Short Story of the Day.

A LOVER'S QUARREL.

Bob Jamieson stamped around his room, dropped his favorite pipe, said something untranslatable, and picked up his cap.

He paused for want of breath, his eyes flashing, his nostrils dilating—with calm contempt, it is to be supposed.

"No, my dear Dolly, I dare say you will be expecting me to come and apologize, and implore you to come out on the river with me, but you'll have to send for me first."

With which noble display of independence Robert Jamieson flung out of his room and down to the river, metaphorically patting himself on the way, and all the time dreading the blank in his life which he would feel as soon as his rage should cool down.

Dolly Parsons put on her prettiest white frock and a picturesque sun hat.

"If Mr. Jamieson calls, tell him I am out," she said to the maid. "I am going on the river."

She told herself this last piece of information was for the benefit of the servant, in case she required to know. "When he comes and finds me gone, he will be furious. I will take my canoe and stay out till quite late. I'd love to frighten him thoroughly."

Miss Parson's bright eyes flashed a little. A faint flush appeared on her pretty cheeks—it was a flush of anger, but it was eminently becoming. She looked maddeningly pretty as she sat in her canoe and paddled away up stream. It was a glorious afternoon, and the river was looking its best; but Dolly Parsons's eyes were not filled with appreciation of the beauty around her. She repeated to herself again and again the horrid things Bob had said.

"No, she would not forgive him for a long time; it would not do; the circumstances were too aggravated. He would be coming back expecting her to forgive everything—some girls might be so silly, but he would find she was made of different stuff."

And all the time she knew that she dared not let her anger cool, for a horrid, absorbing pain would fill her heart at once, and a wretched feeling of loneliness and depression, and she hated to be unhappy.

She paddled on and on, until the other boats were all left behind. She was very tired, but she would not stop. Her mind was made up on one point; she would frighten Bob Jamieson into an appreciation of her worth.

It was almost twilight when she turned to go home; the river seemed to her to have suddenly become lonely and depressing; the sun had gone down and a chill wind had sprung up. Dolly paddled fast and splashed the water over her pretty frock, and grew cross and miserable. She had quite expected Bob would have followed her to "make it up;" she had decided how long she would keep him in suspense, and how, at last, to forgive him.

A clock in the distance struck seven. Dolly paddled faster and faster, though she was so tired she hardly knew how to go on. She looked anxiously along, when swiftly around the bend she had just cleared shot another boat, close in her wake. It came so swiftly it was almost on her before the sound of the oars made her glance up; it came so close that her cry to "look ahead!" came to late.

She screamed with alarm and missed her stroke. The man in the other boat looked around with annoyance written on every feature, and then, before he could back water the impetus of his last stroke brought the nose of his boat with a crash into the stern of her canoe, which filled and sank instantly.

"Bob! Bob! Bob! Help!" But before the cry was past her lips Dolly had gone under.

"Great Scott! It's Dolly!"

In a second Bob had sprung into the water after her. A stupefied face arose above the surface and two hands struggling wildly to clutch something; then she sank again. In desperation Bob made a wild plunge at the spot where she had gone down, and this time caught a bit of her sleeve. It was barely enough to support her by, but having got a hold he made the most of it, and managed to keep her up until he could grasp her firmly, then by degrees he drew her to the bank, and in time managed to lift her into his boat, which fortunately had drifted to the bank. She was conscious again by that time, and he laid her in the boat, and wrapped his coat about her. She was not really hurt, only overcome with the shock and weariness; but she looked a very piteous and forlorn little creature as she lay shivering in the bow while Bob pulled as quickly as he could to the boathouse. In spite, though, of her plight, her spoiled clothes and general discomfort, she did not feel as depressed as she had been before the plunge, nor did the world seem so utterly devoid of happiness.

"Bob," she said, after silently watching him for some moments, "Bob—why were you up the river so late?"

"Why were you?" answered Bob, not without embarrassment.

"Will you tell me if I tell you?"

"Yes," he said, his color heightening.

"Well, I was angry with you, and I wanted to—frighten you."

"You carried your scheme to perfection, dear."

'But, Bob, I didn't—oh, Bob," in a great state of consternation, "you can't think I fell in on purpose?"

"No, dear; I am quite convinced of that."

