

ACCIDENT TO S.S. "ALF" SEVERE BLOW TO SHIPPING

The Mercantile Community Arraigns the Government as the Cause of the Disaster.

THE MARINE DEPARTMENT STIGMATIZED AS ANTIQUATED.

The justifiable indignation of the mercantile community in this city passed all bounds yesterday morning when they learned of the disaster to the steamship Alf, which struck ground at the rock shoal at the foot of the Traverse at 11 o'clock Tuesday morning, caused by the removal of the lightship to mark that dangerous place. The subject was the chief topic of conversation in the Lower Town, and almost every person spoken to did not hesitate to blame the Government for the mishap in tolerating the existence of a Department of Marine that was practically incompetent in every sense of the word. The unanimous conclusion came to be that the shipping interests in this city were not only unrepresented but that the hasty and uncalculated action of the Marine Department official, or officials, at Ottawa responsible for the order for removing the lightships and buoys from their stations, had struck a severe blow to the port of Quebec, as well as the whole St. Lawrence route.

Mr. Thomas Harling, general Canadian manager of the Leyland Line of steamers, who returned to Montreal yesterday, said before leaving that the mischief done was incalculable and almost irreparable. He pointed out that after all the labor and trouble gone to by the shipping interests of the St. Lawrence to educate the insurance underwriters to the fact that navigation in the St. Lawrence from the port of Quebec was practically safe into the month of December, the officials of the Marine Department at Ottawa, by their want of foresight and good judgment, come to the front and destroy everything that had been done in this direction.

Every merchant in the Lower Town seen by a Chronicle reporter held the same opinion, but while some blame the whole Administration others simply hold the Marine Department responsible. They all, however, agree that the Marine Department should be reorganized, competent experienced men should take the place of the present arm chair navigators, whose great source of pleasure is to watch the clock that indicates their freedom from official duties.

One gentleman, who is well versed in marine matters appertaining to the St. Lawrence route, but who would not allow his name to be mentioned, said: "While the Government cannot be directly blamed for the disorganized and antiquated condition of the Marine Department at Ottawa, the Ministers, individually and collectively, are morally responsible to the country for the present state of affairs. We have three Ministers at Ottawa who hold their Parliamentary mandate from the city and district of Quebec, and who never even think it worth their while to study the interests of their constituents, let alone the great water highway of the Dominion. Their attention has been called again and again to the matter and the only satisfaction the commercial interests of the country received was a vague assurance that they would take the matter under consideration, and that was about all the country ever heard of the matter. It is a well-known fact in shipping circles, not only in Quebec, but in every other Canadian port, that the Marine Department was at least fifty years behind the times. The same old routine that applied to the days of wooden vessels is still in vogue, and the Marine Department either cannot or will not improve the situation in touch with the advancing times. Just think of it. The port of Quebec was ordered to be left without any protection during the last days of the close of navigation. I say this because the Government steamer Aberdeen, which is supposed to be a distinct guardian of Quebec shipping, was ordered to proceed to Halifax days before the close of navigation at this port, and when she left for the Lower Provinces the late shipping interests in this port would be practically left to the mercy of Divine Providence. Not even a private boat has been left to act as a substitute, because the Lord Stanley had been sold to the Canadian Government and took her departure for the upper lakes service. The Marine Department knew of these facts and so must have the Government, hence not only should the Marine Department be held responsible for this state of affairs, but also the Government. In order to show you how the port of Quebec is discriminated against by the Marine Department at Ottawa, allow me to point out that two of the best Government steamers, the Stanley and the Minto, are engaged in carrying the mails and passengers from Prince Edward Island to Nova Scotia. These Government vessels are the very best and latest acquired by the Department, and it is a notorious fact that besides the mails they carry more passengers on board than those who pay their fare, besides freight consisting of rations of beef and potatoes. These boats have been engaged in this service for three seasons, but it must be remembered that the Cabinet Ministers from this part of Canada insist upon their people having their interests protected, no matter how insignificant they may be, while the Premier of the whole Dominion and two others of his colleagues connected with his Administration, hailing from this district, practically allow Quebec shipping to go begging for protection in the most important season of the year and when protection is most needed.

