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DOMINION CORSET CO., Mnfrs.
Quebec, Montreal, Toronto.

PRINCESS ZARA

BY ROSS BEECKMAN.

(Continued)

"Read," he said, and I read.

My Friend,—

In death, qualities of rank cease, hence I address you as I have always felt towards you—as my friend. Derrington was right; he told the truth, and I lied. I am not now and have never been a nihilist in spirit, but it is true that I am one in fact. I joined them in a moment of olly, to protect a friend whom I knew to be one. I have never allied myself to them, and have never attended one meeting of theirs. The friend for whose sake I joined has been generous, and no demands have been made upon me; nevertheless, I am guilty. Yet, belive me my friend, when with my last breath I assure you that I have never harbored one disloyal thought toward you and yours, and I should unhesitatingly have betrayed the nihilists had I ever known of a single circumstance inimical to you. But I can live no longer under this disgrace, so I die. I beseech you let not the truth of my dishonor be known abroad. I was unjust to Derrington, and I crave his pardon. I loved him as a brother, and as brothers quarrel at times, so did we. He is faithful; trust him. May God lead you in the right; may He preserve your life and your empire, and may he have mercy upon me.

Michael.

Alexander was true to his friendship for Prince Michael. He mourned him sincerely, and nobody ever knew the true cause of the prince's death. The emperor respected that last wish of his dead friend. There was yet more mischief to be done, however, by that arch villain Durnief, for while we were still occupied with the care of Prince Michael's remains the czar sent for me in haste.

"This is a day of surprising missives," he said. "Here is another letter for you to read." I took it in my hand and glanced at the signature.

"Durnief," I said, with a sneer. "Why should I read it? The man cannot tell the truth."

"Because I desire you to do so."

The note began in the usual form of addresses to the emperor, and was as follows:

You have ere this been informed, and supplied with ample proof, that I am among the ranks of your enemies, the nihilists. I confess it, but I became one of them for selfish motives, not for political ones. Never mind that. It is not my intention to intercede for mercy, for I know your heart is a stranger to that quality. It is to tell you a truth that you sould know. It is to tell truth that you should know. It is to tell you that the one most dangerous of all nihilists, is to go free; is to remain in Russia; is to have access to your palace. is spared by your trusted spy, Dubravnik; is upheld by him. This nihilist to whom I refer, has been, ever since the death of my one time rival, Stanislaus, the most dangerous of all extremists. This nihilist leader is a woman, and her name is Zara de Echeveria. Dubravnik will spare her; he will spare her brother who is as violent as she is.

One last word. I will never go to Siberia for I have the means to cheat you out of the pleasure of sending me there, and when you read this, I shall have been an hour dead.

Alexis Durnief.

"Well," demanded his majesty, "what have you to say?"

"Nothing."

"Nothing!"

'No."

"Have you arrested her?"

"I have not."

"Where is she now?"

"In her own home. I took her there this morning. Listen for a moment, and I will tell you how that occurred."

Then I related in detail the story of my struggle with Durnief, the rescue of Zara, her heroism in assisting me, and I told of the final capture and imprisonment of the captain. But his majesty shook his head in a doubt.

"I believe Durnief's letter. She is a nihilist," he said. "She must be arrested." I shook my head, but he did not see the motion and continued: "I believe that the princess is the friend to whom poor Michael referred. He was in love with her and nothing short of the love of a woman could have made him disloyal to me. Yes, I believe that she is what Durnief says she is. I order you to place her under arrest at once."

"She shall not be arrested," I said, coldly.

"What!" he cried, "you dare to disobey me"

"Yes," I replied. "I dare to disobey such an order as that. It shall not be."

"Are you a traitor, also? Was Michael right?"

There was that sneering smile upon his face now, but I held my ground.

"I am not a tritor, but I will not carry out your request, and I will not permit it to be carried out." He was aghast at my effrontery. He could only gaze at me in amazement, too greatly confounded for speech; and I continued: "Listen to me one moment, your majesty."

"I will not listen to you. The road to Siberia may be travelled by you as well as by the friends whom you apprehended last night, and by heaven, you shall follow it!"

"You forgot one thing," I said. "You have forgotten—"

"What have I forgotten?"

"The Fraternity of Silence."

"Bah!"

