AN APPEAL BY WIRELESS SAVES MUCH LOSS OF LIFE

Steamers Republic and Florida With Many Passengers on Board Crash Together on Nantucket Shoals—Wireless Appeal Brings Five Steamers to the Assistance of the Stricken Liners—1300 Lives Imperilled But Only Four Lost.

New York, Jan. 24.—The palatial ocean steamer Republic, of the White Star line, which was in collision with the Italian liner Florida in a fog early Saturday morning off Nantucket (Mass.), went down at last at 8.30 o'clock tonight. No one was lost. Her passengers, taken off many hours before, are on the steamship Baltic, which was off Sandy Hook late tonight, making for this port.

The Republic was in tow of the revenue cutter Gresham and the derelict-destroyers Seneca, proceeding to New York, when she foundered. On board her was her commander, Captain Sealby, with a volunteer detail of fifty of her crew. She had been towed but a short distance when she began to settle rapidly. Seeing no hope of saving the ship, Captain Sealby gave the order "abandon ship," and the crew was taken off by the Gresham, which cast loose from the crippled liner and stood by until she sank. The Gresham and the Seneca then headed for the Massachusetts coast and will land Captain Sealby and his brave crew at Gay Head (Mass.), or Newport (R. I.)

As to the exact place of landing, wireless advices differ.

The Republic went down, according to brief wireless messages received here tonight, off No Man's Land, a small island south of Martha's Vineyard Island, off the Massachusetts coast.

The Italian liner Florida, which ran into the Republic in the dense fog off Nantucket (Mass.), early Saturday morning, and gave her her death-blow, is slowly steaming towards New York, convoyed by the American liner New York. Her passengers also are on the Baltic, having been transferred in the early hours of the morning, along with those of the Republic.

That there was loss of life attending the collision was not known until early Sunday morning. Then the wireless, which has had its first great trial and proved its utility in this accident, brought the information that Mrs. Eugene Lynch, of Boston, and W. J. Mooney, a banker, of Langdon (N. D.), had been killed, and Mrs. M. M. Murphy, wife of the financial agent of the Union Central Life Insurance Company, of Grand Forks (N. D.), and Eugene Lynch, of Boston, injured. Besides these fatalities among the passengers on the Republic, it was reported that four members of the Florida's crew had met death. The bodies of the dead and the injured persons were transferred to the Baltic.

Boston, Mass., Jan. 23—The White Star line steamer Republic, a staunch, new and well-appointed ocean liner, 200 miles on her voyage from New York to the Mediterranean, having on board nearly 300 souls, of whom 250 were leisure-seeking Americans, was rammed during a thick fog at 6.20 a. m. today by an unknown vessel and escaped immediate sinking only by the prompt closing of her water-tight compartments.

All of her passengers, including 211 in the steerage, were transferred three hours after the accident to the Italian steamer Florida, bound in to New York, but the officers and crew of the Republic refused to leave the ship, so long as there was a chance of keeping her afloat. At 4 p. m. they were anxiously awaiting the arrival of some vessels to take them from their perilous position, as it appeared that the Republic would sink at any minute.

Wireless telegraphy played an important part in the accident to the Republic for it summoned about her in a few hours a fleet of three large ocean liners. La Lorraine, of the French line; the Baltic, of the White Star line, and the Cunarder Lucania.

Just how the Florida, which is reported to be unprovided with wireless apparatus, happened to reach the Republic in the early hours of her distress could not be ascertained from shore, but it was considered possible this afternoon that she might have been the vessel which struck the Republic and, being the less injured, took off the liner's passengers.

It is a fact, however, that the Florida must have been between thirty and forty miles off her course in being anywhere near the Republic, because the east-bound and west-bound steam lanes at this point are that distance apart. Mariners, when first learning of the accident were of the opinion that the Republic had been struck by some sailing vessel bound to or from a New England port, as such craft would cross the steamer lanes at about the very point where the Republic was rammed.

