

HORSE SHOT IN DINING ROOM.

Animal Makes Startling Entrance and Breaks Its Leg in Struggle.

New York, May 11.—Mr. and Mrs. Charles Schaefer of 311 Pacific St., Brooklyn, were seated at their dining room table last evening when a big bay horse crashed through the plate glass window and sprawled on the floor at their feet. The Schaefers turned over the room to the equine intruder without delay. Through a crack in the door they watched the animal struggle to regain his feet, the startled household calling loudly meanwhile for help. The dining room of the Schaefer home is in the basement.

Hardly had the horse landed on the floor, flat upon his back when three men leaped through the window after him. They were not close enough at his heels, however, to prevent the overturning of the dining room table and the smashing of about \$100 worth of bric-a-brac, china, and furniture. One of the men sprang to the head of the horse. The other two sat on his neck.

In a moment or so the horse ceased to struggle. One of the men said he was going for the Society for the Prevention of Cruelty to Animals ambulance, and Mr. and Mrs. Schaefer breathed again. When the ambulance came the veterinary in charge said that the horse would have to be shot—that he had broken a leg and cut himself badly. The execution took place without loss of time, and the carcass was dragged out.

When all was over the Schaefers learned that the horse had escaped from the stables of the Collision Horse Company, 299 Pacific Street, and had started up the street, with three stablemen in pursuit. At Hoyt Street he was headed off, and galloped back Pacific Street. Immediately in front of the Schaefer home there is a low picket fence of iron. The horse leaped the fence, and went right on through the dining room window. The window glass tore him in a dozen places, and when he landed he broke his right foreleg.

The stablemen who followed the animal when he made his desperate jump through the window said he had just been returned to the stable and unharnessed, when he broke away from the groom and started for the street.

Mrs. Schaefer was prostrated by the occurrence. The shock caused by the unprecedented entrance of the horse was intensified by the shot which put an end to his career.

A Queen Victoria Story.

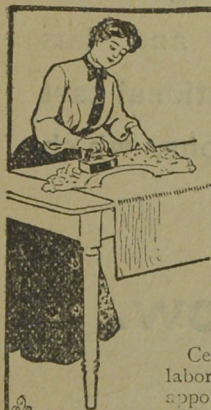
What is believed to be an unpublished story about the late Queen Victoria has been told to a Kingston audience by the Rev. R. Harris Lloyd, who for six years was a Wesleyan army chaplain.

One of the color-sergeants of the Scots Guards under his pastoral care was selected, he said, to drill Prince Arthur of Connaught, and for that purpose frequently attended at Buckingham Palace. On one occasion Queen Victoria invited him with others to attend a theatrical entertainment at the Palace, and was astonished when the young soldier asked to be excused, stating that that form of entertainment had been a snare to him in his younger days, and that he had made a vow never to have anything to do with it again. The Queen excused the young soldier.

In a few days he was summoned into the Royal presence, when he found a beautiful breakfast service on the table. Addressing him, Queen Victoria said: "I have sent for you, sergeant, in order to tell you how much I honor you for the noble stand you made the other day for your Christian principles, and I ask you to accept this breakfast service as a token of how your Queen appreciates men who are true to their deepest convictions."

A Smokeless London.

An article on "A Smokeless London" has appeared in Cassier's Magazine. The writer believes the attainment of such an object to be in the increased use of gasoline fuel, suitable for heating alone, and having no illuminating qualities, which can be made very cheaply and could be used in the place of coal for domestic and many industrial purposes. In the same way illuminating gas will be entirely replaced by electricity, and with gas employed for heating purposes and electricity for lighting, the problem would be in a fair way of solution.



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BRITAIN'S THIN CRUST.

Hidden Beneath the Earth Surface of the Mother Country Many Dangers Lie—Burrowing Under London.

How many of the millions of inhabitants of this 'tight little island' realize that danger lurks hidden and unsuspected beneath many an apparently firm and rigid city pavement, beneath many a smiling green field, and even beneath the back gardens which they cultivate with so much assiduity and pride?

That may, perhaps, appear to be a somewhat alarmist way of putting it, but it is, nevertheless, justified by hard fact.

Britain is honeycombed in many districts to an extent which places the lives of large sections of the population in jeopardy.

Centuries of delving for coal and salt in the bowels of the earth have, in parts of South Yorkshire, Lancashire, Midlands, Cheshire and South Wales, left nothing but a thin crust between the vault of heaven and the cavernous depths below.

This has led to subsidences of the earth, which have so recently as the past month or two been attended with loss of life and damage to property in the shape of collapsing houses and sinking, undulating streets.

Another source of danger is to be found in the numberless disused wells that have become covered up with a slight caking of soil and a treacherous growth of weeds, and which from time to time claim unsuspecting victims.

But it is in congested towns and cities that a new danger is confronting us. The rapid growth of population and the necessity for obtaining means of rapid transit have driven man to employ his ingenuity in devising methods of locomotion in the air above and in the earth beneath.

London, to take the supreme example, is being burrowed from end to end with "tubes" and underground railways. It may be contended that these "tubes" are constructed at a depth so great as to preclude all possibility of danger; but already we have seen in the case of the Central London Railway bitter complaints of vibration and damage to property on the part of people living in houses immediately above the "tube."

This cause of complaint and other troubles still to be revealed will be multiplied as "tubes" increase in number.