"The question now at issue is who is responsible for the recent order to remove the lightships and the buoys from their respective stations. The investigation into the accident that happened to the Alf must bring this to light. At the present moment there is no head to the Marine Department at Ottawa. The Hon. Mr. Sutherland is acting Minister, but as he has very little experience in marine matters the question is did he advise the hasty and uncalculated action or did some Department official take upon himself the responsibility of doing so? But no matter who has committed the act, the effect is just the same, the shipping of the St. Lawrence has received a blow that it will not recover from for many years to come. Mr. E. C. Fry, Lloyd's agent at the port of Quebec, also agent for the Thompson Line of steamers, was next seen by the Chronicle reporter. Mr. Fry was most emphatic in his condemnation of the Ottawa Marine Department, and did not hesitate to state that the accident to the ss Alf would act very detrimentally to the shipping interests of the St. Lawrence. Mr. Fry said: "The Dominion Government has not a particle of excuse to offer in explanation for the disaster to the Alf, and the effects it will have against shipping in general in connection with the St. Lawrence. It was well understood that the Department of Marine built the pier at the upper end of the Traverse, in response to pressure brought to bear on the Government by the commercial community, to take the place of the upper lightship there stationed to assist late outward bound vessels. That having been accomplished, it was believed that it would be sufficient to secure the safety of vessels proceeding to sea through the Traverse without the necessity of the lightship, but, when the lower lightship was removed, it was understood that a Government steam vessel would take its place until the last ocean vessel had passed out. The disaster to the Alf shows clearly and positively that the willful neglect of the Department in not placing a vessel at this station to take the place of the lightship is the sole cause of the accident, as she went ashore on the very shoal that the lightship was supposed to have guarded against. The Government agent, in his explanation that appeared in the Chronicle, states that the pilot should have been able to gauge his course by bearings from the Pillars rock, eight miles astern, which is unreasonable at this season of the year, when snow storms are liable to occur to obscure his marks, whereas a mark in a position where the lightship should have been, off St. Roch Shoal, is only 22 miles from the upper Traverse light. In fact it is much easier for a man to see a light 22 miles ahead than eight miles astern. This goes to demonstrate the fact that the Government's not putting a ship at this point until the ocean vessels all pass out is not only neglect but almost criminal bad judgment on the part of the Marine Department officials, and led up to the accident sustained by the Alf. The Government pleaded guilty to their want of foresight and judgment by the Department's action when it received a telegram from parties interested, when they pointed out the delay ordered by the Quebec agent of the Marine Department to send the Canadienne down the river to cover this dangerous location, where the lightship should have remained, and not been removed in such uncalculated haste. Where the neglect, however, comes in is in the removal of the lightship without replacing it by a substitute, with power to remove herself in case of emergency.

"The accident to the Alf is most regrettable, happening just on the eve of our procuring benefits from insurance underwriters, who were beginning to look with favor on the late sailings of the St. Lawrence. This accident is a regular set back to all the good that has been accomplished, it comes as a regular slap in the face, and is calculated to do much injury. If the Dominion Government had been direct open opponents of the St. Lawrence route they could not have acted more forcibly in the direction of doing us a manifest injury. A radical change in the composition of the Marine Department at Ottawa is necessary, men who really understand their business and are familiar with the navigation of the St. Lawrence and its requirements, connected with this Department, have their hands tied. For instance Mr. J. U. Gregory, the Quebec agent of the Department, a thorough practical man, who knows every rough inch of the St. Lawrence route, and who is always on the spot and at his post, to judge the course of events and direct accordingly, is not allowed to act upon his own responsibility. His hands are manacled, while the Department, even in his jurisdiction, is managed by a coterie of arm chair navigators, who know as much about the navigation of the St. Lawrence as Paul Kruger does. They have a smattering of the St. Lawrence route, and that is what they learn from their book and charts hanging upon the walls of their Ottawa offices, which they study from their reclining chairs, and it is to these incompetent men that the Dominion Government confides the destinies of the shipping interests of Canada to. Give Mr. Gregory a reasonably free hand and allow him to act upon his experience and judgment, also his intelligence, which is unquestionable, and the mercantile community of this port and the whole St. Lawrence interests will be efficiently looked after. Matters in shipping circles will be altogether different and confidence in the St. Lawrence route once more restored."

