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## LEA AND DEPPINGS'

# LEA AND FERDIN

**OBSERVE THAT THE**  
**SIGNATURE**  
*Wm. Lewis*  
**IS NOW**  
**PRINTED**  
**IN BLUE INK**  
**DIAGONALLY ACROSS THE**  
**OUTSIDE WRAPPER**  
*of every Bottle of the*  
**ORIGINAL WORCESTERSHIRE**

Sold Wholesale by the Proprietors  
Worcester:  
Crosse & Blackwell, Ltd., London;  
and Export Oilmen generally.

**RETAIL EVERYWHERE.**

**AGENTS—J. M. Douglas & Co., and Urquhart & Co., Montreal.**

April 9, 1896.

**Little Minnie.**—St. John's, Nfld., Jan. 23.—  
The brigantine "Little Minnie," Capt. Jago,  
from Trepain, for St. John's, with salt, was  
driven ashore at Ronew's Island, forty miles  
south of here, by incoming ice last night and  
became a total wreck. The crew escaped by  
scrambling over broken ice on their hands  
and knees. The captain remained on board  
the ship. Shortly after the crew left a sea  
break over the vessel, throwing her on her  
beam ends, and the captain was seen no  
more.

**Paris.**—Southampton, Jan. 23.—The Ameri-  
can line steamer "Paris," which left New  
York, Jan. 15, for this port, arrived here at  
about noon today, the trip across having  
occupied nearly ten days owing to the  
steamer's being able to use only one propeller,  
the other having been disabled. Captain  
Watkins was seen by a representative of the  
United Associated Press on the arrival of  
the steamer and said that when sixteen hours  
out from New York the "Paris" encountered  
violently easterly gales and head seas, but that  
despite the bad weather and the fact that  
only one screw could be used, she maintained  
an average speed of thirteen and five knots  
an hour. The steamer was brought  
right up to her dock at Southampton without  
assistance. This was made possible by her  
possessing a powerful balance rudder.

**REINSEURD.**—London, Jan. 23.—The British  
bark "Cambria Queen," from Norfolk, Oct.  
24, for Rio Janeiro; the British steamer  
"Fort William," Captain Dunlop, from Ham-  
burg, Dec. 23, for Norfolk and New York;  
the "State of Georgia," Captain Steward,  
from Belize, Dec. 25, for Halifax and St.  
John, N.B.; and the American ship "T.F.  
Oakes," Captain Reed, from Shanghai, May  
15, via Hong Kong, July 4, for New York.  
Where have reinseured, the rates paid being  
sixty-five, forty, thirty and thirty guineas  
respectively.

**TUESDAY, JANUARY 26.**  
**QUEEN STEAMSHIP COMPANY.**—MADIANA—  
The ss "Madiana" arrived at St. Thomas,  
W. I., p.m., last Sunday.

**TRINIDAD.**—The ss "Trinidad," sailed from  
Bermuda for New York, 11 a.m., yester-  
day. Temperature at Bermuda at the time,  
was 65°.

**A NEW IRON STEAMBOAT.**—The first iron  
steamboat built here is now under construction  
at Mr. Davies's shipyard, Lewis. It is  
for the Maritime and Industrial Company of  
Lewis, and is to replace the old "Monna  
Levi." Its length will be 140 feet, its width

