

WHERE WOULD CARTHAGE BE?

Ambition of the German Emperor to Humiliate Mercantile Peoples.

M. Ayme, a Parisian, has published an interesting volume regarding what he saw and heard as the tutor of Prince William of Prussia now German Emperor. The Frenchman is not altogether flattering, although the praise considerably overbalances the censure in his book. He was rather prejudiced against the Crown Prince Frederick's family, because of the extreme thrift of which the Crown Princess made him the victim. He had stipulated no price in advance for giving French lessons to the young Prince William and his brother Henry. The consequence was that he received only \$36 a month for his pains. He did not feel that a picture of the Crown Prince's family and an autograph certificate of good conduct made up for the lack of money compensation.

Nor was M. Ayme's office a sinecure. Prince William was always opinionated and sometimes bellicose. One day he remarked to his tutor:

"Everybody in Germany was deceived in France's financial power. It was a mistake that Germany took only five milliards war indemnity. We should have taken ten or fifteen. But, never mind, we will do so next time."

Whether this was intended for a joke or not, M. Ayme did not appreciate it. He replied hotly:

"Perhaps we will not be the ones to pay the indemnity next time."

This exchange of hostilities was followed by a coolness of several days between teacher and pupil. Eventually young William apologized. Already, in his seventeenth year, William had political ideas that he has never given up.

"If I were a Frenchman," he told Ayme, "I would be necessarily for the Republican form of government. How could you bring three heads under one hat? As a Prussian I am naturally a monarchist. I should be the same as an Englishman or Russian or Italian. But as a Frenchman or American or Swiss, I certainly should be for the republic." The young prince had hopes of a Franco-German Alliance—hopes which he had cherished in his manhood and still is believed to keep in mind.

"What wonders these two nations could accomplish together!" he exclaimed one day. "They would obtain the supremacy of the world, and forge the brake which would check the progress of the purely mercantile peoples. If an alliance of Germany and France had at its disposal all the possibilities of both nations, and applied the same in the cause of justice and progress, what giant steps civilization would take on the road of human betterment!"

At another time the young Prince uttered this sentiment, which bears interesting evidence of his original attitude to England: "On the day when the red trousers and the pickelhaube [Prussian military helmet] march forth together, what will become of Carthage?"

Here is Ayme's summary of William's character as he found it:

"The German Emperor is a person to be reckoned with, whether he appears in brilliant costume, like a hero in a Wagnerian opera, or delivers fiery speeches and sounds the war cry; whether he breathes battle or discourses on the beauties of peace. He is always original and interesting. In all he does he shows so much energy and frankness, and musters such artistic displays in his surroundings and effects, that he keeps the imagination of his people ever at work. He is intelligent, in the best understanding of the term. He has great application and the faculty of digesting what he studies. His only quality which fails to harmonize with his general character is his religious mysticism. The source of this mysticism is totally unknown to me." If M. Ayme had gone back fifty years in Hohenzollern history he would have found abundant light on this subject.

The Prince's ideals of manhood, M. Ayme says, were Frederick the Great and the old Emperor. In this respect, too, the Emperor has not changed since his sixteenth year, save that he has added the Great Elector to the two other ideals. "He made no difference between nobleman simple burgher," writes Ayme. "To him Jew and Gentile were the same, and, as he already had an energetic and imperious temperament, he fitted his practice to his theory in this respect. At college one of his best friends was a young Israelite. To the scandal of the court and all Berlin, he entertained this young Israelite at his home during his Christmas holidays."

What would the German Emperor be best fitted to do for a living if he were not on a throne? "If he were not a monarch," says M. Ayme, "his proper place would be that of an editor. There he would find a congenial calling. What enthusiasm he would show in a conflict! He would have a hard time of it in a country where freedom of the press did not exist."

Mr. C. Donnelly, wholesale liquor dealer, Alliston, Ont., was troubled with itching piles. He was persuaded by James McGarvey, Alliston, livery man, to use Chase's Catarrh, which he did, and was cured, has had no return of them and highly recommends this Ointment as a sovereign cure for Piles.

