great medicine to our friends and relatives. It is a wonderful cure for all troubles arising from a vitiated condition of the blood, or a shattered nervous system. Sold by all dealers, or by mail, from Dr. Williams' Medicine Company, Brockville, Ont., or Schenectady, N.Y. There are numerous imitations and substitutions, against which the public is cautioned."

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OPERA HOUSE
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SIG HALL
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\$1 and \$1.50
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uo, Violinist.
ic Hall, 25 & 26
ygs, and Trust. Mat.
served seats \$30, 75c
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Plan tomorrow.

SIG HALL
McINTYRE,
Lecturer.
UP PEOPLE"
s. Reserved seats
gality, 26c. Plan
HOUSE.

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ecialty Coy
nson Jos. Watson,
opolitan Artists—
and Fongus.

It is impossible to estimate the changes
which this great railroad will make in
the tea trade of Europe. It is now
undoubtedly go over it, and the great
bulk of the exports from China, Japan
and Korea will be carried through Si-
beria to Europe. As it is now, the
fastest steamers are used for the tea
trade. The new tea brings the highest
prices in the market, and ocean steamers
go up to the city of Hankow, 700
miles in the interior of China, and as
soon as they can load they sail with
full steam to London. They take the
Suez Canal, and it takes them about
45 days to make the voyage. The Chi-
nese have already planned a railroad to
the coast of the sea district, near
Tien-Tsin, where their new military
railroad begins, and the tea will be
shipped north to Siberia, and get
to Europe within 15 or 18 days. The
carried overland is said to be much
better than that which goes by water,
and this will make a revolution in the
trade of the world. At present the
foreign trade of China amounts to about
\$300,000,000 per year, and the bulk of
it is made up of costly goods like tea
and silk. These can pay high freight
rates, and they will undoubtedly be
shipped by rail.

There are now in the neighborhood of
200,000 people in China, and in
Corea. There are about 4,000,000 in Si-
beria, and this road has the trade of
nearly half a million to draw from.
It will probably make Russia a great
manufacturing nation, and the Russian
rail will be shipped over it to China.
The Siberian Railway is the best
that of the Ural Mountains, and the
Chinese are ready to pay high prices for
iron. Most of their tools are now
made by hand, and they must have the
best of raw material. At present a
large part of the iron used in China is
made up of cast-off horsehoes, which
are sent out from Europe. At present
the Chinese make razors, knives
and all kinds of implements out of this
iron. There is a great demand for it
all over the Empire. The Russian
iron deposits at different points along
the Trans-Siberian Railroad, and big
trains will spring up at these points.
The Russians are good mechanics, and
they have vast iron works near Moscow
and at Tula, which make good hard-
ware and guns, and you will find any-
where in the world.

As the line is now planned and being
built, it is to run from Moscow right
through the southern part of Siberia,
making an almost straight line through
this immense territory to the city of
Vladivostok. It goes through rich gold
fields, it taps the mines of the Ural
and it will probably build up an empire
in Southern Siberia. The first section
of the road is in the world, it begins in
the Ural Mountains, and it starts with
an army of work building it. The next
section is to run from the town of
which is in the world, it starts with
tractors are also at work here. In the
middle of Siberia there is another army
laying track, and the road is being pushed
as fast as possible from Vladivostok
to the west. It crosses great rivers,
which have to be bridged, and it goes
through some of the most wonderful
scenery in the world. It starts with
the Bikal, one of the biggest lakes in
the world, and the average depth of which
is more than a mile. It starts with
the road passes through the mountains,
and it has many tunnels and stone dikes.
The mountains are of granite, and the
work of construction will be very diffi-
cult. Throughout the whole central re-
gion and the west there is but a sparse
population, and it is the same in the
east. The workmen have to be sent
from European Russia, and all of the
rolling stock and iron has to come from
there. Some of it is shipped from the
west, but for the eastern section it is
being taken around through the Suez
Canal by sea, and there is another lot
which is shipped down into Siberia. I am
at work, by the Arctic Ocean. The
road is being constructed in the very
best manner. The rails weigh eighteen
pounds to the foot, and the bridges are
of wood and the road is well ballasted.
The greatest distance allowed between
the stations is thirty-five miles, and it
is proposed to equidistantly use
equidistant rolling stock to form three sets
of army trains every twenty-four hours.
The line is to be a large extent a mil-
itary line, and Russia will probably use
it to satisfy her gargantuan appetite
for more territory. The stations are
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some of the larger ones are of stone.
The depot at Vladivostok is a big two-
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A great part of the work on this east-
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has been done by means of convicts,
but this has been changed with the
past year. The convicts have been ship-
ped off to Saghain, and the men are
now all paid workmen, including a