THE BEST
IMPORTED WHITE WINES
FOR OYSTERS

| | | |
|-----------------|---------------|------------------|
| Sauternes | 15c to \$2.25 | \$1.75 to \$3.50 |
| Rhine Wine | 30c to 2.00 | 3.50 to 25 |
| Sparkling | 75c to 1.50 | 7.50 to 10 |
| White Tarragon | 20c to 40c | 2.50 to 4 |
| Dry Pale Sherry | 25c to 5.00 | 3.00 to 22 |

Also the largest assortment of Whisky just received from Glasgow.
"Dewars" 50c., \$1.25, \$1.50 per bottle.
22 Fabrique Street.

Phone 115.
H. Beauty, GEORGE PATRY, Manager.

ROYALTY APPRECIATES IT.

H. M. S. OPHIR
QUEBEC, 21st SEPT., 1901.
THIS IS TO CERTIFY THAT
MESSRS. M. TIMMONS & SON,
OF QUEBEC,
Supplied the Royal Yacht with a very large quantity of Soda Water, Lemonade, Ginger Ale and Ginger Beer for use on the homeward voyage, and that I have found all excellent.

JOHN C. GIBBONS,
Paymaster, R. N. R.

ANGLO-AMERICAN RAPPROCHEMENT

Marquis of Lansdowne's Speech at Darlington

WE DESIRE CORDIAL RELATIONS

A NEW CHAPTER IN THE ISTHMIAN CANAL NEGOTIATIONS HAS BEEN OPENED.—THE SOUTH AFRICAN WAR AND THE MISREPRESENTATIONS OF PRO-BOERS.

London, Nov. 28.—The Marquis of Lansdowne, Secretary of State for Foreign Affairs, speaking at Darlington last night, referred to the extraordinary keenness of the competition for the world's markets as affording the greatest attractions in questions of foreign policy. Referring to the negotiations with the United States, Lord Lansdowne said:—

"We desire to retain the most cordial relations with the United States," and he said he was sure that the recent expressions of Secretary of State Hay and Ambassador Joseph Choate, United States Ambassador to Great Britain, at the annual banquet of the Chamber of Commerce in New York, were reciprocated on this side of the water.

"Let our brothers across the ocean," said Lord Lansdowne, "regard the distinguished man who has succeeded to the Presidency of the United States with the friendliest predispositions."

With reference to the Isthmian Canal negotiations, the Secretary of State for Foreign Affairs expressed himself as happy to be able to say that a new Chamber had been opened. Both Governments were at this moment engaged in fresh negotiations concerning which he could only say the omens seemed propitious.

"Throughout the negotiations," continued the speaker, "the question has been discussed from both sides in no narrow or one-sided spirit, but with a genuine desire on our part that this great enterprise should be conducted to a successful end; that the principle of the neutrality of the canal for which we have contended, should be maintained; that the canal should be open and free to the commerce of the whole world, and that these objects should be achieved under conditions honorable and convenient to both sides alike."

Lord Lansdowne made hopeful reference to the South African war. He protested against the misrepresentations of the pro-Boers and said the incalculable mischief arising therefrom found a striking illustration in the excitement produced in the continental press by the speech of Joseph Chamberlain, Colonial Secretary, at Edinburgh, and in which he (Lord Lansdowne) found no suggestion of offense.