As soon as the Republic had been struck and the extent of the damage had become known, wireless calls for assistance were sent broadcast over the Atlantic. All vessels within range of the mysterious pulsations were asked to hasten to the scene and the location of the liner was given as lat. 40.17; lon. 70, and 26 miles southwest of Nantucket Lightship. Aid was also asked of the United States government, which resulted in the ordering to the scene of four revenue cutters and the naval collier Lebanon.

The call for help which the Republic had sent into space was first recorded on land at the Charlestown navy yard at 8 o'clock this forenoon. It said:

"To revenue cutter Gresham, Boston:

"The steamer Republic in distress and sinking; lat. 40.17, lon. 70; 26 miles southwest of Nantucket."

The Gresham was not at the navy yard, but had intercepted the appeal in Provincetown harbor. She started immediately for Nantucket. Other wireless apparatus also caught the flying message and in a short time the cutter Acushnet was on her way out from Wood's Hole, the Mohawk, another revenue cutter, had started from New Bedford and the Seneca had been ordered out from New London (Conn.)

The Mohawk soon ran aground, while Acushnet did not get outside of Vineyard Sound and later came back to assist another vessel in distress.

In the meantime, the Baltic and La Lorraine, both of which had passed the Republic a few hours earlier and were speeding into New York, heeded the cry and whirled about. The Lucania, which was to the eastward of Nantucket Lightship, also catching the message out of the air, hit up speed and pressed on to the assistance of the Republic.

The collision, being amidships almost immediately flooded the engine room of the Republic, rendering her helpless. Fortunately, her wireless equipment was well supplied with storage batteries and these were used for more than six hours, until they gradually became exhausted. After that, recourse to signalling by means of submarine bells was adopted.

In the middle of the forenoon the transfer of the passengers to the Florida was made and although the fog was very dense, unusually calm weather for this season of the year in the North Atlantic enabled the transfer to be made without accident. Only human beings were taken in the life boats which made the passage between the two vessels, all baggage being left on board the Republic. By noon the Baltic and La Lorraine were close up to the scene of the collision, but owing to the dense fog were unable to locate the Republic, although the submarine bell could be heard frequently.

At 4 p. m., the two steamers, as well as the Lucania, which had joined them, were still searching for the Republic with some danger to themselves owing to the fact that the fog was still dense.

During the forenoon the fears of the thousands of friends of the passengers on board, many of whom had besieged the offices of the White Star line, were somewhat allayed by the receipt of a more reassuring message from the captain, which read as follows:

"S. S. Republic, off Nantucket (by wireless)—

"When 26 miles south of Nantucket Lightship this morning, was run into by an unknown vessel. Engine room full of water. Can remain afloat. No danger. No lives lost.

(Signed) "SEALBY, Captain."

After this came the more encouraging report that the Florida had taken off the passengers without accident, but whether she would bring them to Newport, the nearest available port, or continue on to New York, the Florida was apparently amply able, provided she was in good condition, to take care of all the Republic's passengers. She is about two-thirds the size of the Republic and only four years old. Her length is 381 feet, her breadth 48 feet and her draft 25 feet.

The Republic's passengers found 900 returning Italians, many of them survivors of the earthquake, on board the Florida, which left Naples on Jan. 9.

The Republic, a palatial and spacious steamer, was launched from the Harland & Wolff yards at Belfast (Ireland), early in 1903, and made the first trip across the Atlantic in the following October. Built for the Dominion line, which at that time operated a Boston-Liverpool service, the Republic, or Columbus as she was originally named, was generally looked upon as a Boston steamer, although of late she has been sailing between New York and Mediterranean ports. The steamer's name was changed at the time she became one of the White Star fleet, when that company acquired the Boston business and ships of the Dominion line, some five years ago.

The Republic was 570 feet long, 67.8 feet beam, and had a draft of 24 feet. She registered 15,378 tons gross and was equipped with twin screws, giving her a speed of about 16 knots. She was fitted with a single funnel and with four masts. She had accommodation for 280 persons in her first cabin, 280 in the second, while her steerage would hold several hundred passengers.