Dolly looked at him thoughtfully for a moment.

"Bob," she said, severely, "what do you mean?"

"Well," he answered with conviction, "young women don't put on their prettiest dress when they contemplate a dive."

Dolly had the grace to blush.

"My poor dress!" she said, dolefully; "and I was looking so nice when I started," she added, regretfully. "I must be a fearful fright now, though," with sudden consciousness. "Am I, Bob? Do I look very dreadful?"

"I have seen you looking better, darling."

Dolly's brow puckered again.

"Now tell me why you were up here so late."

Bob did not answer; he seemed deeply interested in something on the bank.—American Queen.

AND WHY NOT?

The London Mail Suggests a New Thing in Railway Service.

(London Mail.)

"Great changes have been made in the Central London Underground Railway. All the platforms have gone; so have the liveried officials who used to open the iron gates for the embarking of passengers. The iron gates themselves are no more. The opening and shutting doors have gone, and, wonder of wonders! the trains, like the moving platform at the Paris exhibition, never stop. Passengers enter and leave them by tender, and it is possible to go without stopping from any one station to any other. The trains run faster and more frequently; yet, strange to say, some have been taken off."

This was what the enthusiastic "tuber" read one morning when he opened his "Daily Mail." "How can such things be!" he cried. "It is sheer nonsense." But he read on in wonderment.

"The changes have been made to secure an express service from one station to any other. It has been effected by keeping trains perpetually on the move, and allowing passengers to board them by a tender and leave in the same way—when the tender becomes a slip car. The procedure for travelling by the Tube is now as follows: You descend the lifts, as before and find waiting on the siding, where once the platform was, an isolated car—an electro tram, in fact. Whiz comes the train along the main line and passes through the station. At the same moment the tender starts parallel with it, getting up speed rapidly, which it can do by its extreme lightness—and overtakes the train on the main line fifty yards or so down the tunnel. Passengers now board the train. Those on board who desire to be dropped at the next station pass to the empty tender, which is presently slipped, and slows into the station siding.

"When once the passengers are on board they pass down the long train, which is now one vast corridor from end to end. Only two conductors are on board; one to promenade the corridor and collect the passengers to be slipped at the next station, the other to assist the driver of the tender to hitch on and hitch off his independent car.

"The tenders take their power from the same current as the trains, but work with a higher gear. This enables them to get up great speed in a short time and overtake the passing trains.

"So successful has this system been that there is some talk of doing away with the lifts themselves and hauling the tender up in place of the lifts to the level of the streets—for they are no heavier than the present lifts."

The "tuber" read as far as this, and then—he woke up. He rubbed his eyes and realised that he had been dreaming. Nevertheless, he rushed off to Mr. Yerkes, the American millionaire, to endeavor to persuade him to apply the tender system to his new line from Baker-street to Hampstead.

The dreamer brought his scheme to us, and as we detect the germ of progress in it, we reveal it to the railway world, firm in the conviction that, upon that account, it will remain for ever a dream unrealised.

BARR FOUND HOPE.

Maj. Pond, in his book, Eccentricities of Genius, tells this story of the "discovery of Anthony Hope Hawkins," which, he declares, is due to Robert Barr, who, when editing the Idler with Jerome, "met a thin, pale, bald young barrister, who talked so charmingly about books that Barr, who is big, burly, bouncing, and straightforward, said:

"Do you know anything of the sort?"

Mr. Hawkins confessed, with a blush, that he did, when not painfully busy.

"I'll come and read some of 'em tomorrow," said Barr.

And he did. After he had read the last sheet he said: "Say, Hawkins, how much have you got like this?"

"Considerable."

"Want to sell it?"

"Why—why, yes, I'd like to."

"How much do you want a thousand words?"

Hawkins was amazed. "Oh, I don't know," he said. "Would a pound be too much?"

Barr laughed. "You don't know much about this business, do you?" he asked.

"Absolutely nothing."

"Well," drawled Barr, "I'll give you several pounds a thousand, and we'll start publishing right away."

Beneath the title of each sketch Mr. Hawkins had written, "By Anthony Hope."

WOMANLY OR MANLY WOMAN?

(By Adele M. Fielde.)