AUSTRALIAN MAIL COMING

RECORD TO LONDON COULD BE BEATEN IF THE CAMPANIA SAILED FRIDAY.

San Francisco, Nov. 27.—The quick time of 21 days from Sydney and 5 days and 13 hours from Honolulu was made by the Oceanic Company's steamer Sierra, which reached port yesterday with many passengers and English mails from the Antipodes. First attention was given to the hustling of the mails ashore in order to catch the six o'clock overland train, the passengers being detained on board until the last of the 500 bags of mail was put on shore.

It is not the fault of the Oceanic Company that this mail will not reach London in record time, or less than 29½ days. It will reach New York in time to be dispatched on the Camarder Campania next Saturday, but connection could have been made if the Campania sailed on Friday instead of Saturday.

The Sierra's good time was made for the most part in the face of head winds and rough seas. Honolulu was left at 9:20 o'clock a week ago to-night half an hour after the steamer Doric had left for this port, but the Oriental and Oriental liner was soon distanced. The Doric did not reach port until six o'clock to-night, too late to pass quarantine, and consequently will not land passengers or mail until to-morrow morning.

SPOT CASH SHOP.

Always cheaper than elsewhere.
Granulated Sugar, Redpath, 4½c.
Yellow Sugar, 3½c.
N. MOISAN,
Cor Julia and D'Artigny.

GENERAL VOYRON'S REPORT

Paris, Nov. 27.—The publication in the Matin and other morning papers November 26th, of alleged extracts from the confidential report of General Voyron, the former commander of the French troops in China, has revived interest in the matter of the alleged looting at Peking.

In a published interview, M. Pichon (who was French Minister to China at the time of the Boxer outbreak) denied that any woman connected with the legations engaged in looting. After Peking had been relieved, he himself ordered that all French people leaving Peking be searched. As to the auctions in the legations, they only occurred in one legation, the English or the American, Mr. Pichon does not say which.

SCORES OF PEOPLE ROASTED TO DEATH

The Most Disastrous Railway Wreck in Years

TWO TRAINS COLLIDE HEAD ON

THE DEAD NUMBER ANYWHERE FROM 60 TO 150, MOST OF WHOM ARE IMMIGRANTS—IT IS SAID EVERY PERSON ON THE IMMIGRANT TRAIN WAS KILLED BY THE SHOCK OF THE COLLISION OR AFTERWARDS BURNED TO DEATH WHEN THE CARS TOOK FIRE.

Detroit, Mich., Nov. 27.—One of the most disastrous wrecks in the history of the Wabash Railroad, or any other Michigan Railroad, occurred at Seneca, Mich., a small way station 70 miles southwest of Detroit, between seven and seven thirty o'clock to-night. Train No. 13, an emigrant train, with two engines, west bound, collided under a full head of steam, with train No. 4, east bound, about one mile from Seneca. The result was that five or six coaches on the emigrant train were crushed, and its load of human freight sent into eternity in a moment, while one coach on train No. 4, which consisted of a parlor car, dining and baggage cars, were also telescoped and four dead bodies have been taken from the ruins. It is not known how many people were on the emigrant train, but the death list will be anywhere from 60 to 150. The people on that train were caught like rats in a trap and crushed. The wreck caught fire and those who were not instantly killed were slowly roasted to death and none of the few spectators who hastily gathered from the farm houses nearby were able to afford aid.

The whole emigrant train was soon consumed by the flames, and every person on that train, it is reported, was killed. Farmers residing along the track rushed in on the blazing mass to rescue those who they thought might be alive. The bodies hauled out of the wreck were taken to nearby farm houses, which are filled with dead, and a large number of injured were taken to a hospital at Peru, Ind.

Along the track long lines of burning bodies lay covered with blankets, presenting a gruesome sight. It may be that the exact number of killed, or who they are will never be known. At present it is impossible to get anything resembling a list of injured or dead from Seneca.

