

DR. ATHERTON DID WITNESS BOTH WILLS OF WM. RICHARDS

Newcastle, N. B., Nov. 26.—(Special)—The further hearing of proof in solemn form of William Richards' will was resumed this morning before Samuel Thompson, K. C., judge of probate, Attorney-General Pugsley, Hon. Mr. Tweedie, Mr. Gregory and Mr. Coy...

BRYAN GUEST OF HONOR AT LONDON BANQUET

Many Notables Present at Thanksgiving Dinner. The Famous Free Silvertown Aroused Great Enthusiasm When He Suggests an International Peace Conference.

nesses in order to completely establish the will so that there might be no doubt lingering in the minds of any one as to the validity of the testament.

London, Nov. 26.—Thanksgiving day was celebrated by the American Society in London at a banquet given at the Hotel Cecil tonight. There were over 400 covers.

SALVATION ARMY INVADERS FRANCE

General Booth Says Organization Has Started on a New Era. Successor is Already Chosen, But Name is in a Sealed Envelope, Only to Be Opened After the Death of the Supreme Commander.

Paris, France, Nov. 23.—The New York Herald's European edition publishes the following: Among distinguished foreigners now sojourning in Paris there is one who has devoted a long and arduous life to the welfare of his fellow men.

FARMERS' CHANCE TO GET WEALTHY

Militia Department Inaugurates New Transportation System. CAN ENROLL HORSES. Pay Will Be \$1.00 Per Diem in War Time and 50 Cents Extra for a Cart or Wagon—Equipment Must Be Inspected Once a Year, But a Day's Pay Will Be Allowed.

Ottawa, Nov. 25.—(Special)—A militia general order, published today, gives the details in connection with a new scheme of transportation, which it is intended to bring into force at once.

ROMANCE ATTENDS THE WEDDING OF THEODORE ROBERTS

Pretty Story of Fredericton's Poetic Son—Marriage to Be Solemnized Saturday. Theodore Roberts, youngest son of Mr. Canon Roberts, and his wife were married at Fredericton on Saturday.

Another condition of the enrolment is that the "equipment" of the militia reserves the right, at any time necessary, to purchase, at a fair market value, all of the equipment required for the militia.

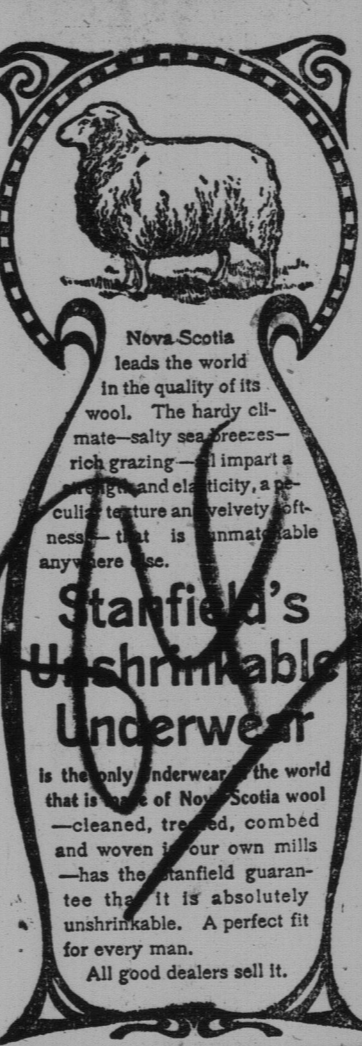
THE 100-MILE TRAIN

We're Likely to Be Traveling at That Rate Before Long. We note with pleasure that our speed-demonstrating friends at Zouken have not yet satisfied their hunger for pace, and touched the record the other day for no less than 140 miles per hour.

At Allentown, (Pa.) Monday night, the Chicago limited, the Pittsburg express and several other fast trains on the Pennsylvania road were held up by a blockade of heavy laden trains from the west, and other railroads report train loads of trucks on the way to New York.

SIX BOOKS FOR THE SICK

What I Learned After 30 Years. Which shall I send? No money is wanted. Simply select the book you need. It is my experience as a specialist of 30 years. In the book I tell how at last I found a way to reach difficult, deep-seated diseases.