large number of soldiers. I saw them at
work, and it looked like a slice out of
Russia, and reminded me of the work
I had seen on the Volga during the
great Russian famine on a trip from
Vladivostok to Nikolai, about 70 miles
distance a hard chance to see some-
thing of the country and the railroad.
The station at Nikolai is a long, one-
story building, made of red brick, faced
with stone. The engine of our train
burned wood, and about the stations
there were great wood piles, while the
wood was stacked in the back of the
train, and I looked in vain for a
chance to lie down in them, and they
were filled with peasants and soldiers.
The baggage car was in the middle of
the train, and I had a postoffice box
at each station, and I am told that
the postal service is fairly good.
Not some of the gravel cars. Their
sides are made so that they can be let
down. They are about fifteen feet long
and have four wheels to each car. The
road is of the standard Russian gauge.
The rails seem to be a little lighter than
ours, and the ties are of pine. At every
station I found policemen with revolv-
ers on their hips and swords at their
sides. Many of the stations are built
of logs, and a crowd of Russians in caps
and of Chinese with pigtail, stood and
gazed at the train as it went by. Just
out of Vladivostok the road runs
through low hills. It skirts the beautiful
bay of Peter the Great, and as you ride
along this going from one gulf to an-
other, now rushing through forests and
now sailing along the edge of the water,
you are reminded of the picturesque
lakes of Northern Michigan. The road
throughout its length will be one of the
most picturesque in the world, and it
will be a great scenic line. It has now
been built about 50 miles beyond the
point where I stopped, and the other
portions are going on rapidly. To one
really knows just how soon it will be
completed, but it will undoubtedly form
one of the great elements which are now
altering the face of Asia, and making
the celestial world over on the
basis of our modern civilization. It is
certainly an enterprise which will
bear watching, and which is already full
of mighty possibilities to not only Rus-
sia, but to every civilized nation, and
I might say to every Asiatic nation
on the face of the globe.

FRANK G. CARPENTER.

THE BRITISH ARMY.
More Than 300,000 Men Now Available
For the Service.

The official returns of the strength of
the regular British army at the close of
1894 show that there are now rather more
than 292,000 officers and men on the regim-
ental rolls, and, including the first-
class army reserve of men who have
been thoroughly trained within very
recent years and who are liable to be
called upon for service at any time,
the full strength of the regular military
forces is about 303,000 men. These, how-
ever, include the West Indian Regiment,
the Royal Malta artillery and a few
corps raised in other parts of the world
for special local duty, but who, or
corps, reduce the demands upon the
ordinary troops.

Of the 222,000 of 108,000 are quar-
tered at home, nearly 78,000 being in
England and Wales, 3,800 in Scotland,
nearly 2,000 in Ireland, and the remain-
der in the Channel Islands, a very large
proportion of those in England being
quartered in the southern parts and con-
venient for the prompt mobilization
of any army corps at short notice. The
colonies and Egypt take the services
of nearly 50,000 troops, and 78,000 are in
India and Burma. The Egyptian gar-
rison absorbs quite 5,000 British soldiers
of all kinds, besides the many British
officers who are attached to the Khed-
ive's forces, either to train or command
the native levies, and in the Mediter-
ranean, Malta has a garrison of 4,500,
small force kept in Cyprus. Hong Kong
has a force of about 3,000, Bermuda and
the Straits settlements have each about
1,500. Canada has only about the same
number; South Africa, 2,400; the West
Indies, 3,000; Ceylon, 1,700; and the re-
sult of the service of these troops on colonial
mainly of those troops on colonial
settlements, Mauritius and St. Helena,
Australia, containing no imperial
troops.—Chicago Tribune.

The Shetland Knitters.
The sphere of women in the Shetland
islands is well defined. The "sea lass"
is early taught to "do something" in her
hand. Her hands must be kept busy,
and this is done by teaching her the art
of knitting, which will more than likely
serve as her occupation from the cradle
to the grave. The most important work
done by these women consists in the
knitting of the fine shawls, which take
their name from the islands. These
shawls are the principal articles knitted,
but, besides these, there are many other
articles, different kinds of underweaves,
and when "dressed," as the cleaning
process is called, are taken to the local
grocers or general merchandise stores,
where they are sold. The women are
bartered for anything the merchant has
for sale, a money transaction being of
the rarest occurrence.

