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NB

EX-EMPRESS EUGENIE ILL.

London, March 10.—A despatch from Nice to the Daily Mail reads: Ex-Empress Eugenie, who was recovering from an illness when she left England last month for Cape Martin, caught a fresh cold recently and is now confined to the house. The condition of the Empress who is eighty-six, causes a certain amount of uneasiness, owing to her age and enfeebled condition. The ex-empress of France is nearing her 87th birthday, having been born in Canada, Spain, May 5th, 1826.

"Don't place too much faith in the old saw. The man who says nothing doesn't always say wood."

Dr. Friedmann Is Called a Fake.

NEW YORK, March 7.—Dr. Friedrich Friedmann, Berlin, has consented to have the government make a test of his turtle serum which, he declares, will cure tuberculosis. The United States Public Health Service received authority for the test from ex-Secretary of the Treasury, Franklin McVeagh. In a letter to Dr. Friedmann, McVeagh made it apparent the serum must be thoroughly tested and certified before it is permitted to be sold. He offered the Berlin doctor every facility at the command of the Public Health Service to prove what value, if any, may rest in his turtle serum.

Meanwhile an active investigation of the cultures prepared by the Board of Health Department in this city is in progress, but it will be some days before the board is able to state conclusively whether the serum has any efficacy or not.

Dr. Friedmann, stung by attacks made upon his ability as an operating surgeon and physician outside of any connection with his alleged cure, said to day at his new headquarters that despite the fact that he had been branded as a "fake" by at least one of the doctors who witnessed his first administration of the serum at the People's Hospital, he would continue with his work. Physicians who witnessed the work of Dr. Friedmann yesterday were frank in their criticism of his work and disd his methods freely.

Dr. Friedmann, in answer to the attacks that he selected just the cases he chose and no others, said "Tuberculosis is a long, lingering disease, and it is just as evident that the process of healing has to be slow as the process of destruction is gradual. I have a cure for tuberculosis, not for death."

The love of money is the easiest of all roots to cultivate.

Any man who takes things as they come lacks push.

Perils In Herring Fishery

(From New York Post.)

This is a stormy winter in the North Atlantic. More than one of the big ships that have come streaming into New York from the cross-oceanic ferry-route have carried the marks of it. And off the west coast of Newfoundland the fishermen who brave fog and cold and storm each season to get a living from the sea have had such as even they are not likely to forget. For nearly sixty years the New England fishermen have plied this industry in Newfoundland waters—in Placentia and Fortune Bays on the south, in Island and Bonne Bays on the west, and in White and Green Bays on the east coast.

When the gales of autumn end the codfishing on the Grand Banks in October of each year, the "herringere" make for these bays, and it is often as late as April before they bring their catch to market in Boston, New York, or Philadelphia. Some sixty American and many Canadian and Newfoundland vessels engage in the fishery, but the Americans, because of their longer voyages, suffer most. The vessels, though averaging only 1,000 tons burden, are very staunch. Neither skippers nor crews will take any smack for a herring cargo about which they are not satisfied, and if they find faulty, they will "chuck her up". Six or eight men have to handle these craft amid weather the worst in the year, with frost and fogs to add new hazard to the navigation of waters dangerous enough at any time. It is only in the winter season that the herring are to be found in these inlets—the only part of the Atlantic seaboard where they resort there; and since they are used as bait for the American vessels which fish off the Nahant Peninsula, as well as for food purposes in all the Eastern cities, they must be had, no matter at what cost to ships and men.

The man who has seen a herring make port in midwinter ceases to be surprised at anything in seafaring life. The vessels are filled with herring, packed between layers of salt or frozen or covered with ice, till they are full to the hatches. Then these are battered down, and the cabin at the stern is filled in the same way. The deck is next covered with barrels full of fish preserved in pickle, and lashed to ring-bolts. Over these barrels planks are placed to enable the crew to move about, and they all—skipper and men—live in the fore-cabin. By reason of the cabin being filled, the bow is elevated out of the water somewhat, a circumstance which contributes to the craft's survival, as leaving Newfoundland in this trim she worries her way in all sorts of weather, like a game little terrier with a bone in her teeth, until she reaches home.