It is said here that the accident was the result of a misunderstanding of orders. It is reported in Seneca that No. 4 should have waited at Seneca station, and No. 13 should have taken the siding. This was not done. Then the crash came. The net result is that one whole train, No. 13, is burned, the engines are complete wrecks on both trains, and on No. 4 the coach between the dining and the baggage car is crushed into kindling wood.

MISS STONE REPORTED DEAD

THE RUMOR, HOWEVER, IS NOT CREDITED BY THOSE WHO SHOULD KNOW BEST—IT IS SIMPLY A REVIVAL OF AN OLD TALE.

Washington, Nov. 27.—Secretary Hay received a despatch from Constantinople to-day repeating a rumor that has reached there that Miss Ellen M. Stone, the American missionary, who has been held a captive by the Bulgarian brigands for several months, and her companion in captivity, Mme. Tsilka, are dead. The report, however, lacks confirmation, and is not credited by either Mr. Spencer Eddy, the American charge at Constantinople, or by Mr. Dickinson, the Consul General there. The reported death of Mme. Tsilka is said to have been from child birth, and that of Miss Stone from grief, the story coming from Salonica. Regarding Mme. Tsilka, the report is regarded here probably as simply a reiteration of a story which has been repeated heretofore several times. The latest reports from Miss Stone have represented her to be in good health.

THE FAMINE IN CHINA

WITHOUT HELP 500,000 PERSONS WILL STARVE—HALF A CENT A DAY WILL SUPPORT LIFE.

Washington, Nov. 27.—John Goodnow, United States Consul General at Shanghai, reports to the State Department that there are over 500,000 persons in the Yang-tse valley who will starve this winter unless they get some help from us.

A committee of foreigners and Chinese has been formed in Shanghai for the purpose of relieving the conditions in China by subscribing liberally. Contributions may be made through the British Consul General at Shanghai, P. L. Warren, who is chairman of the relief committee. Fifty cents in gold will feed one person for 100 days, Mr. Goodnow says.

PHILIPPINE REBELS ACTIVE.

Manila, Nov. 27.—The insurgents have attacked a commissary wagon between Magalona and Gajagua, seriously wounding a sergeant and a private of the Eighth Regiment, and capturing privates Dunn and Freening, two horses, three rifles and three hundred rounds of ammunition.

There has been a revival of insurgent activity at Tanaunan, Province of Batangas, southwest Luzon. An interpreter named Alberto has been killed in the market for refusing to donate a portion of his salary to the insurgents. Other Government employes have been threatened.

For every historical fact there are two or more historical falsehoods.

For novelties in Dress Goods and Silks—Glover, Fry & Co.

F. SIMARD & CIE.

CLEARING OFF CARPETS

At 20 p. c. Reduction.

Be Sure and Take Advantage of this Golden Opportunity.

The stock comprises this season's latest novelties in

AXMINSTER, BRUSSELS, TAPESTRY, WOOL AND UNION CARPET SQUARES AND MATS, ENGLISH AND CANADIAN OILCLOTH.

We are Agents for "Standard Patterns."

The "Designer" and Patterns for December, now on sale

One Price Only. Telephone 2157.

F. SIMARD & CIE.

137 St. Joseph Street, St. Roch, QUEBEC.

MISS STONE REPORTED DEAD

THE RUMOR, HOWEVER, IS NOT CREDITED BY THOSE WHO SHOULD KNOW BEST—IT IS SIMPLY A REVIVAL OF AN OLD TALE.