The really womanly woman is a manly woman. She righteously meets her business, social, domestic and public responsibilities. She is clean because she knows the dangers that lie in harboring microbes. She is energetic because she has an intelligent interest in the world's work. She is alluring because she is bright, sensible and comforting. She is no man's slave because she owns her soul. She is honorable because she respects herself. She will survive because she is fittest, and she will continue to be adored when all other kinds of women shall have come to be considered stale, flat and unprofitable. Not unless the human man ceases to be manly will he cease to think the womanly woman the divinest thing alive.

CANNOT COMBINE.

Opinions on the Canned Goods Situation—Heavy Slump in Prices.

TORONTO, April 5.—Down on the Front street there does not seem to be any great belief that the packers of canned goods can form a combine that will hold prices up to a hard and fast level. The reason given for this is that the raw material is grown all over Ontario, and the plant required to put up the goods is comparatively cheap. Thus, even if the canners went into combine, the chances are that new men trying to get some of the high prices that would be created would start up and thus destroy the combine. Besides, there is always the danger of men in the combine feeling that they are not being fairly treated, ending in their either leaving the combine or assisting some one else to start up afresh.

The present state of affairs appears to be that the overproduction of last season has caused a heavy slump in prices from the figures at which the Canners' association started the season. Goods are being sold at about 10 cents below the association prices. The association cannot sell its goods at association prices while wholesalers can supply orders at 10 cents less, and the association cannot reduce prices because instantly all those who purchased early in the season at the higher prices with a guarantee that these goods would not be sold lower would demand a rebate.

In the meantime all the association can do is to wait till those wholesalers who have bought stocks at lower prices are sold out, but from all accounts they are so well supplied that this is likely to be a slow process. This will mean a large quantity of last year's pack unsold on July 1, to be taken over by the new combine.

All this will tend to make the formation of a combine very difficult, and there are not wanting those who predict that it will never be formed, and if it is that it will not last long enough to affect prices.

SHIPPING NEWS.

LATE SHIP NEWS.

Domestic Ports.

HALIFAX, April 5.—Ard, sch Lawrence A Munro, from Gloucester, Mass., for Western Banks for shelter, and cleared.

Sailed, str Lake Ontario, for St John.

British Ports.

LIVERPOOL, April 4.—Ard, stmrs Brisman, from Boston; New England, from do.

Foreign Ports.

BOSTON, April 5.— Ard, strs Commonwealth, from Liverpool and Queenstown; Crewe, from Louisburg, C B.

Sailed, str Storm King, for Antwerp via Baltimore; Britannic, for Louisburg, C B.

PORTLAND, Me., April 5—Ard, str Symra, Harbitz, from Louisburg, C B.

Sailed, str Sarmatian, for Glasgow.

MACHIAS, Me., April 5.—Ard, str Gypsum King, with three barges, from Windsor for New York.

NEW YORK, April 5—Ard, sch Rosa Mueller, from South Amboy for Boothbay.

Sailed, sch Annie M. Allen, from St John, N B, for Philadelphia.

PORT OF ST. JOHN.

Arrived.

April 6—Coastwise—Sch Minnie C, Outhouse, from Tiverton; str Westport, Powell, from Westport; schs Westfield, Dallam, from Alma; Myra B, Gale, from Quaco.

Cleared.

April 6—Sch H M Stanley, 97, Flower, for Onset, S F Hatfield.

Str Norden, 1,476, Isdahl, for London, A Cushing and Co.

Coastwise—Schs I H Goudey, Comeau, for Meteghan; Yarmouth Packet, Shaw, for Yarmouth; Margaret, Bezanson, for Cheverie; Evelyn, Tufts, for Quaco.

SPORTING NEWS.

YACHTING.

LONDON, April 6.—The Field, commenting upon the forthcoming races for the America's cup, says:

"The average British sportsman long ago arrive at the conclusion that our American cousins are one too many for us at the yacht game, and most yachtsmen refuse to accept the hardy annuals offered as apologies for successive defeats. These excuses fail to account for the fact that, although since 1851 some twenty-five races have been sailed, only twice has a British yacht come in first."

THE RIFLE.

The Grand American Handicap.