As for the women of that school,
would do well to study the life of the
Shetland crofter or small farmer which,
though simple, is an ideal one. The
little farm produces the necessities of
life; the women, with their knitting
procure the luxuries, and the men with
their fishing pay the rent and manage
"to lay something by for a rainy day."

What do you think of this portrait
of me, my dear?" asked Withersp.
"It is very smiling and pleasant," said
Mrs. Withersp.
The she added, wistfully, "I wish
you'd look like me once in a while, John."
—Tid-bits.

Power, purity and wholesomeness, the
principal qualities of a superior baking
powder, are found superlatively excellent
in Dr. Price's.

Four Killed by Giant Powder.
Newark, N. J., March 18.—In the Verde
Mine at Minas Prietas, Seneca, Mich.,
last Friday night four miners were
killed and one fatally injured, by an ex-
plosion of giant powder.

Dyspepsia and Indigestion.—P. E. Snow
& Co., Syracuse, N. Y., writes:—"I have
sent you ten gross of Pills. We are selling
more of Pills than any other Pills we
keep. They have a great reputation for
the cure of Dyspepsia and Indigestion.
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Headlines Filled for Theft.
Inka, Mich., March 18.—Yesterday morn-
ing a fire broke out in a two-story frame
building, occupied by Whitehurst's gen-
eral merchandise store, and in two hours
fourteen pieces of business had been
consumed. Three negroes who are sup-
posed to have started the fire and who
were caught plundering the stores, are
under arrest.

RIGHT ACROSS SIBERIA.

RUSSIA'S BIG TRUNK LINE IS BEING
SLOWLY EXTENDED.

The Vladivostok Terminus—Frank G.
Carpenter Takes a Short Trip Over
the Eastern Section—The Greatest Rail-
way System on the Globe in the Matter
of Extent

The Trans-Siberian Railroad is being
pushed all along the line. Since the
breaking out of the Chinese-Japanese
war the work has been more earnest,
and a larger force of men is trading
the routes and laying the rails as fast as
possible. The original intention was
that the road should be finished in 1900.
The intention now is to have it com-
pleted long before that time. In a
former letter I described the city of
Vladivostok, the Pacific terminus of the
railroad. It was here that the first
work was done in 1892. The present
car, who was then taking a trip around
the world, had come across Siberia along
the line of the proposed railway, and
with great ceremony that the first
stone of this, the greatest railroad of
the world, was laid on the day of May
1891. The road when completed will be
more than 7,000 miles long, and will cost
somewhere between \$200,000,000 and \$300,-
000,000. The Russian estimate is \$50,000,-
000 roubles. It will give a continuous
railroad line between Vladivostok and
St. Petersburg, and the probability is
that a branch line will now be run down
through Corea, and Japan will be
brought within a day's ride of this ter-
minus. When this is done the Japanese
will make a trip to the city of Shashi-
wan, where the great Chinese wall juts
out into the sea. There is a breach in
the wall at this point, and it is now being
repaired. The Chinese are very superstitious
and the cutting of the wall for a
railroad, they have allowed it to go
through this breach, and it is now being
pushed on into Manchuria. It will
eventually reach the Russian frontier,
and will probably connect with the
Trans-Siberian Railway. The Chinese
can go from Peking to Paris by land.

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the Straits settlements have each about
1,500. Canada has only about the same
number; South Africa, 2,400; the West
Indies, 3,000; Ceylon, 1,700; and the re-
sult of the service of these troops on colonial
mainly of those troops on colonial
settlements, Mauritius and St. Helena,
Australia, containing no imperial
troops.—Chicago Tribune.

The Shetland Knitters.
The sphere of women in the Shetland
islands is well defined. The "sea lass"
is early taught to "do something" in her
hand. Her hands must be kept busy,
and this is done by teaching her the art
of knitting, which will more than likely
serve as her occupation from the cradle
to the grave. The most important work
done by these women consists in the
knitting of the fine shawls, which take
their name from the islands. These
shawls are the principal articles knitted,
but, besides these, there are many other
articles, different kinds of underweaves,
and when "dressed," as the cleaning
process is called, are taken to the local
grocers or general merchandise stores,
where they are sold. The women are
bartered for anything the merchant has
for sale, a money transaction being of
the rarest occurrence.

As for the women of that school,
would do well to study the life of the
Shetland crofter or small farmer which,
though simple, is an ideal one. The
little farm produces the necessities of
life; the women, with their knitting
procure the luxuries, and the men with
their fishing pay the rent and manage
"to lay something by for a rainy day."