A coal mining expert informed an Express representative yesterday that some 150,000,000,000 tons of coal remain to be extracted from the earth in Great Britain, and that as the enormous yearly extractions continue earth cavities will have to be made of such huge dimensions that an extensive system of underpinning must be resorted to in order to make the surface even tolerably safe for the people.

A correspondent who occupies a cottage in Kent writes to The Express a letter which relates a remarkable story.

He says that he and his wife and children were returning from a ramble in the country when they noticed a circular depression in the vegetable patch close to the cottage. The earth suddenly began to move, and the mother, in deep anxiety, snatched her children away just in time to see the earth sink and reveal a disused well, which, when measured, showed a depth of 80 feet.—London Express.

Just What You Want.

Chamberlain's Stomach and Liver Tablets are just what you need when constipated; when you have no appetite, feel dull after eating and wake up with a bad taste in your mouth. They will improve your appetite, cleanse and invigorate your stomach and give you a relish for your food. For sale by all druggists.

drivers who Throw Their Horses.

"There ought to be a license system or some scheme to prevent such a fellow driving a horse," declared a lover of horses as a heavy truck horse fell in Broadway the other day. "That ignorant blockhead made that horse fall. He turned the animal so quickly that he simply threw it off its feet. Now several score of trucks will be blocked until the horse gets on its feet, and then the driver will take it out of the poor animal by jerking at the bit or beating it."

"A man wouldn't trust an automobile to a fellow who didn't know how to run the machine, and the law would not allow him to, but he will trust his horse to a boy who hasn't the first idea of handling a horse. Half the drivers of trucks and delivery wagons need some elementary lessons in how to drive, and most of the accidents on the streets are due to their ignorance and stupidity."—New York Press.

A Poser.

A verbatim fragment from the Law Courts:
King's counsel (examining witness):—"Did you—I know you did not, but I am bound to put it to you—on the 25th—it was not the 25th really, it was the 24th—it is a mistake in my brief—see the defendant—he is not the defendant really; he is the plaintiff—there is a counter-claim, but you would not understand that—yes or no?"
Witness—"What?"—St. James' Gazette.

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Cures Coughs, Colds, Bronchitis, Hoarseness, Croup, Asthma, Pain or Tightness in the Chest, Etc.

It stops that tickling in the throat, is pleasant to take and soothing and healing to the lungs. Mr. E. Bishop Brand, the well-known Galt gardener, writes:—I had a very severe attack of sore throat and tightness in the chest. Some times when I wanted to cough and could not I would almost choke to death. My wife got me a bottle of DR. WOOD'S NORWAY PINE SYRUP, and to my surprise I found speedy relief. I would not be without it if it cost \$1.00 a bottle, and I can recommend it to everyone bothered with a cough or cold. Price 25 Cents.

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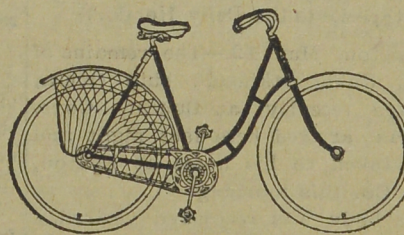
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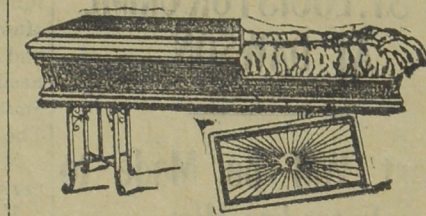
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On and after Sunday, October 11th, 1903, trains will run daily (Sundays excepted), as follows:

TRAINS WILL LEAVE ST. JOHN

No. 6 Mixed for Moncton	6.50
No. 2 Express for Halifax, the Sydneys and Campbellton	7.00
No. 4 Express for Point du Chene	13.15
No. 25 Express for Point du Chene, Halifax and Pictou	12.1
No. 8 Express for Sussex	17.10
No. 134 Express for Quebec and Montreal	13.40
No. 10 Express for Halifax and Sydney	23.2

TRAINS WILL ARRIVE AT ST. JOHN

No. 9 Express from Halifax and Sydney	6.2
No. 7 Express from Sussex	9.00
No. 133 Express from Montreal and Quebec	13.50
No. 5 Mixed from Moncton	15.20
No. 3 Mixed from Point du Chene	16.50
No. 25 Express from Halifax, Pictou and Moncton	17.40
No. 1 Express from Halifax	18.40
No. 81 Express from Moncton (Sunday only)	24.35

All trains are run by Atlantic Standard Time. Twenty-four o'clock is midnight. Moncton, October 9, 1903

INTERCOLONIAL RAILWAY.

TENDER FOR BUILDINGS.

Separate sealed tenders, addressed to the undersigned and marked on the outside "Tender for Station, St. Leonard Junction," "Tender for Dwelling for Agent, St. Leonard Junction," as the case may be, will be received up to and including

WEDNESDAY, THE 18TH OF MAY, 1904, For the construction of a STATION and a DWELLING FOR THE AGENT at ST. LEONARD JUNCTION, P. Q.

Plans and specifications may be seen at the following places:—At the office of the Station Master, Levis, Drummondville and St. Leonard Junction, P. Q., and at the office of the Chief Engineer, Moncton, N. B., where forms of tender may be obtained.

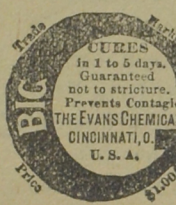
All the conditions of the Specifications must be complied with.

D. POTTINGER, General Manager.
Railway Office, Moncton, N. B.,
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