NEW YORK, April 5.—After a close and exciting finish of the shoot off, miss and out, of the 22 ties in the grand American handicap, Eugene C. Griffith of Pascoag, R. I., won, with a total of 43 straight kills at Interstake Park, L. I., today. Twenty-two men tied for the first honors, with 25 kills each, and in the shoot off Griffith, who was on the 25 yard mark, outshot all his opponents by killing his eighteenth bird.

COMMERCIAL.

EXPORTS.

Per sch H M Stanley, for Onset—13,376 s ft sp scantling, 8,176 do plank, 100,000 laths, 100,000 shingles, 2,000 clapboards, 400,000 cedar shingles, Stetson, Cutler and Co.

Per str Manchester Importer, for Manchester—1,544 rolls paper, 314,541 sp ft deals, 7,363 ft scantling, 55,454 ft ends, 75,228 ft boards, 261 bxs cheese, 62,340 bush wheat, 19,249 bush oats, 979 bales c hay, 361 bales hay, 250 sacks oatmeal, 58,593 ft deals, 34 horses, 3-8 cattle, 549 sheep—Canadian goods, value $101,848. Foreign goods—350 sheep, 34 cattle, value $3,860.

Per str Norden, for London—318,106 ft sp deals, 171,302 do do, 86,770 do scantling, 56,387 do boards, 37,965 do ends, A Cushing and Co; 612 tons wood pulp, Cushing Sulphite Fibre Co; 98,724 ft w pine deals, 217 do scantling, 2,673 do ends, 66,166 do r pine deals, 2,742 do scantling, 1,797 do ends, 37,089 sp deals, 24,000 do scantling, 193 do ends, Geo McKean; 157 tons birch timber, Jarvis Wilson.

THE WOOL TRADE.

BOSTON, April 5.—The Commercial Bulletin will say in tomorrow's report of the wool trade:

The receipts of wool in Boston since Jan. 1 have been 36,253,041 pounds, against 43,273,450 pounds for the same period in 1900. The shipments to date are 61,423,758 pounds, against sales of 43,272,450 pounds for the same period in 1900. The total stock on hand is 51,138,783 pounds. The big buyers have checked their operations. They have not even taken up what they bought last week, the shipments remaining comparatively small. There has been a good steady business, mostly in territory and pulled wools, but at no higher prices. Few clip fine Ariz ona has been sold on a basis of 43 cents clean. Fine medium territory wools have sold at 38 cents clean. Unwashed fine fleeces are in good request. Even a lot of four year old moth eaten Michigan brought 15½ cents.

CANADIAN TRADE.

(Bradstreet's.)

Canadian trade has been quiet on new business, but shipments have been large and payments are being fairly well met. Toronto reports the outlook encouraging, and the result of new industrial enterprises and of immigration are likely to be favorable. Railroad building is expected to be active. Halifax reports business fair, and the Newfoundland sealing catch above an average. Victoria reports shipments to the Yukon large. Clearings at eight Canadian cities for the first quarter of the year 12.3 per cent. heavier than a year ago, while failures for the same period number 432, with liabilities of $3,210,989, increases of respectively 11 per cent. in number and of 58 per cent. in liabilities for the same period of 1900. Canadian clearings for the week are 6 per cent. larger than last week and 21 per cent. heavier than a year ago. Failures number 29, against 28 last week and 25 a year ago.

MOLASSES.

(Montreal Trade Bulletin.)

Cable advices from Barbadoes on Monday reported a firmer market there at an advance of 2c from the lowest point; but later advices report a still firmer feeling, with 12c asked, but the only sales we heard of was for St John, N. B., account at 10c first cost to the extent of about 6,000 puncheons. One cable reported the market at the Island excited, with holders firm at 12c. Montreal buyers, however, do not appear inclined to rush in and stock up, as they have ample stocks of old molasses to last them until June. Besides, some of our largest buyers have intimated their intention of not stocking up as in former years, as they claim they can just as well buy in 100 puncheon lots as they require them, instead of carrying them over from one season to another. In new Barbadoes molasses, two cars sold at 28c, and a lot of very good old brought 32c. In a distributing way the Guild prices are down to 32c for single puncheons for old.

In 1897 the enormous crop of that year sent down prices in Barbadoes from 8c at the opening to 6c, and the market never recovered during that season. In 1898 the new crop opened at 12c, and dropped to 8c, when it suddenly changed and sold up by leaps and bounds to 17c and 18c first cost.