Starfield's Unshrinkable Underwear. Nova Scotia leads the world in the quality of its wool. The hardy climate—salty sea breezes—rich grazing—impart a strength and elasticity, a peculiar texture and velvety softness, which is unmatchable anywhere else.

It will. My going will not affect the army. There will be some regret, I hope, but you know the cry 'The King is dead, long live the King!' My successor as all ready-made will have the right to appoint my successor, just as he will after me.

Other Regulations. Under new regulations issued today, the adjutant general, the director of intelligence and the director of medical services will be appointed by the minister through the general officer commanding.

Turkeys Higher Than Ever Before. 25 TO 35 CENTS A POUND. Demand Was Unusually Great, and Trainloads Coming from the West Blocked Fast Expresses—1,000,000 the Number Consumed—Eggs 60 Cents a Dozen.

Iron Mine in Gloucester County. Bathurst, N. B., Nov. 25.—T. M. Burns, M. P., returned this morning from Sydney (C.B.), accompanied by J. T. Martens and W. G. Grammer, of the Dominion Iron & Steel Co.

Maine Child Accidentally Killed. Augusta, Me., Nov. 25.—Alma, the five-year-old daughter of Trefle Crockett, was shot in the head and instantly killed at 7:45 this morning by a bullet from a thirty-eight calibre Winchester rifle in the hands of Gidon Crockett, while he was shooting Mrs. Crockett, his cousin, how it worked. The shooting was without doubt accidental.

May Buy the Outfit. Another condition of the enrolment is that the "equipment" of the militia reserves the right, at any time necessary, to purchase, at a fair market value, all of the equipment required for the militia.

A Riding School for Civilian Cadets. The following establishment of non-commissioned officers and men is authorized in connection with the Royal Military College for the purpose of providing a riding school for gentlemen cadets, one sergeant instructor, one sergeant, ten privates, and sixteen horses.

Doby Shipbuilding News. Digby, N. S., Nov. 25.—Schooner Canning Packet, Captain Gowan, is off Digby for Lynn, loaded with lumber shipped by Captain D. J. McLaughlin, of Port Gilbert.

Had a Successor. "General," I asked, "will the work go on fifty years from now, as it does today?" He caught my meaning and answered: "No one knows."

Never Hang a Mirror where the sun's rays will fall upon it. The sun acts upon the mercury and clouds the glass.

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, NOVEMBER 28, 1903.

PUBLISHERS' LETTER TO SUBSCRIBERS

Dear Sirs.—We take this opportunity of thanking all our subscribers for the very general response they have given to the notices recently sent out from this office, asking for remittance of amount due for subscription, before the date of closing our books for the year.

We heartily appreciate the kindness of our many friends in responding so promptly, and feel that this is proof of the very great interest taken by our subscribers in the welfare of the paper.

The Telegraph is the people's paper, and there is no more effective way of contributing to its success than by keeping the subscriptions paid up in advance. The management is thus enabled to take advantage of every opportunity to improve the paper, and so in turn benefit the readers.

We hope to make The Telegraph still brighter in the coming year, and so maintain the high standard it has always held as the best Semi-Weekly published in the Maritime Provinces; and to this end we ask that all our friends should interest their neighbors in the paper, as the larger our circulation patronage, the better paper we are enabled to produce.

With best wishes for a happy and prosperous New Year, we remain,

Yours Truly,
THE TELEGRAPH PUB. CO
S. J. MCGOWAN, Business Manager.

THE SEMI-WEEKLY TELEGRAPH.
Is published every Wednesday and Saturday at \$1.00 a year, in advance. By The Telegraph Publishing Company, St. John, a company incorporated by act of the Legislature of New Brunswick.

ADVERTISING RATES.
Ordinary commercial advertisements taking the run of the paper, each insertion \$1.00 per line. Advertisements of Wants, For Sale, etc., 50 cents for insertion of six lines or less. Notice of Births, Marriages and Deaths 25 cents for each insertion.

IMPORTANT NOTICE.
All remittances should be sent by post-office order or registered letter, and addressed to The Telegraph Publishing Company, Correspondence should be addressed to the Editor of The Telegraph, St. John.

AUTHORIZED AGENTS.
The following agents are authorized to sell and collect for The Semi-Weekly Telegraph, 1903.

W. A. Ferris.
Subscribers are asked to pay their subscriptions to the agents when they call.

Semi-Weekly Telegraph
ST. JOHN, N. B., NOVEMBER 28, 1903.