Washington, Nov. 27.—Secretary Hay received a despatch from Constantinople to-day repeating a rumor that has reached there that Miss Ellen M. Stone, the American missionary, who has been held a captive by the Bulgarian brigands for several months, and her companion in captivity, Mme. Tsilka, are dead. The report, however, lacks confirmation, and is not credited by either Mr. Spencer Eddy, the American charge at Constantinople, or by Mr. Dickinson, the Consul General there. The reported death of Mme. Tsilka is said to have been from child birth, and that of Miss Stone from grief, the story coming from Salonica. Regarding Mme. Tsilka, the report is regarded here probably as simply a reiteration of a story which has been repeated heretofore several times. The latest reports from Miss Stone have represented her to be in good health.

THE FAMINE IN CHINA

WITHOUT HELP 500,000 PERSONS WILL STARVE—HALF A CENT A DAY WILL SUPPORT LIFE.

Washington, Nov. 27.—John Goodnow, United States Consul General at Shanghai, reports to the State Department that there are over 500,000 persons in the Yang-tse valley who will starve this winter unless they get some help from us.

A committee of foreigners and Chinese has been formed in Shanghai for the purpose of relieving the conditions in China by subscribing liberally. Contributions may be made through the British Consul General at Shanghai, P. L. Warren, who is chairman of the relief committee. Fifty cents in gold will feed one person for 100 days, Mr. Goodnow says.

PHILIPPINE REBELS ACTIVE.

Manila, Nov. 27.—The insurgents have attacked a commissary wagon between Magalona and Gajagua, seriously wounding a sergeant and a private of the Eighth Regiment, and capturing privates Dunn and Freening, two horses, three rifles and three hundred rounds of ammunition.

There has been a revival of insurgent activity at Tanaunan, Province of Batangas, southwest Luzon. An interpreter named Alberto has been killed in the market for refusing to donate a portion of his salary to the insurgents. Other Government employes have been threatened.

For every historical fact there are two or more historical falsehoods.

For novelties in Dress Goods and Silks—Glover, Fry & Co.

Z. PAQUET'S

Departmental Stores

The Coffee (Elephant Brand) served free in our Basement.

Butterick still Another List of BARGAINS TO Our Customers

Blanket Department.

Another grand sale of extra fine English Blankets, super wool and Our \$10.00 range for \$6.50.

Comforters made of a first class satine for cradles.

1st lot 2x3, worth \$2.50 for \$1.49

2nd lot 2x3, worth \$1.50 for 99c.

3rd lot 3x4, worth \$1.75 for \$1.39

ART WORK DEPARTMENT.

Just received, fine designs for Lace Work, Handkerchiefs, Tea Coesey, Table Cover, Sofa Pillows, etc. Also a variety of Honiton Braid, Pearling Rings, Linen Thread, Cream or White, Gimp Lace, and Renaissance Linen Braid.

Agent for Quebec

Of the famous Shoe for women

"QUEEN QUALITY"

Comfort, service and beauty in every pair, all styles here from the daintiest dress creation to the most substantial street boot. All at one price \$3.75.

150 yards of Brocade Plush for draperies, 45 inches, worth \$1.50, reduced to \$1.05.

Plain Plush for Curtains, 45 inches, \$1.59 reduced to \$1.00.

Our specialty—dress goods, Faguy, Lepinay & Frere.

PHILIPPINE REBELS ACTIVE.

Manila, Nov. 27.—The insurgents have attacked a commissary wagon between Magalona and Gajagua, seriously wounding a sergeant and a private of the Eighth Regiment, and capturing privates Dunn and Freening, two horses, three rifles and three hundred rounds of ammunition.

There has been a revival of insurgent activity at Tanaunan, Province of Batangas, southwest Luzon. An interpreter named Alberto has been killed in the market for refusing to donate a portion of his salary to the insurgents. Other Government employes have been threatened.

For every historical fact there are two or more historical falsehoods.

For novelties in Dress Goods and Silks—Glover, Fry & Co.

Z. PAQUET,

185, 187, 188, 171, St. Joseph Street.

Telephone 2171.

27th November, 1901.

GLOVER, FRY & CO.

BLANKETS.

English Blankets from \$3 00.
Best English Blankets from \$4.50 to \$10.00.
Indigo Blue Blankets.
A great variety of Plain and Fancy Flannels!