RAILWAY EARNINGS.

The Grand Trunk railway system's earnings from March 22 to 31:

1901	$777,354
1900	807,312
Decrease	$29,958

The Canadian Pacific railway's return of traffic earnings from March 21 to 31:

1901	$318,000
1900	314,000
Increase	$4,000

The decrease in Grand Trunk earnings and the small Pacific increase were due to the heavy snow storms last week in Ontario.

THE HAY TRADE.

The following is from the Montreal Trade Bulletin: "The market is fairly well supplied in the city, but the bad roads have stopped deliveries in the country. A steamer is being loaded at St. John, N. B., and several lots have been refused at the ship as not being up to the standard. Two more steamers are expected to be loaded. Prices will be found in our regular market report."

CUTTING INTO TRADE.

Where Germany and America are Capturing British Markets.

(London Mail.)

It has been well said that Germany has built up her foreign commerce at England's expense, and that the United States is building up a great foreign trade at the expense of both. In Germany, as in America, the annual commerce reports are notable for the marked note of exultation which even the dry official precision of the compilers does not serve to hide.

Germany and America are cutting into our markets deeper and deeper. Even in our own colonies, where at least we should be pre-eminent, they are doing a handsome business.

As a rule Germany is held up as the most vigorous competitor, but the first place, in the opinion of many experts, should be given to the United States.

The advance of the United States during the last ten years has, indeed, been remarkable, particularly so in those things which the industrial firms of England could and did supply to foreign consumers. The following table shows as clearly as anything perhaps the advance in United States exports between 1890 and 1900:—

	1890.	1900.
To Europe	£136,517,171	£222,291,200
To Asia	4,570,805	12,119,600
To Oceania	3,475,149	7,991,200
To Africa	889,387	4,434,000

The most striking fact in the American export development is the wonderful growth of foreign demand for iron and steel, the American exports amounting to nearly £25,000,000 in 1900 as against £6,400,000 in 1895. As Andrew Carnegie, who arrived in London recently, says, the United States has not only supplied its wants, "but is competing to supply the wants of the world, not only in steel, but in the thousand and one articles of which steel is the chief component part," and he expresses the opinion that the increasing demand from the world at large "can be met only by the United States. "The influence of our steel-making capacity," adds Mr. Carnegie, "must be marvellous, for the nation which makes the cheapest steel has the other nations at its feet as far as manufacturing is concerned in most of its branches. The cheapest steel means the cheapest ships, the cheapest machinery, the cheapest thousand and one articles of which steel is the base."

It is the relative cheapness of American steel that has given it pre-eminence, and it is the same with other American products that are winning their way in British markets. Economy of production is the master key that has unlocked to America markets that seemed a little while ago to be inexorably closed mainly by our own commerce.

This economy of production implies This economy of production implies not merely low prices to the foreign consumer, but a greater degree of excellence, a superior adaptation to his wants. As has been pointed out in the Reviews, as well as elsewhere, the American working man, though receiving higher wages, produces with labor-saving machinery, at a lower unit of cost and his greater application and ingenuity enable him to avail himself effectively of the most recent inventions and appliances for improving the quality of his special line of work.

WEATHER BULLETIN.

Issued by authority of the Department of Marine and Fisheries.

R. F. Stupart, Director of Meteorological Service.

St. John Observatory, April 6, 1901.

8 a. m. Weather Reports.

75th Meridian Time.

	Barometer.	Temperature.	Wind.		Weather.
Montreal	29.44	34	N.E.	8	Rain.
Quebec	29.74	34	N.E.	32	Snow.
Chatham	29.92	33	E.	10	Rain.
Charl'town	29.88	36	S.E.	24	Rain.
Sydney	30.14	34	N.E.	6	Cloudy.
Halifax	29.78	38	S.E.	24	Rain.
Yarmouth	29.70	38	S.W.	12	Cloudy.
St. John	29.76	40	S.E.	16	Cloudy.
Gd. Manan	29.68	38	E.	8	Cloudy.
Eastport	29.88	38	S.E.	8	Cloudy.
Boston	29.76	44	S.W.	6	Cloudy.
New York	29.72	44	E.	14	Rain.

Bulletin from Toronto.

Forecasts—Today and on Sunday continued unsettled, with occasional rain; not much wind on Sunday.