A VOICE FROM MAINE.

Senator Hale, of Maine, a wild protectionist and annexationist whose antics Canadians have long regarded with surprise because he knows near enough to our borders to know more than he does downed the middle of prophecy in the Senate on Monday. The subject under discussion was not what Mr. Hale of Maine talked about. He exercised the inalienable privilege of his position to wander about from topic to topic as a sort of warming-up exercise and finally fell savagely upon Hon. Joseph Chamberlain. He said among other things:

I have little doubt that men now listening to me will see the time when Canada will become an integral part of the United States. If this plan is carried out by the United States, it will be a disaster to the British Empire, and the English politicians will seek to secure Canada by a great effort to secure a territorial rival.

Mr. Hale will strike Canadians as at once eloquent and the worst prophet unhung, but it does not follow that he will be without honor in his own country. A protectionist of the extreme type, the man from Maine is "the best" conceived that protection will provide for the great Britain. Had he dared risk the criticism which must have followed it is easy to see that Mr. Hale would have questioned Great Britain's right to adopt a fiscal policy which she may feel that she needs.

Mr. Hale, like many of his countrymen, views with grave dissatisfaction even the discussion of a proposal of the adoption of which would place the United States at a considerable disadvantage in the British market, and is inclined to resent even the possibility that that market will not forever be free to his highly protected fellow-citizens.

Some of Mr. Chamberlain's opponents at home have prophesied that a destructive tariff war would follow the adoption of his programme, and when he began to see various Mr. Hale did but somewhat amply the ideas he borrowed. In the mouth of a politician of Mr. Hale's record such words as he used are all too obviously a case of whistling to keep the courage up. However much opposition Mr. Chamberlain may meet he will at least not be greatly hampered by British or Canadian fear of the United States tariff reprisals or by the assertion that in some inextinguishable fashion, a preference would be to the union of Canada and the United States. Some United States senators are quoted as saying Mr. Hale's attack upon the Chamberlain policy was in bad taste. At least the form it took will not materially enhance Mr. Hale's reputation for sagacity or foresight.

TOO GREAT A HANDICAP.

President Woz y. Gil has quit. He is a refugee on board a German cruiser, and Jimenez, the insurgent, rules in Santo Domingo. It will now be generally admitted that Mr. Woz y Gil's name was a fatal handicap. No man should carry such a handicap into a battle which is not fought on the comic opera stage. This view of it appeared to a writer who discussed the revolution a few days ago and whose un-

St. John, N. B., Nov. 27th, 1903.

KEEP THE OUTPOSTS.

Newfoundland is British in sentiment, and Canadians will be slow to believe that there is any ground for the old story, now somewhat noisily repeated, that the annexation of the oldest colony by the United States is a live question. Nor is it probable that Great Britain, in face of the protest which Canada certainly would make, would be likely to permit, without strong objection, the acquisition of St. Pierre and Miquelon by the United States. But since the Alaskan award proved how readily the British permit world politics to overshadow Canadian interests, and since the Americans just now appear to be seized and controlled by a desire to acquire, by any method, say and all territory which may be useful to them, new interest attaches to the future of Newfoundland, the Labrador coast and the French islands.

At the moment, then, the address delivered by Mr. J. M. Clark, K. C., before the Mulock Club in Toronto on last Monday evening is both timely and interesting. The speaker emphasized the importance to Canada of bringing Newfoundland into this confederation and thereby laying for all time the ghost of American acquisition in that direction. He dwelt with much force upon the fact that all the Labrador coast belongs to Newfoundland, and that Canada might well think about her Atlantic coast line rather than waste time in discussing the loss of islands in the Portland channel, a loss, the importance of which is not easily estimated with exactness and which, at all events, involves the repair. The Labrador coast looks very long compared with that of Nova Scotia which, outside the Gulf, is about all Canada holds on the Atlantic.

Mr. Clark reminded his audience that the British North America Act contains a provision looking to the incorporation of Newfoundland into the Canadian confederation, and expressed the hope that negotiations for the union, now forwarded, will prove successful. To Newfoundland belongs a strip of the Labrador coast extending from Hudson Straits to the Straits of Belle Isle. "A glance at the map," he said, "will indicate how disastrous it would be to allow the control of this strip of coast, which includes such harbors as Hamilton Inlet or of Newfoundland, to be permanently lost to Canada or the Empire. Canada must control the navigation of the St. Lawrence, that magnificent entrance to this continent, which it would not do if Newfoundland were in alien hands."