The marine accident which for more than 24 hours has held the attention of the world and which has not been without fatalities is tonight nearing a fortunate, if not a happy ending. The ramming of the White Star liner Republic early Saturday morning by the Italian liner Florida off Nantucket (Mass.), has been followed by a series of events, making it one of the most remarkable ocean mishaps on record.

No less than seven ocean liners—the Baltic, New York, Furnessia, La Lorraine and Lucania and the two crippled ships, Republic and Florida—are figuring in this stirring story. The 442 passengers of the Republic have undergone two transfers on the open sea, first to the crippled Florida, on Saturday morning and again early today to the more commodious Baltic, which is bringing also the 900 and more passengers from the disabled Florida.

With this great human burden of 1,650 rescued persons, beside her own list of 930, the Baltic will arrive off Sandy Hook about 11 o'clock tonight. The Republic started for New York, towed by the revenue cutter Gresham and steered by the Anchor liner Furnessia aft. The Florida, with her bow rent from the terrific impact with the Republic, is also slowly steering, under her own steam, for this port, convoyed by the American liner New York.

Until an early hour today it was believed the collision of the two big ships off fog-bound Nantucket Saturday morning had not resulted in death or injury to a single passenger or member of the crews. Shortly after midnight, however, the wireless telegraph, that wonderful force which apprised the world of the Republic's distress and quickly brought other ships to her aid, flashed the news that two passengers on the Republic had been killed and two others injured.

Late in the day another wireless message told of four deaths on board the Florida, but the identity of these persons was not made clear.

CAPT. McLEAN HOME

Capt. C. W. Weldon McLean, son of Col H. H. McLean, M. P., arrived in St. John on Saturday on the steamer Empress of Britain. Capt. McLean has been stationed in India for several years past at Umballa, in the northern part of that country, attached to T. Battery, Royal Horse Artillery. He is now ordered to Aldershot (Eng.)

Capt. McLean, much to the regret of many friends in St. John, is obliged to leave again on next Friday and will sail on the steamer Empress of Britain on that day to take up his military duties at Aldershot. He has had a remarkably successful career in the profession of arms.

Rev. J. H. MacDonald, pastor of Brunswick street Baptist church, Fredericton, preached two able sermons yesterday in Ludlow street church, Carleton. Rev. W. R. Robinson, the pastor, who had previously arranged the exchange, was called hurriedly to Gibson on account of the serious illness of Mrs. Robinson's mother.

"I can whistle through my teeth," pointed out the comedian.

"And I made you a leading man on the strength of that," responded the eminent manager. "Now, if you'll learn to wiggle your ears I'll make you a star."—Kansas City Journal.

FOUR DROWNED THROUGH ICE

Two Hamilton Boy Skaters and Two Deseronto Fishermen Were the Victims

Toronto, Jan. 24—James Wright and John Taylor were drowned while skating at Hamilton Saturday. The boys were skating on a pool of water and both got into a hole.

Reuben Lindsay and Frank Kimmerley were drowned while crossing the ice to their fishing shanty near Deseronto Saturday.

Spring Tiredness Cured By Harmless Remedy

Many are Using it and Receiving Benefit from its Strength-giving Power

All winter long you worked hard. This took lots of nerve force. It lasted so far, but now it's all gone and you feel half dead.

Somehow you must get new vitality and more nerve force. The water in your blood must be turned into strength and building material. Your fretful appetite must be braced up. Some new power must be imparted to your weak body.

This is just what happens in using Ferrozone, which is an instant blood maker, blood-enricher and nerve builder.

Ferrozone not only creates keen appetite, it goes further, improves digestion and assimilation, so that every particle of food is converted into nerve and muscle fibres.

By building up new nerve force and making each organ do the work that nature expects of it, Ferrozone quickly increases your weight and instils a reserve of vigor into the system that defies weariness, exhaustion, spring debility or sickness of any kind.