She seems little better than a mere raft on the ocean, her rail scarcely two feet above the sea. The spray freezes on her decks, and bows, and weighs her down as if armor-clad. Day and night the men must pound this ice off and throw it overboard, for if it should accumulate it would speedily sink them all. For use against ice every vessel carries long-handled mallets, which are wielded incessantly, with axes and shovels to keep her clear. Frequently, with

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bitter frost and head winds the gelid spindrift will cut the face like lance-points, and then men have to wear cloth masks to be free to carry on this work. Even then, with waves breaking over the bow every minute, short spells alone are possible at this task, and a the wheel, and men have to be changed frequently.

Sails, rigging and spars are frost-trimmed until the ship looks like a swift-driven iceberg; and, no matter what changes of wind come she is helpless to meet them, with every rope and block frozen solid and after some, if not all, of her men frostburnt. Hence, the frequency of wrecks among these vessels. Some are overwhelmed and vanish, while others drift against the nearest coast and go to pieces; some strike a warm wind, thaw out, and thank good fortune for their escape.

The Aloha came reaching into Gloucester harbor two years ago more heavily crusted than ever a ship had been known to be before. The Nourmahal was sixteen days battling with such conditions, and had every man of her crew badly frostbitten. The Mikona endured ten days of it, and was caught in an ice floe as well, where the contending masses threatened to crush her side. The Wayland was ice-clad, then nipped by a floe, started leaking, then settled down in the water, had her rails and foremost carried away and one man with them, drove helplessly before the wind for several days, with over half her men pounding the ice off and others pumping her, all badly frostbitten and without sleep, till a steamer sighted her and rescued the crew, after waiting eight hours till the storm abated sufficiently to allow a life boat to be launched.

The Fernwood, which had the previous season sailed nearly 600 miles with a jury rudder, was caught in the ice two seasons ago; the floe being forced against the land, the ice "rafted" high above her sides, and the crew had to abandon the ship and tramp shoreward across the pack to escape being swallowed up with her. They were three days on the journey dragging after them a dory laden with food to use when crossing watery places. The vessel went to pieces, and the men reached the coast foot sore and frozen.

How's This?

We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure. F. J. CHENEY & CO., Toledo, O. We the undersigned have known F. J. Cheney for the last 15 years, and believe him perfectly honorable in all business transactions and financially able to carry out any obligations made by his firm.

WALDING, KINNAN & MARVIN, Wholesale Druggists Toledo, O. Hall's Catarrh Cure is taken internally acting directly upon the blood and mucous surfaces of the system. Testimonials sent free. Price 75 cents per bottle. Sold by all Druggists. Take Hall's Family Pills for constipation.

Awful! Hobble Skirts To Be Tighter

LONDON, March 7.—According to a London fashion expert just returned from Paris, the dressmakers there are proposing not merely to revive the hobble skirt, but to make it tighter. This London expert says: "I saw skirts in Paris so tight around the legs that the wearers were scarcely able to walk."

"No Peace Until Votes For Women"

LONDON, March 10.—Militant suffragettes to-day started another campaign of arson. Early this morning they set fire to the Saunderton station on the Great Western Railway, and burned it to the ground with all its contents. Saunderton is about 31 miles from London in Buckinghamshire. Two placards were found in the vicinity, on which were painted the words: "Burning to get the vote," and "Votes for women." The fire brigade from the neighboring towns responded to the alarm, but it was found impossible to save anything.

Another station, Croyley Green, about three miles to the north of London, on the London and Northwestern Railroad, also was burned down early this morning, but the cause of the fire has not been discovered. Both Saunderton and Croyley Green were new stations.

Suffragettes burned the wooden pavilion of the Bowling Club at Heaton Park, Newcastle, on Sunday morning. They left a card inscribed: "No peace until votes for women."