Negotiations between Canada and Newfoundland which failed on one occasion should succeed when resumed, and doubtless will succeed in this country, with a due regard for the future, is as generous as the importance of the matter warrants it to be.

The Canadian and British governments have sufficient warning in this case. Also they have been warned by Senator Lodge—one of the Alaska boundary commissioners—that he at least believes St. Pierre and Miquelon should be acquired by the United States. Great Britain is now believed to be on excellent terms with France, and there would seem to be an opportunity to settle the French shore dispute and either acquire St. Pierre by purchase or exchange, or secure a guarantee that it will not be sold to the United States. Canada would, and Great Britain should, regard with extreme dissatisfaction American acquisition of an outpost which in French hands is not dangerous, but which might be of immense importance to either of the United States or Great Britain. There has been more than enough proof of late of American eagerness to acquire by hook or by crook such advantages as her statesmen believe may be yielded to them, and in this country at least there will be in future a disposition to watch every move of our neighbors with suspicion.

As president of the Toronto branch of the British Empire League, Mr. Clark has rendered the country a real service by his clear recital of the facts referred to and the forcible and convincing though moderate tone of the address in which he directed the attention of the Canadian and British governments to the importance of guarding the Empire's outposts.

THE CITY'S GUARDIANS.

The Board of Trade and the Common Council had ample notice that Hon. Mr. Fielding was coming to St. John. The Board of Trade was aware that the aldermen would send a delegation to see the Minister. A joint delegation should have been desired before Mr. Fielding's views and plans of the city in regard to harbor improvements. It was not wise to send two delegations, each with a proposal of its own, even if both proposals were sound. It is not wise to afford even slight occasion for the conclusion that opinion here is not unanimous as to the needs of the port. It must be clear today to the members of both bodies that a consultation between them was in order and that the possibility of confusion would thus have been avoided.

There is, of course, a barrier to such united and harmonious action as is desirable. Certain members of the Board of Trade have allowed it to be known that they regard the aldermen as more interesting than useful. Also certain members of the Council have announced that the Board of Trade is by no means an invaluable institution. Sometimes the people

are loath to think both may be right. Certainly neither body should prefer its own dignity or convenience to the interests of the city, and it is not clear that anyone's dignity would have suffered by suggesting and arranging a joint delegation to place St. John's case before Mr. Fielding. Naturally enough he expressed surprise when one delegation discussed harbor improvements in the large and the other talked about dredging.

mission of its own, should be removed at once. If the matter is made clear to the government there can be no doubt that the dredging will be done and the wharves provided in time to prevent congestion next year. Should the government assistance be delayed unduly it is to be feared a terrible exchange of recriminations between the Board of Trade and the aldermen will follow, and while the fixing of the blame might be interesting it would not compensate St. John for the delay in securing the berths which have been discussed so frequently and so vainly and so long.

Meantime the Transportation Commission is supposed to be headed our way. Much will depend upon the impression St. John is able to make upon the members of that body. Before any real business-like proposal should be prepared for their consideration. They will visit other ports. They will listen to many speeches. But the eloquence they will forget and the facts and figures they will carry away and digest. It will be well to have ready for them a compact statement as to the business of the port and the exact nature of the improvements which that business renders imperative.

And, it may be well for the various bodies who feel themselves charged with the welfare of the port to confer upon the question last there arise another case of too many cooks and the last state of St. John be worse than the first.

TOO MILD BY HALF.

After asserting that Great Britain is not in need of a doctor, Lord Rosebery proceeds to prescribe for her. Compared with the strong medicine Mr. Chamberlain advises that of the Liberal leader appears too mild by half, especially since it is apparent that the ex-Laborer Secretary has gravely alarmed the country in regard to its condition.

Lord Rosebery's latest London speech will add little to his reputation, judging from the cabled summary. It lacked the fighting note so necessary in British politics today, when so many wags are on the green. Graceful it was, and entertaining, but it appears to approach without sufficient seriousness the conditions which Mr. Chamberlain has described, and to oppose with too little vigor and keenness the remedy he proposes, to be effective.