Synopsis—The weather continues very bad over the maritime provinces, and from present indications it is not likely to clear, although less wind is probable.

Note—Telegraph messages of enquiry regarding the weather, from ports where the morning bulletin is not posted, addressed to "Observatory, St. John," will be answered without delay. Enquiry and answer cost but one rate, which must be paid by enquirer.

ST. JOHN OBSERVATORY.

The Time Ball on Customs Building is hoisted half its elevation at 12.45, full elevation at 12.59, and drops at 1 p. m., local time, at the Observatory equivalent to 5h. 34m. 16s. at Greenwich, and 12h. 24m. 16s. Railway or Standard time of the 75th meridian.

Local Weather Report at Noon.

Saturday, March 6, 1901.

Highest temperature since 8 o'clock last night	43
Lowest temperature since 8 o'clock last night	38
Temperature at noon	43
Humidity at noon	93
Barometer reading at noon (sea level and 32 deg. Fah.)	?

Wind at noon: Direction, S.; velocity miles per hour.

Local Weather Notes.

Rain, overcast and fog this morning.

D. L. HUTCHINSON, Director.

MORNING'S NEWS.

The dominion cruiser Curlew will go into commission of the 15th. She is being fitted up now in McAvity's slip.

The R. Y. M. C. A. will hold their regular meeting in their hall on Stanley street on Sunday afternoon at 4 o'clock.

To cure a cold in a night—use Vapo-Cresolene. It has been used extensively during more than twenty-four years. All Druggists.

The Halifax Amateur Operatic Co. will visit St. John on April 25 and 26, presenting each evening The Sleeping Queen and The Spectre Knight.

Str. Westport, which arrived yesterday from Westport, brought over three tons of halibut. The fish was taken by Messrs. Leonard and Patterson.

The Misses Peters desire to thank their many friends for their kind expressions of sympathy so universally extended to them in their sorrow.

Herbert Belyea caught the first harbor salmon of the season yesterday. It weighed 7 lbs., and was snapped up by the Royal hotel at 50 cts. a pound. Belyea also captured 80 gaspereaux in the same sweep of his net.

In Carleton Baptist church on Monday evening a lecture on his South African experiences will be given by D. A. Morrison, who has delightfully entertained audiences on this side of the harbor with addresses on the same subject. A programme of patriotic music will also be provided, and an admission of ten cents will be charged.

There will be an Easter service in Centenary lecture room, under the auspices of the Woman's Missionary Society, on Monday evening, 8th inst., at 8 o'clock, for which an interesting programme of music and recitations has been prepared. Mrs. J. D. Chipman of St. Stephen, president of the branch, will be present and give an address. The public are cordially invited to attend.

OPPORTUNITY.

(John J. Ingalls.)

Master of human destinies am I!
Fame, love and fortune on my footsteps wait,
Cities and fields I walk; I penetrate
Deserts and seas remote, and, passing by
Hovel and mart and palace, soon or late
I knock unbidden once at every gate!
If sleeping, wake—if feasting, rise before
I turn away. It is the hour of fate,
And they who follow me reach every state
Mortals desire, and conquer every foe
Save death; but those who doubt or hesitate,
Condemned to failure, penury and woe,
Seek me in vain and uselessly implore,
I answer not, and I return no more.

STEAM TRAWLER.

There is in course of construction in Joseph McGill's yard at Shelburne, a steam trawler, which will be launched about the first of June. The dimensions of the vessel are: Length, 90 feet on keel and 103 on deck; beam, 20 feet, and depth of hold 8 feet 6 inches. She will register about 100 tons. The steamer, which is owned by the Messrs. Lovitt of Yarmouth, Capt. Messenger and W. A. Killam of that place and Capt. B. Powell of Westport, will be used as a seine and trawl fisherman in the vicinity of Yarmouth. Capt. Powell, who is now in the steamer Westport, will command her. She will carry a crew of 24 men, and be fitted with 10 dories.

THE SMALLPOX SCARE.

The mail that leaves Kentville each day is thoroughly fumigated so that there is absolutely no danger of any germs of disease being carried into other parts by letters or papers from this place. Before being sent out the mails are placed in a closed room and the fumes applied. While this precaution is being used to satisfy the fears of the public there is no danger of anyone coming to town and transacting ordinary business with the citizens. The two cases, or supposed cases, of smallpox are completely isolated.