"I forsaw this moment, your majesty, and my men have orders to meet it. If I am molested, every nihilist who was arrested last night—every one who was in prison in the city before that time—will be liberated in an hour, and you have not soldiers nor policemen enough to stop the tide that will flow against you then. Your empire will crumble like dust, and your life will go oue like the snuffing of a candle. For the present, I am the Czar of Russia, and you are only Alexander Alexandrovitch." He sat still and looked at me with staring eyes. "You are only a man, after all, monsieur," I continued more softly. 'In your fears for the safety of your family, for your empire, and for yourself, you are led to do unjust things. Only an hour ago you said you owed me a debt that you could never repay. You owe me a debt, and you can repay it if you will forget for a moment that you are a monarch, and remember that you are a man. You can repay all you owe me, and more, if you will still be my friend, and forget that this scene has occurred; and when you have done that, I will tell you that Zara de Echeveria is to be the wife of Daniel Derrington; is to leave Russia forever with her husband, and were she the worst nihilist in the empire—and I know that she is not—she will be far away from any temptation to do you harm, and under the guidance of one who has proven his devotion to you. I will tell you more: I will leave the direction of the affairs of the fraternity in the hands of one of my men who is as expert as I am, and who is in every way as worthy of your confidences as I have proven myself to be — Canfield."

The czar rose unsteadily to his feet and came towards me with his right hand extended.

"Derrington," he said, slowly, "I have been unjust. If I had other friends like you, who dared to tell me the truth as it is,and not distort it out of all recognition—if there were others who dared to defy me when defiance alone will make me see things in their right light, Russia would be the better for it. Go to Zara d'Echeveira. Tell her that I wish her to come here. Tell her that the czar of Russia will ask her forgiveness for an act that he could not avoid committing. She will understand. You shall be married in the palace, and you will both remain in Russia."

Then he put his arms around me in Russian fashion and bade me go.

(To Be Continued)

There will be a big Liberal rally in St. Martins on Saturday night of this week. Hon. C. W. Robinson, A. B. Copp M. P. P., and the candidate, Mr. Bentley, will be the speakers. That means addresses well worth traveling to hear. Let it be a rousing meeting.

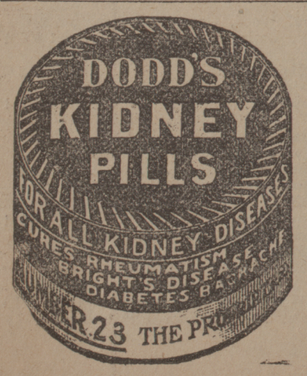
ONE PASTOR LEAVES; SUCCESSOR ARRIVES

Rev. S. Howard left yesterday morning for St. Stephen, where he will become pastor of the Methodist church. His family will follow on Monday. He will be much missed. At a recent meeting of the Methodist ministers of the city a resolution expressing regret at his departure was passed.

Rev. W. W. Lodge, accompanied by his wife and daughter, arrived yesterday morning from St. Andrews, and will assume charge of the Exmouth street Methodist church. He was met at the train and welcomed to his new charge by Messrs. Breen, Andrew Myles and James Myles, on behalf of the congregration.

In the police court yesterday morning Murry Lewis sued Sing Lee, a North End Chinese laundry man, for the value of his washing, which he was unable to produce when the check was presented. The original amount of the suit was $4.45, but a compromise was effected whereby the Chinese handed over five pairs of cuffs belonging to Lewis and $2.20. Another man had secured the articles, saying he had lost his check and declaring the things his.

Miss Rose Barrett—The release of juvenile prisoners on probation invariably works well."



Fashion Hint for Times Readers



TRANSPARENT BLOUSE WITH BRAIDED PATTERN.

The sheer bodice mounted over white or a contrasting color is very dressy, and these sheer bodice effects promise to have an increased vogue for fall. This net blouse is trimmed with soutache braiding and a curved pattern in wider silk braid. The net blouse is laid over a second blouse of white satin, and this under blouse forms the little vest, which in turn is braided with soutache in straight lines. This blouse is of dark blue net, matching the wool skirt, which is part of a suit. The small buttons on the vest are of blue enamel and silver inlay.

MR. KILBURN EXAMINED YESTERDAY AFTERNOON

Fredericton Lumberman Called to Testify Before St. John River Investigating Commission—He Tells How Sorting Works at Van Buren Have Increased the Cost of Log Driving

At the afternoon session of the St. John River Investigating Commission yesterday John Kilburn was the only witness examined. He told of his fifty years' experience in driving logs both above and below Grand Rapids. He had brought out 8,000,000 to 9,000,000 annually. The witness said that if logs were detained 48 hours at any point above Grand Falls it would be a serious matter, if the water was falling. He also told that the price for driving had increased as the result of the Van Buren booms.