Lord Rosebery asserts that the evils of which Mr. Chamberlain complains exist only in that statement's imagination. Here is a statement too sweeping to be believed by the majority whose votes will determine Great Britain's future. If it were believed, Great Britain might relapse into that condition of blindness and self-complacency from which the alarm sounded by Mr. Chamberlain has aroused the nation. The man of Birmingham has forced the country to think, and the magnificent hearing which he has won up to this time is eloquent of the rattling of dry bones which will ensue before his campaign of education is completed.

Whatever be the extent of his policy few doubt, that the nation will be benefited to consider to which he has caused it to dwell thoughtfully upon its future and that of the Empire.

Lord Rosebery suggests that "any existing adverse conditions" can be cured "by stimulating practical technical and commercial education, reducing the national expenditure and the drink bill of the people, teaching commercial travellers to study the tastes of the people they visit, and through other simple and practical steps." This homely advice might be accepted with profit by almost any country and notably by Great Britain, but says the wit Mr. Chamberlain portrays an imaginary, the remedies he suggests are not radical enough by half. And there is truth and multiplying evidence that the British people do not share the Liberal leader's confidence that Mr. Chamberlain is warring against the phantoms of his imagination.

Lord Rosebery heaped much ridicule upon Mr. Chamberlain and his policy, but neither can be laughed out of court. The fight in Great Britain is going yet, and Mr. Chamberlain has many powerful opponents and influences arrayed against him, but he is prepared for a long fight and the progress he has made up to this date could have been made by no other man of English speech. It is not clear that the heavy artillery turned against him has had much effect, and there are many prophets of note who are convinced that the nation is on the eve of adopting a scheme of fiscal reform in which the Chamberlain idea will be the dominant one.

Lord Rosebery speaks fearfully of the feeling which the adoption of a preference might create in the United States. He shudders at the thought that "our American cousins" would be offended and that a tariff war would be inaugurated by them with fearful results. The British workman may be moved by the "dear food" cry but it is doubtful if he will be controlled by consideration for the opinions of his "cousins" in the United States. It is true that the Americans would roar if Mr. Chamberlain had his way. They are already denouncing his policy. That in itself is evidence in its favor.

FOR THE FUTURE.

It may be assumed that the aldermen have placed in writing the request they made to Hon. Mr. Fielding in regard to the dredging for the wharves which must be reddy before next season's Winter Port business begins, and which the Board of Trade appears to have forgotten at a critical moment. At all events any confusion as to St. John's aims and wishes which may have been created by the appearance of two delegations, each with a

mission of its own, should be removed at once. If the matter is made clear to the government there can be no doubt that the dredging will be done and the wharves provided in time to prevent congestion next year. Should the government assistance be delayed unduly it is to be feared a terrible exchange of recriminations between the Board of Trade and the aldermen will follow, and while the fixing of the blame might be interesting it would not compensate St. John for the delay in securing the berths which have been discussed so frequently and so vainly and so long.

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PLAIN TALK.

That there should be a canal across the Isthmus is true enough. That the Latin-Americans are not at all admirable is also true. But it is not right to throw principle to the winds in dealing with any people, however helpless they may be.

While many American newspapers attack the administration, the New York Evening Post indulges in some plain truths, which are not all American citizens will find palatable. For instance:

"Why should we longer think it needful to gloss over our heinous deeds with Christian pretences? We deceive nobody thereby. We simply disgust everybody. And, as a matter of fact, in private Americans do not pretend that the seizure of Panama is defensible on either legal or moral grounds. They say: 'Good enough for the Degees.' They exult in the President's smartness. 'Well, I guess Colombia has outdone that she held up the wrong traveler.' Roosevelt called them 'the boys who made their teeth chatter.' That is the talk which one hears on all sides. It is at least honest. But the moment the question is raised as to a long face, and begin to talk gravely about the 'obvious intentions of Providence.'"

The Post describes accurately the common American feeling. There is a general disposition to applaud President Roosevelt's cunning and to say exultingly, "Well, he got away with it." The Post professes of high motives and a desire to work under Providence. "If," it says, "we are to adopt sixteenth century methods, let us frankly restore the moral principles that went with them, and take a motto from Machiavelli to inscribe over the entrance to our State Department: 'A prudent ruler will not keep his promises when to do so would be to his own hurt, or when the reasons for making the promise no longer exist.'"