To prove the enormous strengthening power of Ferrozone we quote the following letter from Mrs. Cecil P. Gourmally, well known in Middleville: "Last March I was very run down, and thin. I had no appetite and scarcely felt like eating at all. My face was pallid and haggard and I had dark circles under my eyes. My weight was seven pounds under normal and day by day that awful spring weariness dragged me down. The change Ferrozone wrought was surprising. It must certainly contain wonderful building and strengthening properties because I gained strength, flesh and appetite from the day I started it. I speedily came back to vigorous buoyant health with Ferrozone and recommend it as the best medicine any person in weak health can take."

Ferrozone strengthens the weak, restores the anaemic, soothes the nervous, assists men, women and children to better health. Try it. 50c. per box or six for $2.50, at all dealers.

CAPT. JOHN STEVENS DIED ON SATURDAY

He Was One of the Oldest and Most Highly Esteemed Residents of the North End and at One Time a Famous Oarsman.

One of the oldest, best known and most highly esteemed citizens of the North End passed away on Saturday afternoon in the person of Captain John Stevens, one of the pioneer tug boat men and noted oarsman.

Captain Stevens was 91 years old in September last and despite his years was very active and possessed of wonderful vitality. Up to last fall he was in the habit of taking daily walks on the streets and he was a familiar figure in the North End. Death was attributed to a general breaking up.

Until about twenty years ago Captain Stevens followed the sea as a tug boat captain, having been one of the first in St. John to have command of a steam tug. He is credited with having taken the first tow through the falls with a steam tug, the former method having been by row boats. He had many narrow escapes from death while plying his vocation in the early days.

Many who remember the early days in rowing will recall that Captain Stevens was one of the famed Stevens four-oared crew, of Indiantown. This crew, which carried off the honors in the rowing game in their time, was composed of John, Isaac and Shubal Stevens and a man named Dunham. Many stories are told of the exciting contests in which they figured, especially with the Carleton crew, for there was intense rivalry.

It is told that on one occasion when the Carleton men had beaten them, owing to their having a better boat and outriggers, whereas the Indiantown men rowed without outriggers, the latter challenged the victors to a return match. They started to work at their boat, which was a little crooked, and straightened it out, put on outriggers and Captain Stevens mortgaged his house to raise £100 needed as a stake.

The starting point was at Reed's Point thence around Partridge Island and return. About halfway out, there was a big fishing weir and the Carleton men, the story goes, had cut a hole in it to save them going around, thinking in this way they would surely win. The Indiantown boat, however, took the lead and on approaching the weir they saw the opening and passed through, holding their lead to the finish and winning by a good margin. The Stevens crew held the championship belt, which was offered for the championship of the harbor. It was burned in the Indiantown fire.

Captain Stevens' interest in boats and racing remained strong to the last and he never seemed to tire of talking of the old days on the harbor.

He was a son of Shubal Stevens, who landed in St. John with the Loyalists and he is the last of his family. He married a daughter of John S. Brown, of Indiantown, also a Loyalist. Mrs. Stevens died about ten years ago. Mrs. John B. Eagles, of Main street, corner of Elm, is the only daughter. There is one grandson, J. S. Eagles; one granddaughter, Mrs. Herman Sullivan, and six great-grandchildren.

The funeral service will be held at 2.30 o'clock this afternoon from the residence of Mr. Eagles.

"She rambles in her talk."

"Quite so. Now why can't she say what she has to say without going all around Robin Hood's garage?"—Louisville Courier-Journal.

STRONG TESTIMONY

The best evidence of merit is continued use. With most people it is comparatively easy to effect the first sale, but it is only by making good under the test of actual use that a permanent demand can be expected.

The history of Virgin Oil of Pine is a splendid example of this fact. After twenty years spent in study and experiment with various processes, the manufacturer finally effected a combination of the active principles of the Pine and Santalwood trees, possessing the healing, health-giving properties for which these trees are famous. Today what is generally known as the Leach formula for coughs and colds is sold by druggists in every part of the continent.