TAILORING

Latest Novelties in Suitings,
Latest Novelties in Overcoatings,
Boys' Ready Made Clothing, Ties, Scarfs, etc.

New Feather and Silk Ruffles,
Novelties in Embroidered Handkerchiefs,
Good value in Linen Handkerchiefs,
New Lace Collars, Sashes and Ties.

Novelties in Carpets,
Novelties in Linoleums,
Novelties in Tapestry Curtains,
Novelties in Lace Curtains,
A Variety of Curtain Poles, Window Shades, etc.

5 Per Cent Off for Cash

GLOVER, FRY & CO.

24 & 26 Fabrique Street.

Fine Gold Jewellery.

NEW DESIGNS.

Scarf Pins,
Brooches,
Locketts,
Rings.

We have complete lines of Ladies' Long Gold Chains, Gentlemen's Watch Charms, Curb Chain Bracelets, Cuff Links and Shirt Studs, in Sterling Silver and Fine Gold.

G. SEIFERT & SONS,

Jewellers, 16 Fabrique Street.

UMBRELLAS

Just Received

A VERY FINE LOT OF UMBRELLAS

With Sterling Silver Handles and Mountings,

The Most Fashionable and Most Popular Patterns.

PRICES FROM \$4.00 TO \$14.00.

G. SEIFERT & SONS,

Jewellers, 16 Fabrique Street

The Quebec Chronicle

CHRONICLE TELEPHONE, No. 45.
QUEBEC, NOVEMBER 28, 1901.

THE OTTAWA HORSE MARINES.

The Laurier Government has taken a singular, but not, in our opinion, very convincing method of demonstrating the ardent desire which the Premier and his colleagues of Quebec have so repeatedly expressed, of having the question of the winter navigability of the St. Lawrence satisfactorily tested and decided, once for all, one way or the other. Capt. Bernier, of North Pole expeditionary fame, laid before it a proposition to run a steamer between Anticosti and Quebec during the winter; a proposition which did not, indeed, cover the whole, or even the most dubious part of the route, but which no doubt could have been enlarged to meet this objection; and Captain Bernier is embarking for England to raise funds during the winter for his projected Polar expedition, from which we may fairly draw the conclusion that his St. Lawrence offer did not meet with sufficient encouragement from the Government. Then the Leyland Company, which has succeeded in establishing a successful line of vessels to this port, and in building up a good carrying trade, offered to despatch a steamer from here to England in December if the Government would undertake the additional one per cent. of insurance rates. They even went to the length while waiting for the reply of the Government of arranging for freight for the vessel, intended to be so despatched. The offer was made in the early part of this month, and most people, especially business men, would have expected that it would have received an early reply, but it was not until last Monday that the answer came to the effect that the Government would take to itself the advice given to the old cow, "consider, cow, consider." That was the official answer; the practical answer had been given on the Saturday previous by the arrival of the Red Island and White Island lightships in this port, two days before the formal closing of navigation, and the removal of the Traverse lightship from her station on Sunday. This action of the Laurier Government is significant of its real attitude towards Quebec interests. The failure to close with Capt. Bernier's offer might have proceeded from various reasons; from the well known dislike of the Government to showing its hand until it is absolutely forced to, which some censorious people attribute to the unwashed state of that member, but the snub to the Leyland Line in the removal before the regular time of the lightships and buoys of the river is a very different thing.