AN ARMY ISHMAEL.

The late General Grant, when he was President, made Oberlin M. Carter, of Ohio, a cadet at West Point. Tomorrow Carter, who became a captain of engineers, will be released from the federal prison at Leavenworth, upon the completion of a five years' sentence imposed for embezzlement of public funds. The man's disgrace is peculiar. He was convicted of theft and of conduct unbecoming an officer and a gentleman, and stripped of his rank. Any officer in the United States army who speaks to him hereafter will be liable to punishment. If Carter addresses any man wearing the army uniform the man addressed is forbidden to answer. Association with the ex-convict is not for the man who disgraced the army and broke the law as Carter had.

Carter had friends in high places, married a rich wife and was a society favorite. He was a competent engineer, too, and important work involving a vast expenditure of money was entrusted to him. Then he conspired with contractors to rob the government. So it is that today the cadet whom Grant appointed goes out into the world to face a future more miserable than that of the ordinary convict, having fallen from a greater height and brought upon himself a more bitter and lasting weight of punishment.

NOTE AND COMMENT.

It is said to say that the Transportation Commission will get to St. John before elected day.

The world awaits with some interest the result of that little talk between Mr. Thomas Atkins and the Grand Lama in Tibet the Mysterious.

"Our judges are incompetent often and are infrequently they are corrupt," says Collier's Weekly. But the American diplomats stare for any weakness in the judiciary.

The merchants who suffered from last night's fire will receive no little sympathy. Such a blaze, only a month before Christmas, with the cream of the holiday trade to come, is doubly unkind.

Frequent mention is made of Messrs. W. H. Thorne and George V. McInerney as possible Conservative candidates, but there is a story that one of them is unwilling

to run. Readers are entitled to two guesses.

The Canadian government no doubt will discourage as far as possible any proposal to sell St. Pierre to the United States. If France wishes to sell, Great Britain is the natural customer, from the Canadian standpoint.

Hon. Mr. Fielding was formerly a newspaper man and it may be that he feared to overwork the reporters if he took them fully into his confidence last evening. At all events he told them previous night, and as a newspaper man he will pardon them if they did not fully appreciate his forbearance.

"We can well afford to let Halifax have a share of the winter business," Judge Hanington is quoted as saying. The point is rather that business which has come to St. John should not be diverted to another—any other—port under false pretences. And, as St. John has had one lesson, it is not likely to happen again.

The elections in Australia occur next month. The Commonwealth is suffering from severe industrial depression. Immigration has ceased and within two years Victoria alone has lost nearly 20,000 people by emigration. Premier Deakin is seeking to make "preferential trade for a while Australia" the chief issue, but the condition of the country detracts considerably from the interest in Imperial questions.

On Nov. 20th (in the fifth year of the war in the Philippines) the United States troops killed seventy-five Moros (or, says the report, "probably more as the ground is covered with brush and the bodies are hard to find") and had three privates wounded, one fatally. The American loss in killed and wounded was three to the Moros' 225. When General Weyler was fighting the Cuban insurgents any engagement like that reported above would have caused a terrible outcry in the American press.

La Presse, of Montreal, announced last evening that January 28 next will be election day, an announcement which would be important news if La Presse had good authority for it. It is probably as good a guess as any. Sir Frederick Borden and Hon. Mr. Fitzpatrick are about to go to England, and Hon. Mr. Sutherland also may go. Some will question whether three cabinet ministers would make even three trips across the Atlantic if the elections are to be called on before the end of January.

"Mr. Chamberlain," says the New York Tribune's London correspondent, "remains the chief organizer for a campaign fund of £100,000 with which to complete the education of the English people in the economics of Imperialism, and will probably get it for many capitalists, shipowners, manufacturers and bankers are among the heartiest supporters of retaliation and preference tariffs. This will be the first instalment. Cobden collected £400,000 for the Anti-Corn League, and Mr. Chamberlain will require an equal sum for undoing the work of the free trade champion."

Speaking of the coming of a British fleet of cruisers to join the British North American squadron, a cable despatch to the New York Evening Post says that although the movement was decided upon a month ago "recent occurrences at Panama and the approaching decision on the Venezuelan arbitration, with a possible

St. John, N. B., Nov. 27, 1903.