The Leach formula consists of one-half ounce of Virgin Oil of Pine, two ounces of Glycerine and a half pint of good Whisky. Shake well and take a teaspoonful every four hours. It will break up a cold quickly and cure any cough that is curable. The mixture makes a sufficient quantity to last the average family an entire year, so that it is the least expensive as well as most effective remedy for coughs and colds. Purchase the ingredients separately and mix them yourself.

Virgin Oil of Pine is put up only in half-ounce vials, each vial securely sealed in a round wooden case, with an engraved wrapper, showing plainly the name—Virgin Oil of Pine. Prepared only by Leach Chemical Co., Windsor, Ont.

RE-OPENING OF CALVIN CHURCH

Three Services Held Yesterday Were Largely Attended and Profoundly Interesting.

After having been thoroughly renovated and redecorated, Calvin church was re-opened for public worship yesterday. There were large congregations at both services when Rev. Robert Johnston, of Halifax, was the preacher. In the afternoon at 3 o'clock there was a mass meeting, at which short addresses were delivered by Rev. A. A. Graham, Rev. Gordon Dickie, Rev. J. J. McCaskill, Rev. J. H. A. Anderson, Rev. S. W. Anthony and Rev. James Ross. All congratulated the congregation on the work they had accomplished and extended good wishes for the future.

Calvin church choir was reinforced for the occasion and sang anthems at the morning and evening service and at the mass meeting. An orchestra under the leadership of M. L. Harrison, cornet; W. G. V. Stokes, flute, and W. G. Stratton, clarionet, also took part in the services. Miss Milne was the soloist in the morning, Mrs. Tuits in the evening, and Miss Seaton at the mass meeting.

Rev. Mr. Johnston is a powerful and eloquent speaker. In the morning he spoke of the necessity of everyone getting in close touch with God for Himself and of working for the advancement of the kingdom of God among his fellow men.

At the evening service the church was filled. The preacher's subject was the Fifth Gospel in History. He said that the writers of the four canonical gospels did not and could not have written the whole history of Jesus. The fifth gospel was not yet completed. The work of Christ was not finished at the Crucifixion, but was still going on. Many men who did not believe in the canonical gospels were unable to withold their assent when they saw the gospel in the lives of men and nations. It was this fifth gospel, which was not written on paper or parchment, which had the most force in the world. Men saw by it that the religion of Jesus meant something more than a mere formula and they were won by its sweetness and strength.

This evening being the 150th anniversary of the birth of Robert Burns, Rev. Mr. Johnston will lecture on the Scottish national poet. The lecture will be interspersed by Scottish songs. Tomorrow evening a sacred concert will be given, in which the following will take part: Miss Drake, Miss Cheyne, Miss Edwards, Mrs. McNeill, Mrs. Tufts, Miss Thompson, Miss Cathers, Miss Seaton, Mr. Bryden, Mr. Brown, Mr. Kingsmill, DeWitt Cairns, Mr. Cooper, Mr. Fisher, Mr. Harrison, S. J. McGowan and Mr. Stokes.

The interior of the church has been renovated and the work done reflects credit on all concerned. The members of the congregation themselves in the evenings, did all the carpenter work necessary and the ladies re-covered the pew cushions. Th organ loft has been remodeled and painted, which latter work was artistically done by Mrs. McLean, assisted by her husband, Rev. L. A. McLean. J. H. Tonge had the contract for painting the walls and pews and he has accomplished the work very creditably.

The church is now lighted by electricity, which was installed by the street railway company. There is a large chandelier of twenty-five lights in the centre of the nave, and two clusters of three lights each at the sides of the choir gallery. Besides these, there are numerous single lights in the body of the church. The effect is to give the interior of the church an imposing and at the same time a comfortable appearance.