**Expensive Entertaining.**  
The cost of the reception in Paris of the  
Emperor of Russia was originally estimated  
at 12,000,000*fr.*, says an article quoted in *Current  
Literature*, but it has proved to be not  
more than 5,500,000*fr.* At first the young  
soldiers whose time was legally up were to be  
kept under arms until after the review—that  
is to say, from September 22 to October 14—  
an extra three weeks, representing an ex-  
pense of 6,000,000*fr.* Moreover, the Emperor  
and Empress were originally to stay at the  
Foreign Office, and by their staying at the  
Russian Embassy the Government saved about  
400,000*fr.* Furthermore, the carriages and the  
Presidential train, which cost 400,000*fr.*, have  
been resold to the companies for 300,000*fr.*,  
so that there has been a saving of 7,000,000*fr.*  
by virtue of which the expense is reduced  
to 5,500,000*fr.* The details are interesting.  
The reception at the Hotel de Ville cost  
160,000*fr.*, refreshments, music, decoration,  
and rare plants and flowers included.  
The masts and oriflammes, the fireworks, the  
200,000 gas burners which required a small  
army of lighters, the official illuminations,  
the numerous platforms, the special station  
at the Ranelagh, and the removal of the  
scaffolding on the Arc de Triomphe cost  
1,200,000*fr.* The gala performances, the re-  
ceptions at the Elysee, at Versailles, and at  
Versailles, the exercises along the line from  
Cherbourg to Paris, and the soldiers who  
lined the streets, the Châlons review, and  
the transport of troops cost 3,500,000*fr.*, in-  
cluding the improvised railway from Mou-  
lmelon to the camp and the tribunes. To  
these figures must be added the horses, car-  
riages and liveries of the Elysee, and the large  
sum spent by private individuals, and it  
will not be far from the truth to say that  
these five days' rites cost from 12,000,000*fr.*,  
to 15,000,000*fr.*

**A Queer Author.**  
The Expert Witness Who Had Read  
"Lived!" and His Downfall.

Several years ago the suit of Goldsmith  
versus the Chicago City Railway Company  
was on trial. A pompous and pretentious  
doctor was placed on the stand by the plain-  
tiff. He described the injuries sustained by  
the plaintiff; a permanent and employed a  
large number of long medical terms, con-  
cluding with the statement that the plaintiff's

feet, its depth 8 feet, and it is to have a propeller 12 ft. in diameter and an hour.

**CHARTERED.**—A steamer, St John, NB, to Liverpool, deals, 41s 3d; April, 4 steamer, 1,956 tons, St John, NB, to west coast England, deals, 41s 2d.

**FREIGHTS.**—Mail-services from Great Britain up to the 16th instant, state that though no rates have been fixed for chartering, business has, however, not been so brisk as it is earlier than last year. The opening rates show a slight improvement upon last year's opening prices. Tonnage is in request from the West India, East India, and China companies, 60s to 67s 6d; India, 60s to 67s 6d; China, 42s 6d to 44s.

**WRECKING.**—January 27.

**MAIL STRAITS—MONGOLIA.**—The *Atan RMS* "Mongolian, Captain R Moore, from Halifax, Jan 16, for Liverpool, arrived out yesterday morning.

**EMPRESS OF INDIA—HONG KONG.**—Jan 25.—The Canadian Pacific Railway's "Empress of India" arrived here at 8 a.m., to-day.

**MAGNOLIA.**—Halifax, N.S., Jan 25.—A special from North Sydney, C.B., says that the side wheel steamer "Magnolia," lying in the straits of Sydney, was discovered on the fire of clock this morning. When it was first discovered the vessel was enveloped in flames and she burned to the water's edge, being towed down by the tug "Hercules" in supposed to have resulted from tramps or fishermen lighting a fire on board, but whether anyone was burned to death is at present unknown. The steamer was laid up for the winter. She was owned by Geo. L. Barchell, of Sydney, was 151 tons register, and was built in the United States.

**OCEAN RACE.**—Quebec-town, Jan 26.—The British bark "Under Bark," Captain Mooley, which sailed from Quebec on the 12th inst.,

of atrophy resulted from the fall the plaintiff sustained.

In the cross-examination, A. S. Trude, the defendant's attorney, asked the witness if any physical condition had ever arisen in his practice.

"No," replied the pompous doctor, "but I have read of a number in the medical books."

"You are familiar with medical authorities," the witness was asked.

"Yes, sir, all of them," replied the witness with an air of great wisdom.

"Is Professor Jones a well known authority, and do your views and his coincide?"

"Yes, sir, perfectly."

"Doctor, have you read *Lived*?"

"Thoroughly."

"Can you point out any page in either?"