The witness enumerated many of the hard places below the falls to the limits of the corporation at Fredericton. At these places, he said, logs were liable to strand unless there was a fair pitch of water. It took about 36 hours to bring logs from Grand Falls to the booms at Fredericton under fair conditions. The distance was 134 miles. The water would cover the bad places. When the water was falling it did so faster in the higher stretches as the river was not so wide. Ordinarily a drive could be taken from the upper corporation limits to Grand Falls in about two weeks. Individual logs could get down in 24 hours or in 60 hours to Fredericton on a fair pitch of water. From his experience one-third of a drive would float to Fredericton without expense on a fair pitch in 60 hours.

A question by Mr. Gregory as to what difference the deflection at Crock Island and the sorting of logs made, was objected to by Mr. Fellows on the ground that the witness could not speak from his own experience as he had not driven the river since the corporations were established.

The question was changed to apply to any point above Grand Falls. The witness said if logs were detained 48 hours it would be very serious if the water was falling. It was desirable that logs should go over Grand Falls at a high pitch of water. They were not so liable to breakage.

The witness was then examined as to the different contractors who had held the contract for the drives and the prices paid. The price between 1901 to 1909,he said, had increased from 14 cents to 26 cents. The principal cause was due to the Van Buren booms.

Mr. Fellows objected to this evidence as a volunteered statement and it was struck out. After some argument, replying to Mr. Gregory, the witness said the principal cause was due to the Van Buren "hold-up."

Mr. Fellows took up the examination of Mr. Kilburn. Replying to counsel, the witness said he had been familiar with the river from St. Francis to Fredericton for more than twenty years. Previous to 1904 no great quantity of lumber was shipped by rail above Fredericton. He knew of no improvements which people using the river had made below Grand Falls. He had heard of dams being built at Baker branch and in the Allegash. He never put in a boom. The price of driving by the Madawaska Log Driving Company was about the same price as four years ago. The company had the full control of driving on their section on the river. All logs that came down to Fredericton were sorted there. There were at least 20,000,000 feet there being rafted. He could not tell how much more. He had sold logs to Murray & Gregory for 29 years. The present year had been a good one for driving. The delay this year in delivering the logs at Grand Falls was due to the contractor. Sufficient help was not put on.

The witness went on to explain how the sorting was done at Fredericton. He considered the sorting methods were modern. Wages had increased by one-quarter to one-third since 1901. Supplies were also dearer. Several causes had increased the cost of driving. He was a director of the Madawaska Log Driving Company. They were elected by the votes of the owners of logs on the St. John river. The election was held at Fort Kent.

Replying to Mr. Jones, the witness said the Madawaska Log Driving Company got their rights from the state of Maine and the province of New Brunswick. They should have control of the drive all the time. He was familiar with the sorting at Van Buren. The company did not control the logs from the time they went in at the head of Crock Island until they came out below the sorting works. He did not know how many sheer booms there were below the falls. They helped the passage of the logs. His company had some difficulty in getting a contractor this year. The tenders were high.

To Mr. Barnhill, the witness said that before the formation of the Madawaska Log Driving Company there were sheer booms above Grand Falls.

To Mr. Gregory, the witness said the booms at Fredericton were worked in a way satisfactory to all the lumbermen. The wages for brook driving had increased in recent years but not in the main river.

The commission adjourned at 5 p. m.

MAY BE ARRAIGNED ON PERJURY CHARGE

Ex-Chief of Montreal Fire Department Denies All Allegations Against Him.

Montreal, July 8—Commissioner Cannon at the Montreal investigation this afternoon indicated that there was a lively possibility that when his report is sent in it will contain recommendations that perjury proceedings be taken against a good many of the witnesses before the royal commission.

His remarks were occasioned by the appearance in the box of ex-Chief Benoit of the fire brigade, whose name has been mentioned by a good many witnesses as the man who profited by the selling of positions.

This was Mr. Benoit's first appearance in the case and it excited great interest. He was examined at length by his counsel as to each of the charges against him and denied every one of them in toto. While he admitted having received money from some of the witnesses, the ex-chief declared that it was either as a gift, won at cards or else given him by manufacturing firms for his influence in getting them orders from other fire brigades.

Commissioner Cannon several times undertook the examination of the witness and his questions led to several sharp encounters with Mr. Marechal, Benoit's counsel.