REV. DR. ANDREWS IN CENTENARY

Mount Allison Dean Was Heard in Two Excellent Sermons Yesterday

Rev. Dr. Andrews, dean of the faculty of applied science at the University of Mount Allison, preached at the morning and evening services in Centenary church yesterday. In the morning he took for his subject The Power of the Unseen. He referred to the fact that as civilization advanced such unseen powers as electricity and magnetism found a larger place. Ideals, he said, were also taking the place of more material things. Efforts should be made to foster these higher elements in individual life and education should tend to build up men to keep this idealism alive.

At the evening service Dr. Andrews preached from the text "He will show you things to come," and directed his remarks particularly to the prophetic sense in the church. The words of the text, he said, had caused him great difficulty, as Christ's church did not seem to show extra prevision over other churches, but he had come to take the view that the truth was given to men so that those who followed the light gained impressions regarding things in the future and became strong in prophetic sense, the Spirit showing them things to come.

BORDEN SAYS HIS MESSAGE WAS CHANGED

The Famous Telegram that Won a Conservative Victory in Victoria Was Not Sent by Conservative Leader.

Toronto, Jan. 24—The denial of R. L. Borden that he sent a message, stating he was in favor of the exclusion of Asiatics, to British Columbia, has caused quite a sensation in Victoria (B. C.), according to despatches from that city.

The Times, Hon. Mr. Templeman's paper, last evening reproduced a fac-simile of the telegram, which the Colonist printed during the campaign with Borden's name attached. The Colonist today refers to the matter as follows:

"The Colonist yesterday published a statement made by R. L. Borden in the house to the effect that the despatch which appeared in the Colonist previous to the election, and purporting to be signed by him, had not been sent by him. We are bound to accept Mr. Borden's statement and express our great regret at having attributed any sentiments to him which he did not express. In printing the despatch referred to, the Colonist acted in perfect good faith."

The despatch in question was the last straw in the anti-Oriental feature of the political campaign, and going, as it did, to the full length asked by the most rabid exclusionist, easily made enough votes to turn the election. The Times claims that Barnard's admission in the house that he learned after it had been used by him that the telegram had been altered, imposes the duty of showing that his knowledge did not come in time to put matters right before the actual vote was taken.

REALLY CHASED BY A CHEESE

Prisoner With a Limberger Sandwich Nearly Put Everyone to Route in Court.

(Toronto News)

"Chased by a cheese," sounds like the title of one of Baron Munchausen's imaginative yarns, but it is not. There is no fiction about it. To those in the police court, or near it, this morning, it was a very striking fact.

The cheese, when unmolested, is a harmless little animal. When stirred up it can work wonders. To wit, it did this morning what has long been unsuccessfully attempted by mere man, namely, it set the police department in motion.

EVEN POLICEMEN TURNED AWAY.

It first made its charming presence felt when the order was given to open up the trap door leading to the cells and allow the prisoners to file up into the dock. Police Constable Burney, who is well-known to the public through his gallant actions during last summer as Rear-Admiral of the Toronto Navy, was the man chosen to remove the barrier. He did so, and then fell back into the arms of another constable.

The police inspectors, with chests out and heads up, were standing about the court, examples to all young members of the force. The chief inspector had just taken his seat, and was slowly looking about the court to see that all was in readiness to begin the work of getting rid of the assortement of drunks and disorderlies that were booked for trial.

Suddenly the cheese spoke. Not in accents clamorous, but steadily and with persistence, borne on a little zephyr that swept past the dock and through the court. What happened will long be remembered by those who were fortunate enough to be witnesses of it. Seven police inspectors and the chief inspector all in motion at once.

LEFT IN HASTE

In one minute the court looked lonesome. Every one who could do so excused himself, and left in haste. The windows and doors were all thrown open, and what air was outside was given a cordial invitation to come in and have a go at the aroma that pervaded every nook and corner of the room. It was not until the breezes had blown for some minutes that an investigation was possible. Then the cause was located. Seated on the steps leading from the cells, in blissful ignorance of the panic he had caused, sat a short fat man calmly munching away on a limburger sandwich that he had managed to smuggle into the cells with him.