"No," both are large books and I have not the time."

"Doctor, will you swear you ever saw a book edited by Lived?"

"Why, certainly."

"Spell for the court and jury backward." At this question the judge and jury and people in the gallery looked on, wondering at the meaning of such procedure.

"E-v-i-l," slowly spelled the witness.

"Now, if the court please, if the witness will find such an author as Lived I will give up the case and the verdict for the plaintiff amount a sum by the plaintiff," concluded Mr. Trade.

The jury and spectators broke out in laughter, and the witness, who had been resembled a punctured balloon.—*Chicago Times Herald.*

**KNOW THE "SMALL GRACES" OF LIFE.**

Young men should not get the ideas that to know the "small graces of life" is useless or frivolous. What we call the "social graces"

Hull, passed Pawnee just this afternoon. The "Cedar Bark" is sailing for a wager with the British ship "Huron," Captain H. J. Smith, on the 25th inst. and will start the same day for Queenstown. The latter vessel has not yet been sighted.

Jan. 26.—The following named vessels have again been renamed:—Bark "Lord Dufferin," Roberts, from Montevideo, Oct. 7, for New York, at 80; "H. J. Smith," Roberts, from London, for Liverpool, Dunlop, from Hamburg, Dec. 13, for New York, 60 guineas.

Jan. 27.—Herald, N. Jan. 26.—Parties interested in the steamer "State of Georgia," which is now 34 days out from Danzig for this port, stated to-night that they had given her up for lost. The "State of Georgia" sailed from Danzig, Dec. 23, and

The healthy skin is constantly excreting substances injurious to the body, and secretions of the pores must be removed to keep the skin supple. Its surface is covered with a tiny film of oil, and particles of dust readily cling to it. When any soap is used for cleansing purposes it removes the dirt, but it also, by the liberation of free alkali, attacks the oily accumulation and thus destroys the natural film. The result is a skin so deficient in oil that many people suffer from rough hands and faces or from chaps and dryness of the skin. The most successful method of removing dirt is when Laneline Toilet Soap is used. This soap contains unsaponified Laneline, the fat natural to the skin. The cleansing power of the soap is due to the fact that it removes the impurities excreted by the skin, while the free Laneline supplies the loss of natural fat.

Mr Wright.

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**NOTICES OF BIRTHS, MARRIAGES AND DEATHS.** 50 cents. No exception will be made to this rule.

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**BIRTHS.**

AMY.—On Monday, 25th instant, the wife of Rawlin Amy, of a daughter.

DELAJE.—At Balvenie, St. Foye Road, on the 26th January, the wife of Elnear Delaje, jr., of a daughter.

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**DEATHS.**

GIARD.—On the 21st January, 1897, N. A. Giard, ex-civil employee, at 59 years of age.

HOWE.—At Pensacola, Fla., on the 24th instant, Miles Howe, elevated, a native of

healthy condition. It would seem that Lano-line Toilet Soap is the perfection of all toilet soaps.

At the Recorder's Court yesterday, Andrew Doyle, an old offender, was sentenced to two months' gaol for drunkenness.

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**Fact DEAD Sure**

**IN TEN DAYS!**

**THE TOBACCO HABIT!**

the County Tipperary, Ireland, aged 63 years, and a resident of this city for the last forty-four years.

**The Digestion of Stale Edibles.**

Boiled rice will digest in one hour; if boiled in milk, however, it requires two hours, if eaten with unboiled milk two hours and fifteen minutes. Raw eggs will digest in one hour and a half; fried eggs, one hour and a half; soft boiled, three hours; hard boiled, three hours and a half. The white and yellow should be served together. Salt beef requires four hours and fifteen minutes. Beefsteak, broiled, three hours. Stewed cyphers, three hours. Stewed oysters require one hour to digest than broiled meat. Roast veal requires five hours for perfect digestion. Pork the same. Stewed pudding, three hours and a half. Mrs. S. L. Rorer in *Vegetarian Ladies' Home Journal*.