Benoit said he had known nothing about the selling of positions when he was chief.

"But you know it now?" asked Judge Cannon.

The ex-chief, however, would only admit that witnesses said it had been done. Finally Judge Cannon named several witnesses and said that either they or the ex-chief had perjured themselves and that it was his intention to make the whole thing clear.

The only thing ex-Chief Benoit would admit was that he had employed firemen around his house during the hours they were on duty. His examination will go on tomorrow and an interesting time is expected when he is cross-examined.

SAFE EVEN FOR CHILDREN

There is not a Trace of Opium or Morphine in "Father Morriscy's No. 10" (Lung Tonic.)

A cough is merely a symptom of an irritated, inflamed or diseased condition of the air passages or the lungs themselves.

Many cough mixtures are simply preparations containing enough Opium, Morphine or similar drugs to deaden the irritation. They relieve the cough but they do not remove the unhealthy condition that caused it. Moreover any medicine containing morphine or opium is unsafe unless prescribed by a competant physician.

"Father Morriscy's No. 10", (Lung Tonic) contains absolutely no drugs of this character. It relieves a cough by removing the cause.

Made of Roots, Barks and Balsams, Nature's own remedies, it clears the mucus from the passages, soothes and heals the inflamed membranes, and strengthens the lungs and whole system so that they can throw off the disease entirely. Thousands have proved it. Trial bottle 25c. Regular size 50c. At your dealer's, or from Father Morriscy Medicine Co., Ltd., Chatham, N.B. 15

FIVE HUNDRED SOLDIERS AT GLACE BAY TO KEEP ORDER

MONTREAL AS LEADING PORT ON CONTINENT

A Few Years Will Bring It About Say Harbor Commissioners.

(Montreal Star)

The early submission of a large scheme for the development of the port of Montreal, probably involving an expenditure of many millions of dollars, is foreshadowed in the annual report of the harbor commissioners to the minister of marine and fisheries which was made public today.

After sketching the work which had been accomplished during the year 1908, and stating what was under way, Commissioners Stephens, Geoffrion and Ballentyne point out the great natural advantages which Montreal enjoys as a port, the work of development already accomplished and then conclude with the following:

"The port of Montreal, because of this wonderful inheritance is destined to become the great transhipping point for ocean borne freight.

"Only the indifference of Canadians to the splendor of their opportunities can prevent this achievement.

"Statements such as these cannot be seriously made without a full realization of what they mean.

"They are made with the full conviction that such a destiny awaits the port of Montreal to reach which requires the combined efforts of all true Canadians.

BIG SCHEME IN VIEW

"It is with these thoughts in mind that the commissioners look forward ere long to submitting to their fellow-countrymen a comprehensive scheme of port development on broad national lines that will demand the pride, the support and the confidence of the nation."

Again they state: "Great works must be undertaken, facilities must be created and money wisely spent to meet the demands of Canada's increasing business. The St. Lawrence waterway must be made the great imperial highway of commerce on the North American continent."

Early in the report the commissioners draw attention to thte prospering business of the port during 1908 despite the general depression which prevailed over the whole continent, asserting that this was due to the safety of tthe channel and the excellence of the port facilities.

The tonnage volume fgor 1908 exceeded that of 1907, which was the largest in the port's history, says the report. This result is mainly attributed to the large quantities of grain attracted to the St. Lawrence route on account of its safety, and the increased facilities within the port for the rapid and economical handling of cargo. What the improvements to the St. Lawrence ship channel, in the last five years, mean may be inferred from the record of depth for the past season, one of the dryest in a quarter of a century.

HANDLING COST WAS LESS

During the year 1908 the handling cost on every ton of through freight in and out has been reduced by 22 cents per ton. The saving thus affected has amounted in a single season to over $90,000. As this reduction affects imports and exports to and from all parts of Canada, this affords a striking example of the national character of the port, the administration and development of which ought to concern every Canadian. "Safety," Economy," and "Despatch" constitute the working mottoes of the port, and will not fail to attract ere long a large increase of business."

Discussing the trip made by President G. W. Stephens, Chief Engineer F. W. Cowie and M. P. Fennell, to different ports of Europe, the importance of the suggestions for port development received by viewing the facilities of other great harbors of the world is pointed out, the report continuing.