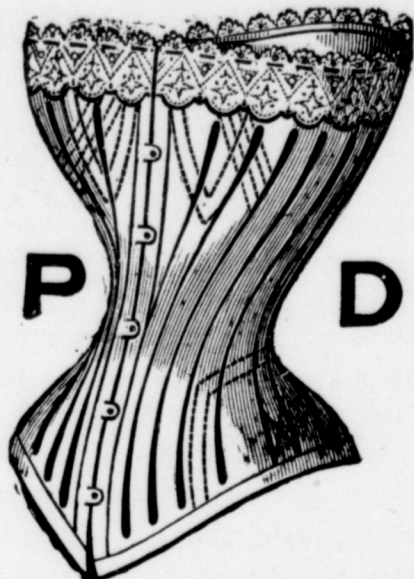
The pink of perfection is the color of the baby's feet.—Somerville Journal.

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CARRIER PIGEONS FOR HAWAII.

A Winged Messenger Service to be Adopted and Save Expense of Cable.

A carrier pigeon service on a large scale is about to be established on the Hawaiian Islands. Pigeon flying is generally carried on as a pastime, and is the national sport of Belgium, but a company has just been formed in Honolulu to utilize the peculiar traits of the homing pigeons in a business which is set forth in a prospectus as being very remunerative. Birds have already been bought and taken to the islands. The proposition is to establish lofts on all of the different islands in the Hawaiian group beginning first with Hawaii, Maui, Kauai, and Oahu. By means of fast flying pigeons messages can be sent from Honolulu to all the towns and plantations on the different islands and vice versa. It is believed that not less than fifty plantations will join the scheme.

Commissioner Joseph Marsden of Honolulu, who is at the head of the new company, has mailed maps of the islands to the best homing pigeon men in this country, and they have replied that neither the distance between the islands or the channel winds will be an obstacle in the way of successful flights. Kauai and Maui are both but 100 miles from Honolulu, and the most distant point of the islands from Honolulu is but 250 miles. The best record shows that pigeons have flown 614 miles in one day in a fly from Gainesville, Ga., to Philadelphia. This could not be done regularly, but it is generally considered a feasible plan to fly pigeons over moderate-sized bodies of water at a very fast rate.

The need of more frequent and speedy transmission of messages between the islands of the Hawaiian group has been strongly felt, and, as there seems to be little or no respect of an inter-island cable for some years at least, the proposition to establish a homing pigeon service is deemed a good business scheme. The company being organized is to begin with a capital of \$4,000, divided into 400 shares of \$10 each. It is proposed to begin with a loft in Honolulu and equip it with fifty pairs of young birds of pedigree stock and a half dozen older birds with established reputations. It is expected that within a year birds will be raised all over the islands and the service will be in full blast.

A very similar scheme to that of the Hawaiians is also being established between Alaska and Puget Sound. The long delay experienced in receiving news from or transmitting it to Alaska has been considered a serious drawback. Superintendent Duncan of the Alaska Treadwell Mining Company has secured several pairs of pigeons from an Alameda fancier and a large loft has been built at Treadwell for their accommodation. As soon as they breed an attempt will be made, after training the young birds, to fly them from Port Townsend or some other Puget Sound port. The distance is 823 miles by steamer, and is too much for a bird to fly in one day. As a homer makes slow progress after the first day, a system of stages will be inaugurated. Stations may be established at Juneau or Douglas island, Fort Wrangel, Fort Tongas, Naniamo, and Port Townsend.—San Francisco Chronicle.

DRAFTING SEAWARD.

How a boy was Taken Seaward on a Floating Ice Cake.

The following dispatch from Bridgeport, Conn., to the New York Herald, on the sixth of February last, is still good reading for boys who are foolish enough to try to outdo their fellows in running needless risks:

Schoolboys were amusing themselves in the harbor today by jumping from one ice cake to another. They were led in the sport by Robert McCullough, fourteen years old, who, becoming bolder than the others, ventured farther out in the river. When he jumped upon one cake it was driven away from the others, and before he could turn and jump off, the cake was carried free by the high east wind.

The other boys did not notice at first what had happened, and when they did notice it they were so frightened that they failed to give the alarm until their companion had drifted some distance from the harbor.

The land was sighted by the steamboat Kate Miller, whose captain, after deciding that the boy was not sailing on his novel craft of his own accord, turned his boat and quickly steamed in the direction of the lad. The boy had nearly been forced into the water several times by slipping on the cake, which had made rapid progress, owing to the wind, which was then blowing a gale. When rescued he was almost frozen.

WHAT AILS YOU?