Later in the morning he was arraigned on a charge of vagrancy. He gave his name as William Baker, and stated that he had no place to lay his little head at night, so the magistrate fixed him up with temporary quarters with the parson by the Don for a month.

FIREPROOF STAIRCASE FOR PUBLIC HOSPITAL

It Will be Placed in Position at Once and Hospital Will be Closed to Visitors for a Few Days.

The commissioners of the General Public Hospital have passed a general order, which will go into effect today, excluding visitors from the institution during the erection of the new central fireproof staircase. The work of removing the old spiral staircase and the central pillar will be started this morning and it is expected the new steel and slate structure will be in position in ten or twelve days' time.

A temporary wooden stairway will be constructed for use in an emergency and the back staircase and the elevator will be available for all ordinary purposes. Patients in the children's ward and in the private ward on the third floor are being removed to the second floor, the children being placed in the Murray ward and the private patients in rooms now vacant.

The alterations will be carried out with very little noise and so that the patients in the hospital will suffer no inconvenience. As the old stairway and plaster pillar are removed they will be taken out of the building and carted away. All the parts for the steel starcase, which is being supplied by Sherlow & Co., of Montreal, are already in the city, and the commissioners have received a guarantee from the contractors that as soon as the space is cleared they will have the staircase in position within a week.

From the entrance hall, the new structure will lead up to a small landing from which branches to left and right will give access to the wards on the floor above. The same system will be adopted in reaching the upper floor.

Announcement of the resuming of the visiting privilege will be made when the time comes.

300 Pairs

MEN'S ENGLISH HAIRLINE PANTS, worth $3.00, price for Friday and Saturday

$1.98

50 MEN'S PROGRESS BRAND SUITS worth from $12.00 to $16.00, your choice,

$7.98

WILCOX BROS.,

Dock Street and Market Square

"Let the GOLD DUST TWINS do your work"



"Your Servants, Madam!"

The Gold Dust Twins are always ready to work; they are certainly artists in the cleaning line. There's nothing cleanable which

Gold Dust Washing Powder

will not clean—and do it better, more quickly and more economically than anything else can. You are not serving your best interests if you're trying to keep house without GOLD DUST.

OTHER GENERAL USES FOR GOLD DUST | Scrubbing floors, washing clothes and dishes, cleaning woodwork, oil cloth, silverware and tinware, polishing brass work, cleansing bath room, pipes, etc., and making the finest soft soap.

Made by THE N. K. FAIRBANK COMPANY, Montreal, P. Q.—Makers of FAIRY SOAP.

GOLD DUST makes hard water soft

THE Canadian Detective Bureau, Ltd.

We undertake all legitimate detective work for Banks, Corporations or private individuals.

CONSULTATION FREE.

Investigations strictly confidential. Offices: 16-17 St. Paul Bldg., Halifax, N. S.

L. J. EHLERS, Supt. for Maritime Provinces.

Notice to Employers of Labor

Do you carry an Employers Liability Policy? If not you are taking big chances under the New "Workman's Compensation Act." We are experts in providing this protection. Give us a call for rates. Phone 269

Lockhart & Ritchie General Agents

Employers Liability Association Corporation, of London

TIMES ADS. REACH ALL

Whitewear ... Sale ...

Great values in Corset Covers, Night Gowns, Drawers and Skirts.

Corset Covers 25c., 35c., 45c., 75c., to $2.40.

EDrawers, 25c., 35c., 45c., 60c., 75c to $3.00.

Skirts 60c., 80c., $1.00 to $4.20.

Night Gowns, 65c., 75c., $1.00 to $2.60.

White Waists 40c., 50c., 60c., 75c., 85c., $1.00, $1.25, $1.50 to $3.00.

Some of the above are samples at manufacturers' prices.

Special values in Embroidered Pillow Shams, 22c., 30c., 35c., 50c., to $1.10 each.

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GREAT SALE of

Men's & Ladies' Underwear

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These goods are of the finest quality and are of the latest styles and designs satisfaction guaranteed.

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