"From a commercial point of view also its importance must not be overlooked. This trip has laid the foundation for opening up new avenues of trade between the great world ports of Europe and Montreal. A business connection has been firmly established, which, when the port facilities of Montreal are created to take care of the increased tonnage, will bring new ships and new trade to the St. Lawrence. The experience of this trip has further convinced the commissioners that Montreal's strategic trade position justifies the immediate adoption of a well defined scheme of port extension."

The policy of the commissioners is again expressed in the sections bearing on the appointment of R. C. H. Davidson, the English engineer, to make an exhaustive examination of the facilities of Montreal. His report has already been received and will be made public as soon as the scheme being prepared by F. W. Cowie is completed. The commissioners say in this regard.

TWO PROJECTS CONSIDERED

"The two suggested schemes, prepared entirely separately, will be considered on their merits. The commissioners trust this may be the basis of laying down the lines to be followed in the great work of the future. It is hoped by concentration on a definite scheme of progressive development an economic whole may be created without increasing the annual capital expenditure on harbor works, and in such a way that the natural increase in business will automatically provide the revenue required to meet increased interest charges."

"The tonnage of the port has doubled in five years.

"More passengers were carried to Canadian ports via Canadian and British ships during 1907 than to all American ports combined, except New York.

The port of Montreal occupies the unique position of being the only port in North America where the entire foreshore is the property of the nation and can be developed without the expenditure of a farthing for the purchase of land.

"It is significant that these rare and most fortunate conditions prevail at the farthest inland deep water point in North America.

HIS DOG WAS FAITHFUL

Asheville, N. C., July 8—Buried upright in an abandoned mine in Mitchell county by debris which covered him to the chin so that he could not move, John English, a young man of Mitchell county remained two days, when he was taken out by rescuers attracted by the constant yelping of his little dog, which remained steadily at the mouth of the shaft.

His companion, Henry Woody, who was completely buried by the fall of earth, was dead when taken out, and English died six hours after being rescued. The dog had remained at the shaft for thirty hours.

Royal Canadian Regiment With Machine Guns Arrived Last Night—Their Appearance is Expected to Give Courage to the Men Who are Intimidated from Working—Some Disorder Yesterday.

Sydney, N. S., July 8—With none of the accompaniments of peace, but with all the appearance of a force equipped for the destruction of fellow human beings, the Royal Canadian Regiment arrived at Glace Bay tonight. No bands of music were there, but instead were the deadly machine guns, the sight of which is designed to strike terror into the hearts of men more trained in the peaceful pursuits of digging black diamonds than inflicting death at the cannon's mouth.

The arrival of the soldiers from Halifax took place in the midst of a tremendous downpour of rain. It was after 9 o'clock when the train arrived at Dominion No. 2, where the stay for the night is being made by the majority of the troops.

With the arrival of the soldiers a new phase of the situation was entered upon.

The troops were dressed in khaki, and as they pulled into the station the men wore their knapsacks and other marching equipment.

Glace Bay, July 8—(Special)—The military train from Halifax with 508 officers and men arrived at Sydney at 5.30 o'clock this evening, making the run in about sixteen hours. The train ran from Halifax to Truro at a rate of 45 miles an hour, but thereafter the progress was not so swift.

The train was fortunate in getting across the Grand Narrows bridge in Cape Breton for the regular Sydney train leaving Halifax this morning was unable to cross the bridge because of a tremendous storm that is sweeping over the province. The waves were dashing twelve feet high over the bridge, so that the regular express is still held on this side.

The arrival of the troops is expected to effect a decided change in the situation. They are remaining on board the cars all tonight. General Drury, general officer commanding, has left for Glace Bay to take command of the forces.

Midnight finds Glace Bay quiet and everybody waiting for developments which must surely follow in the morning. With the output of the mines lessened by 65 per cent, the coal company is still hopeful and present an absolutely uncompromising front to the strikers. The United Mine Workers are just as optimistic as the mine owners, basing their hopes on the fact that only two or three of the pits are being worked to much advantage while the majority of the pits have been tied up. They report also a gain in membership.

The Provincial Workmen's Association is standing by the standard of the Dominion Coal Company, but many of their members are unable to work on account of intimidation and other reasons.

The heavy rain of the day prevented some of the plans being carried out by the U. M. W. and other parties interested and many of them who would otherwise have been active outside remained in their homes during the day. About dusk the rain stopped falling and the street corners presented some animated scenes during the night but there was an absolute lack of disorder.