A Cold in the Head? Some Sneezing? Pains Over the Eyes? Disgusting Drooping in the Throat? Headache?—It May Mean that the Seeds of Catarrh Have Been Sown—Don't Neglect it an Hour—Dr. Agnew's Catarrh Powder will Give Relief in 10 Minutes.

"I had chronic catarrh for a number of years. Water would run from my nose and eyes for days at a time. I tried many cures without any permanent relief. I was induced to try Dr. Agnew's Catarrh Powder. It cured me and I have had no return of the malady. I find that for a cold it gives almost instant relief. I would not be without it and I recommend it most heartily." C. G. Archer, Brewer, Me.

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INEXPERIENCED BATS.

Found in a Cavern 100 Feet Below the Surface of the Earth.

A next of live bats was found 100 feet under ground in Snowshoe Gulch, near Cottage Grove, the other day. This is considered a most remarkable discovery, and those who have visited the place and seen the animals are at a loss to account for it.

The tunnel runs obliquely, and a few days ago, when a depth of 150 feet had been reached, the rock began to assume a different condition. It sounded loose, or hollow in that particular spot, and the partners knew that they were nearing what in miners' parlance is called "a change."

Their 'holes' were nearly loaded when this discovery was made, but they continued loading and then went to the surface and touched off the charge. Upon their return they expected to find a vein uncovered, or at least a different rock from that through which they were running.

But a quite different matter attracted their attention when they went back to the end of the tunnel, and the circumstances has been the wonder of the entire country ever since. It has created an immense amount of discussion, scientific and otherwise, but no certain explanation has yet been adduced.

Instead of finding ore or any particular change in the rock they found the tunnel full of bats. The cause of the peculiar sound that indicated a change of ground was a small cave, and into this their last shots broke, and out of it came the bats. How the bats got into the cave is the problem, and what sustained them there? The point is about 100 feet below the surface and there is apparently no opening or means of ingress or exit. The bats when caught and taken out to the daylight appeared to be without eyes and able to fly but a little way; in fact, their wings were but meagrely developed. The first thing that attracted the men's attention upon their return to the tunnel was the peculiar odor, which, notwithstanding the amount of gas from the exploded powder, was quite disagreeable.

The only solution of the strange occurrence that has yet been offered lies in the fact that the rock is of metamorphic and aqueous origin, and, being in the Cascade Range, the rock is a closely bedded shale, and at the time of the geological disturbance that put it into its present position the bats had their nests there and then became incased as they were found. It would seem, too, that the bats must be of that nature that becomes dormant and able to retain life without food. An effort was made to save some of them alive, but they rapidly succumbed to the sunlight and fresh air.—San Francisco Call.

Useless To Wait.

Since the fact has been published that bundles left in trains are often picked up by dishonest passengers who make a practice of being among the last to leave the car, some disagreeable complications have arisen. Says the Chicago Tribune:

Two passengers sat facing each other as the train rolled into the station:

The aisle was full of suburbanites crowding toward the doors, but these two kept their seats. They were not in a hurry. Finally one of them spoke.

"It won't do you any good to wait mister" she said. "I'm not going to fidget this umbril and walk out and leave it. I'm a little lame. That's why I don't crowd out with the rest of 'em."

With the look of an injured man the other passenger got up and made his way as rapidly as possible to the rear door.

Favorites For Long Years.

For long years Diamond Dyes have been the favorite family dyes in the Dominion of Canada; and although imitation package dyes have been plentifully offered for sale, their great inferiority to the "Diamond" in strength, fastness, beauty of color and brilliancy was known to the great majority of women, and they were condemned and avoided by all who valued good and bright colors. No sensible woman can afford to risk her goods with poor dyes when the "Diamond" are admittedly the world's best.

A most important point to remember is that the Diamond Dyes cost no more than the crude and common dyes sold by some dealers for the sake of large profits.

Ask your dealer for the "Diamond"; if he values your trade he will be in a position to supply you.

Long Sleepers.

The American in England affords matter for much perplexity and astonishment to his English kinsmen. One of our countrymen was being shown an old church, wherein hundreds of people were buried. "A great many people sleep between these walls," said the guide, indicating the inscription-covered floor with a sweep of his hand.

"So?" said the American; "same way over in our country. Why don't you get a more interesting preacher?"

Why buy imitations of doubtful merit when the Genuine can be purchased as easily?

The proprietors of MINARD'S LINIMENT inform us that their sales the past year still entitle their preparation to be considered the BEST, and FIRST in the hearts of their countrymen.