AN EASTER HAT.

(Montreal Herald.)

Here is the average Montreal man's opinion of the 1901 Easter hat and how to make one cheap:

Take everything you have had on your hats for the last three years, roll it into a wad, get a gun, stand off, and when you say three—fire, and you have one of the finest Parisian novelties of the season.

Get your wife to do it, and you will save $76.75. No charge for advice.

A DIETING FAD.

A new "cure" has appeared in Paris which is said to be much in vogue, especially among members of the smart set. It takes the form of a special diet and the particular malady at which it is aimed is over-stoutness. The idea of this diet is that everything, or nearly everything, must be eaten cold; and even hot coffee, tea, or soup is forbidden to those following the regime. The early breakfast of toast, cold game, or hard-boiled eggs and ham is accompanied by a cup of cold milk. At luncheon, again, there is nothing but cold meats and cold puddings, with bread and cheese or salad; while again, at night, the meal may consist only of mayonnaise of fish, cold entrees, and entremets. All this may be well enough and possibly beneficial—to some people. But the claim that a "cold" diet of this sort will prove beneficial to all persons afflicted with too much flesh is claiming too much. Obesity may be reduced in almost every instance by dieting, but as to the particular kind of food and drink to be taken or let alone, that depends largely on the individual case and must be governed generally by individual conditions.—Leslie's Weekly.

All over the provinces people say they like Red Rose tea. Have you tried it?

BIRTHS.

WILSON.—At Carleton, on Wednesday, April 3rd, to the wife of W. C. Wilson, a daughter.

DEATHS.

SKINNER—In this city, on the morning of Friday, April 5th, S. L. Skinner.

GRAHAM.—At his late residence, Red Head, on April 3rd, Peter Graham, in the 73rd year of his age, leaving four sons, four daughters, sixteen grand children, and three great grandchildren to mourn their sad loss.

—(Boston papers please copy.)

Funeral on Sunday at 1.30 o'clock from his late residence. Friends and acquaintances are respectfully invited to attend. Coaches leave head of King street at 12 o'clock.

WARWICK—At Truro, N. S., April 4th, Susanna Hayward, relict of the late William Warwick, aged 76 years.

SULLIVAN.—In this city, on April 5th, Charles A. Sullivan, aged 33 years, son of Sarah and the late James Sullivan.

Funeral on Sunday at 2.30 p. m. from 32 Spring street. Friends and acquaintances please to attend.

SPRAGUE.—At Calgary, April 3rd, Fred W. Sprague, son of the Rev. Howard and Emma B. Sprague of Sackville, N. B., aged 30 years.

Funeral on Monday next at Hampton, N. B., on arrival of the C. P. R. train from the west.

TO LET.

These notices, not exceeding four lines, cost TEN CENTS for one insertion, THIRTY CENTS A WEEK.

TO LET—Shop and Flat. Shop and one room down stairs, 5 rooms up stairs and pantry. Clothesline and tidy with flat. Inquire of JAMES FAWCETT, 11 Summer st.

TO LET.—Two self-contained residences on Paris street, 5 minutes' walk from street cars, at Valley Church. Renovated throughout. 10 rooms, bath room, hot and cold water. Rent reasonable. Can be seen any time. Apply to JOHN H. PARKS.

TO LET—Flat containing seven rooms in brick building, Prince William street, corner Queen. Rent $120. Apply to HENRY FINIGAN, 224 Prince William street.

ROOMS TO LET.—From 20th April next, 2 very nicely finished large parlors and small room adjoining, fitted with hot and cold water, at present occupied by Mr. Chas. S. Lordly, on first floor of brick house No. 146 Germain street, near Horsfield; and also 2 large bed rooms on upper floor of same building obtainable at once. Inquire of W. TREMAINE GARD, 48 King Street.

TO LET.—A large Store and Cellar, on corner of Union and Waterloo streets, opposite Golden Ball corner. This is one of the best business stands in the city. Enquire of FRASER, FRASER & CO.

WANTED.

WANTED.—Young girl for house work in small family. Apply afternoon or evening, MRS. J. S. FROST, 208 Charlotte street.