The coal company could give but an approximate idea of the amount of coal raised during the day. Its normal output is about 12,000 tons a day. Last Friday, according to figures emanating from the coal company, the output was 8,588 tons. On Saturday the output was 11,095 tons. On Tuesday the output was reduced by reason of the strike to 5,610 tons. The output on Wednesday was 4,055 tons. Today it was estimated at 4,000 tons, a quantity of this being from the bankhead.

In recounting the strike situation a number of different matters have to be considered. The reports of each party are favorable to the party from which the reports emanate. For instance, Dominion No. 1, the great P. W. A. stronghold, is said by the company to have made an output of 1,500 tons today and the number of men working under ground is placed by the company at 500, with 100 working above ground. The U. M. W. claims that up to the hour when work commenced at the colliery this morning only 104 men had entered the enclosure.

At Dominion No. 2 the only coal raised today was sufficient to keep the fires going. No attempt was made to raise more. Dominion No. 3 was closed today, but the company expects that with the arrival of the troops, it will be possible to operate it tomorrow. Caledonia is reported by the company to have yielded 500 tons out of a normal 1,400 tons today. At Reserve No. 5 and 10, 1,000 tons was yielded, all but 100 tons being from No. 5 pit. The normal output from these pits is about 1,200. International No. 8 with a normal of 700 produced 400.

The coal company accounts for the small number of men working in different ways. Some are on strike, others of them who remain with the company are on police duty, and others still are intimidated from working by the strikers. Were the men free to exercise their own judgment many more would be at work, say the company officials.

The company is standing the expense of the county constables, who are nearly all company men, sworn in for this duty. There is a dispute as to who will have to pay for the services of the military, as the mayor refused to sign a requisition for them and the requisition was made by Judge Finlayson, of Sydney. The up-keep will be considerable, for more than 500 men and officers.

There was some trouble at Dominion No. 1 mine this morning when the miners went to work. Manager Maxwell was assaulted with a rock and sticks by idle workmen, who stood in great crowds around the gates.

This morning the coal company's police were taken on a special train to No. 6 where rioting occurred last night. The headlight of a locomotive was broken with stones and a fireman at the mines was forcibly taken from his work and taken away.

As is usual in mining towns in times of strikes, large numbers of men, mostly foreigners and of the cheaper grade of labor, are even at this early stage of the strike feeling the pinch of want. The U. M. W. headquarters all day long were occupied by men in waiting who were there for the purpose of impressing their wants on the committee. Assistance will be given but only the necessaries of life will be provided. The U. M. W. believes that the men, in fighting their own battles should provide for their own wants. Where absolute poverty is felt, aid is given. There is no stipulated allowance made, circumstances governing cases.

At present the U. M. W. is proceeding with the assumption that the strike will be of short duration. In case of a lengthy struggle there is talk of starting an immense provision store, with a service extending to the different collieries. Some arrangements must be made along this or other lines, as the majority of the miners will soon need assistance.

An evening paper comes out with a report that the Sydney & Louisburg Railway track, near Caledonia Junction, was found blown up this morning, evidently by a charge of blasting powder having been inserted under the rails. Investigation shows that rails were loosened by prying with a bar or bars.

Rioting of more or less serious nature occurred last night at No. 6 colliery and today the precaution was taken of sending the company's police from No. 2 to this colliery in anticipation of further troubles.

Tomorrow the case of Skerry, accused of assaulting General Manager Duggan, will come up in the police court. The number of warrants out is large.

DR. PUGSLEY TALKS OF CALGARY'S GROWTH

Calgary, July 8—Hon. Wm. Pugsley, minister of public works, in speaking of Calgary and district, has this to say:

"The wonderful development which has taken place in the past twelve years in Calgary and vicinity impresses me greatly. When I was here last, the town had a population of only 3,000, now I find it a busy city of 30,000.

"When I heard that property on Eighth avenue was selling for $2,000 per foot, and compared these figures with the depressed state of real estate in 1897, the advance seems almost beyond my comprehension.

"Your Alberta provincial exhibition, which I attended, in many respects surpassed the largest exhibitions held in the east, and is a striking evidence of the marvellous development of Alberta."

Mrs. Nagger—Mental telepathy is a wonderful thing. Do you think the time will come when we will cease to talk?

Mr. Nagger—Not you women.

The Times Daily Puzzle Picture



A MYSTERY.

Of all the mysteries here below
This one with darkness most is fraught;
How does the summer landlord know
Just how much money you have brought?

Find the landlord.

ANSWER TO YESTERDAY'S PUZZLE.

Answer—Spike plus Hoe plus Stop minus Pike minus Top equals Shoes.