What do you think of this portrait
of me, my dear?" asked Withersp.
"It is very smiling and pleasant," said
Mrs. Withersp.
The she added, wistfully, "I wish
you'd look like me once in a while, John."
—Tid-bits.

Power, purity and wholesomeness, the
principal qualities of a superior baking
powder, are found superlatively excellent
in Dr. Price's.

Four Killed by Giant Powder.
Newark, N. J., March 18.—In the Verde
Mine at Minas Prietas, Seneca, Mich.,
last Friday night four miners were
killed and one fatally injured, by an ex-
plosion of giant powder.

Dyspepsia and Indigestion.—P. E. Snow
& Co., Syracuse, N. Y., writes:—"I have
sent you ten gross of Pills. We are selling
more of Pills than any other Pills we
keep. They have a great reputation for
the cure of Dyspepsia and Indigestion.
"I have a great reputation for the
cure of Dyspepsia and Indigestion."
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cure of Dyspepsia and Indigestion."

Headlines Filled for Theft.
Inka, Mich., March 18.—Yesterday morn-
ing a fire broke out in a two-story frame
building, occupied by Whitehurst's gen-
eral merchandise store, and in two hours
fourteen pieces of business had been
consumed. Three negroes who are sup-
posed to have started the fire and who
were caught plundering the stores, are
under arrest.

TRAVELS OF SEEDS.

Nature Finds Many Ways For Sending
Them Long Distances—Some Seeds
Have Wings.

"When a summer thunder-storm
bursts, bending the strongest trees, or
when in autumn the leaves fall from
through the woods, then the time has
come when the plant children, now only
slightly attached to the plant mother,
remain in the tree tops, and wait
that is, the time when the seeds that cling
to them are torn away and set out on
their adventurous travels; then they
 whirl and dance in the air, along with
 thousands on thousands of their fel-
 lowers. Many rise high in air and sail on
 the upper air currents far away; others
 remain in the tree tops, and wait
 from the branches; others still fall on
 roofs or bare rocks; many, too, drop
 on passing men or beasts. Chance
 waters few to a place where they grow;
 it is assured; the greater part must per-
 ish."

After mentioning the various trees
that have winged seeds, such as the
ash, maple, etc., Prof. F. Muller of
Vienna goes on to describe a peculiarly
interesting plant belonging to this class
—the "rose of Jericho." He says
"The spherical plant, resembling a
bird's nest, in the foreground, is the
so-called 'rose of Jericho' (Anastatica
Heterochroa) belonging to the family
of Cruciferae. When the plant ap-
proaches maturity it forms, by the
bending of its branches, a spherical ball
that carries the fruit within. Now the
dying mother plant is ready for its
journey over the desert. When with the
help of the wind it has become dried
and shriveled, it is accumulated
imprimitively, and is infused with a new
and vigorous life."
In like manner, at this season, should
all men and women banish the weights
and burdens of impurities with which the
system is filled. The blood is filled and
cleansed by means of Paine's Compound,
the nerves are weak, the muscles are flabby
and relaxed. The whole system is like a
disordered house; it requires cleaning
and setting in order, that all the ma-
chinery may work safely and harmoni-
ously.

Thousands who have been cleansed
and made strong by Paine's Celery Com-
pound will testify to the fact that
this medicine cleanses and rejuvenates
the human system in spring time,
in a way that no other medicine can do.
It gives new life, fresh red blood, vigor
and strength to the weak, nervous, rheu-
matic, and also by flowing water.
Those who suffer from blood diseases as
soft and clean as that of a little child.
Mr. J. McManus of Peterborough, Ont.,
testifies that he has been cured of
his disease by Paine's Compound.
"I have great pleasure in testifying to
the fact that Paine's Celery Compound
has caused a remarkable change in my
condition. I was troubled with a very
bad type of Exema on my face, and it
patches over my body for four years, and
was under treatment of three doctors at
the same time. I also had other
remedies, but all proved useless. At last
I bought a bottle of Paine's Celery Com-
pound, and after using it for a few days,
I was completely cured, and am
happy to say I am perfectly cured, and
completely free from the troublesome
disease."

The Y. G. O. of the church room
belonging to St. Matthew's last night
There was a good attendance of the
members.

At the school room in Bolton-avenue
attached to First-avenue Baptist Church
there was a largely attended meeting
bearing the auspices of the Y. G. O.
subject before the meeting was: "That
the constant changes in fashion are
not for the benefit of the working
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ARE YOU
CLEANSED?

WITHOUT CLEANSING
THERE IS NO TRUE
LIFE.