We want a Lad about 16 or 17 years of age for our retail department. D. MAGEE'S SONS, 63 King street.

WANTED.—One second-hand Farm Wagon with box complete. Must be in good repair. A. W. GAY, Carriage Maker, North End.

WANTED—Old China blue dishes, brass candlesticks, pewter mugs and plates, brass andirons, luster pitchers, old postage stamps on the envelope used before 1870, old mahogany chairs, tables, sofas. Send a card or call at 116 Germain street, W. A. KAIN, above Trinity church.

FOR EXCHANGE.

2 Doors, 7 ft. 11 in. x 2 ft. 10 in., and 4 Doors, 6 ft. 8 in. x 2 ft. 8 in., with hinges, for offers. Apply Doors, Star Office, St. John.

LOST.

LOST—Five keys on a ring, between Queen and Carmarthen street, by way of Duke street. Finder please leave at DUNAHOE'S Drug Store.

MONEY TO LOAN

On Freehold and Leasehold Property—repayable by monthly instalments or otherwise. Apply to CHAPMAN & TILLEY, Barristers, Palmer's Building, Princess street.

LIVERY STABLES.

THE HORSE YOU DRIVE

Will be a good one if you order it from us. We have safe horses, fast horses, fine turnouts at

J. S. HAMM'S, 134 Union Street.
Telephone No. 11.

DAVID CONNELL,
BOARDING, HACK AND LIVERY STABLES
45 and 47 Waterloo St., St. John, N. B
Horses Boarded on Reasonable Terms; Horses and Carriages on Hire; Fine Fit-outs at short notice.
Telephone 98.

DAVID WATSON,
BOARDING, HACK AND LIVERY STABLE,
Coaches in attendance at all boats and trains.
Horses to Hire at reasonable terms.
91 to 95 Duke Street. Tel. 78

PROBATE COURT,
City and County of Saint John.

To the Sheriff of the City and County of Saint John, or any Constable of the said City and County—GREETING:

WHEREAS, ELEANOR LECK, Administratrix of all and singular the Goods, Chattels and Credits of the late THOMAS LECK, deceased, who died intestate, hath prayed that a license may be granted to her to sell the real estate of the said THOMAS LECK, deceased, to pay the debts of the said deceased;

YOU ARE THEREFORE REQUIRED to cite the heirs and next of kin of the said deceased, and all others interested, to appear before me at a Court of Probate to be held in and for the City and County of Saint John, at the Probate Court Room, in the Pugsley Building, in the City of Saint John, on MONDAY, the TWENTY-SECOND day of APRIL next, at ELEVEN o'clock in the forenoon, to show cause, if any, why a license to sell the real estate of the said THOMAS LECK, deceased, should not be granted to the said ELEANOR LECK, Administratrix as aforesaid, as prayed for and as by law required.

Given under my hand and the seal of the said Probate Court this Eighteenth day of March, A. D. 1901.

ARTHUR I. TRUEMAN,
Judge of Probate.

JOHN McMILLAN,
Registrar of Probate.

SCOTT E. MORRILL,
Proctor for Petitioner.

BIRTHDAY!

Any lady, boy or girl who will sell Eighteen Lever Action Collar Buttons or Scarf Pins, at 5c. each will receive free of cost, their choice of Bracelets, Jack Knives, Harmonicas, Rings, Books, Skates, Pocket Books and other premiums. For selling 36, at 5c. each you can secure your choice of Boys' Watches, Sleds, Clocks, Cameras, Chairs, Music and a variety of other premiums. Send address to day, "No-Money" and we will send goods to sell.

Royal Mfg. & Importing Co., Dept M St. John, N. B.

AN A 1 DOG.

The Boston Traveller of the 4th devotes a lot of space to a description of the dogs shown at the dog show there, and publishes cuts of some of the best animals shown there. Among the cuts published is one of Westfield Glenlevit, a collie owned by J. J. McCaffrey, the manager of the Dufferin hotel, St. John. "Glen," as the dog is known here, is a handsome specimen, and the judges must have thought so too, as they gave him a ribbon, recommending him very highly. The first and second prizes in this class were awarded to two dogs owned by Pierrepont Morgan, and one of them is said to have cost $5,000.

If you are hard to please with tea, try Red Rose.