Extra Clothing Values.

Never have prices been down to such a low mark as they are now at our store. We make it a point to give unequalled style and value. When you see the garments and prices you'll know that this is the place to buy.

Table with clothing items and prices: MEN'S OVERCOATS, Boys' Overcoats, Men's D. B. Reefers, Boys' D. B. Reefers.

J. N. HARVEY, Men's and Boys' Clothier, 199 and 201 Union Street.

Neverslip Calks

are steel-centered, self-sharpening calks which can be easily inserted or removed from the shoe on the horse's hoof and keep him "always ready" and safe from falls in slippery weather. They save your horses and save your money. If you're not using them, give them a trial. Your shoe will sell you a set or we will send you a descriptive pamphlet on application.

NEVERSLIP MANUFACTURING CO., New Brunswick, N. J.

Agents, W. H. THORNE & CO., LIMITED, Market Square, St. John, N. B.

desirability of a demonstration of British power to quicken Venezuelan acquiescence, will inevitably give it a political appearance." Another despatch says: "British jingoes are pleased at the unprecedented move!" They must be easily delighted.

Our Southern neighbors are preparing to spend some money at home and in this country in the interests of reciprocity. The Boston Transcript outlines the plan:

"The campaign for a reciprocity treaty with Canada has taken a practical turn, as the result of the interstate conference last Saturday in Chicago. A delegation of forty-two representative men from the Eastern and Western States decided at that conference to give complete control of the campaign to a committee of five, headed by Hon. John Miller of Dakota. All the committee are to be well-known capitalists of industry, and a fund of \$100,000 is to be raised for organization and active work in the territory interested. Arrangements are also made in hand for extending the campaign to Canada as well as prosecuting it in that large section of this country that is desirous of expansion of trade northward."

Reciprocity is not a burning issue on this side of the line just now, but news of increasing American anxiety regarding trade in this direction is always welcome.

Cleaning Sleeping Cars With Air Blasts. All sleeping-cars are thoroughly cleaned at the end of every long trip, such as from New York to Chicago, New York to New Orleans, or from these central terminals west to the Pacific coast. On a short run, such as from New York to Boston, a car can make two trips without being overhauled; but when it is scheduled for cleaning the work is done in a manner that would have surprised the old-time devotees to soap-and-water and the dust-trunk. This must be so, as the count of the dust that car naturally accumulates in every crevice and corner. When a car gets into a terminal station after a long trip it is run out for the cleaning-garage and put into the hands of a well-trained crew of workmen, each of whom is responsible for some detail of the work. First the carpets are all removed, and with the berths in place the interior is blown out with compressed air at a pressure of from 85 to 100 pounds—enough to sweep a good-sized box off its feet, in fact. Could any dust remain where that blast of air had penetrated? Compare it with the old-fashioned method of sweeping and mopping and rubbing with dirty old dust rags.

After the top of the car and the floor and all the corners and window-sashes are freed from every particle of dust the berths are let down, the curtains, bedding, seat-backs, and all removable material in the car is taken out on the platform and the springs and pillow boxes and mattresses are subjected to the same searching blast of compressed air. Then the woodwork, polishers and window cleaners come in, and after every bit of dust and dirt has been removed from the car the curtains, bedding, etc., after the same thorough blowing out, are replaced. So when a sleeping-car is backed up into a station for a long trip a passenger may be reasonably sure that it is as clean as it can possibly be made; and in addition to all this, every car is provided with the latest improved flushing apparatus, equal to that in any home or high-class hotel, with an abundant supply of water which is forced through the train by heavy air pressure.—Mary Douglas in Leslie's Weekly.

Lord Alverstone, the lord chief justice, is a young-looking man, and so one would imagine, to look at his fresh complexion and bright face, that he could possibly be more than sixty years of age. He has a well-trained voice, and still sings occasionally, though he has long set the choir of Kensington parish church, in which he sang for many years.

"Christmas comes but once a year," gaily warbled the floor-walker. "That reminds me, Jim," said the superintendent of supplies, "butting in cheerfully, 'we'd better be darning up that stock of cigars for the bargain counter.'"

Lace Curtains and delicate fabrics are best washed with daylight soap. No injury from scrubbing or impurities.