Does Your Stomach Work Properly

There is no complaint so humiliating and tiresome as stomach complaint. The reason so many people suffer with their stomach is because they overwork it and do not give it a tonic.

Mi-o-na Tablets will tone the stomach and speedily remove the disagreeable belching (gas on the stomach), sour taste and foul breath, Dizziness, biliousness and headache all disappear when you begin to take Mi-o-na.

Mi-o-na is guaranteed by E. W. Mair who will refund your money if they fail to cure or do what we claim. Postpaid from The R. T. Booth Co., Limited, Fort Erie, Ont., on receipt of price, 50c.

Mr. Wilmot, will go to Stanley to inspect several properties there preparatory to their being taken over by the Board. Three properties at Glassville, Carleton county, were also purchased by Mr. Hay last week.

FOURTH QUARTO SOLD IN LONDON FOR \$2 600.

LONDON, March 4.—Twenty-six hundred dollars for perfect copy of the fourth edition of Shakespeare's "Romeo and Juliet," which was bought by Mr. Quaritch, was the feature of the sale of old books and manuscripts at Sotheby's to-day.

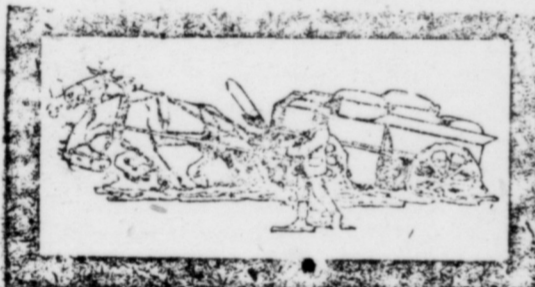
Another of "Hamlet," soiled, was bought by Mr. Sabin for \$1,450.

The second known edition of "Titus Andronicus" was bought by Mr. Quaritch for \$775, while a copy of "Mucedorus, the King's Son, of Valencia," sometimes attributed to Shakespeare and sometimes to Greene, also was sold to Mr. Quaritch for \$425.

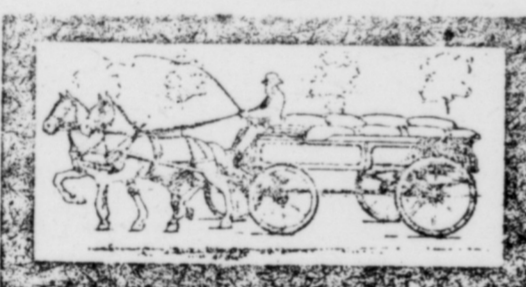
In London, Ont., colored citizens are protesting in the press against being barred from the best seats in the local theatres, and announce their intention of appealing to the Mayor.

Seventy-Five Foot Water Line Yachts.

LONDON, March 7.—Sir Thomas Lipton's challenge for the America's cup stipulates that the competing yachts shall not exceed 75 feet at the water line and that the best of five races shall decide the issue.



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A Road Improved with Concrete

We've "Shown" Ontario Let Us "Show" You

A series of striking stereopticon views—photos of concrete roads already built—shown on a screen as part of our Good Roads Exhibit, was one of the most talked about features of this recent Good Roads and Motor Show in Toronto. Visitors from all parts of Central Canada were in the crowds that viewed our Exhibit. These same slides, as well as the complete Good Roads Exhibit, will be a prominent feature of the

St. John Roads and Motor Show

St. John, March 29th to April 5th, in Queen's Rink

You can't afford to miss this exhibit and it would be worth your while to come to the Show for this alone. A more interesting exhibition of modern road-building methods, was never gathered together.

The booth is in charge of road experts, who will be glad to give you complete information and to explain every detail of road models. These models show the details of construction, from beginning to end of the road-making process.

If you have a "road problem" at home, take it to them—they are there to answer questions and will help you to a correct solution; without the slightest cost or obligation.

If you cannot visit the show, write us for complete information and literature on good roads. It will show you how and why Concrete is solving the world's road problem.

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