"It is true that you might have dissembled your love. But why did you kick me down stairs?" For the general safety and convenience, it is reasonable that there should be a recognized date for the closing of the navigation of the St. Lawrence; it is reasonable also that the authorities should be allowed a certain amount of discretion in the shortening or extension of the shipping season so far as the buoying and lighting of the route are concerned, according as circumstances may arise. A winter, for instance, setting in unusually early, and with more than usual severity, would justify the authorities in taking precautions for the security of the public property by its removal from danger before the customary day; but even this justification would cease to exist had the unexpected advent of winter caught a number of ships in port unprepared for it. In such a case the number of lives imperilled, and the amount of property endangered by the navigation of an unbuoyed and unlighted river in the midst of winter storms would more than offset the possible loss, or even the total destruction of a few buoys and lightships. This year however, all the considerations pointed to a retention of the river safeguards up to the very last moment. So far from the winter setting in early and with great severity, it has been, up to the present time, more than usually mild, while there were five ships in port at the close of last week getting ready to start. One of those ships has since come to grief, and has been forced to put back to port for repairs in consequence, but this is immaterial to our present purpose. Had all the ships got safely through, it would not have made the conduct of the Government less unjustifiable.

We have said that the Government has taken a singular method of showing its desire to have the question of winter navigation practically tested, but we do not attribute to it any sinister motives for its action. The Government is warm-hearted, but it is weak-headed. Like the young man who had been brought to book for his attentions to a young lady, its "intentions are—aw! perfectly honorable—aw! but decidedly not matrimonial"; they are, doubtless, very good indeed, but the results which people are led to expect from them, are vanishing quantities. Perhaps, if it had fewer good intentions, and more

THE HYDROGRAPHIC OFFICE AND ST. LAWRENCE NAVIGATION.

It is gratifying to see that notwithstanding the apparently indifferent attitude of the Hydrographic Office concerning the questions of current and magnetic variation off the coast of Newfoundland, which points were raised during the inquiry into the loss of the steamship Assyrion in the vicinity of Cape Race, the authorities have at last pronounced upon them. At that time, and subsequently, we dealt with the questions at issue, expressing the hope that the officials at Whitehall would say definitely whether the variation, as per Admiralty Chart, was or was not correct. The hydrographer has at last assumed the responsibility of issuing a notice to mariners relating to the matter and which is published elsewhere. In the first place the question of magnetic variation is met by a statement which will have the effect of removing the doubts which have existed in the minds of navigators concerning the deviation of the compass needle from the true north. Admiral Wharton says in the notice referred to (No. 838, 1901):—"It seems desirable to state that the variation in this locality is sufficiently accurately determined for the purposes of safe navigation." So far as as it goes this disposes of the doubts—reasonable doubts too—as to the advisability or otherwise of following the British official chart, but we might here say it should not prevent navigators taking every precaution to ensure the safety of their vessels by ascertaining the total compass errors on their courses and by so doing rendering themselves absolutely independent of the amount of variation; but if this is impractical, then an allowance of a couple of degrees on the right (clear water) side should be made without compunction. Whilst the above officially waives any assumed inaccuracies of the Department in respect of variation, the charge against the sailing directions in connection with the set and drift of the currents is not easily disposed of, for, whilst 1897 Labrador Pilot has the briefest reference to a possible set northward, it cannot be said that the

practical performances, it would be better for the country at large, and its own soul's health; for the road to a certain undesirable and warm locality is currently reported to be paved with those same articles, and the Laurier Government has already accumulated a sufficient stock to enable it to undertake a contract to macadamize a considerable portion of the route.

THE CONTINGENT DILEMMA.

Coincident with the announcement that Great Britain has accepted the offer by Canada of a third contingent comes the announcement by the Dominion Government that the force to be sent will not be a "Canadian contingent." As far as the Government's attitude can be understood, it is proposed to raise, arm, horse and equip a force of Canadians—at the expense of the Government of Great Britain. It can be unhesitatingly asserted that such a course will not be satisfactory to Canadians who want to see Canada take a hand in assisting the mother country to end the war. It may satisfy those who are opposed to Canada contributing a military force to assist the Empire, but we doubt if it will accomplish that.

What Canadians want to see is a Canadian contingent equipped and sent out by Canada.—Ottawa Citizen.

BLAIR CRITICIZED.

According to the Chatham World the Grits in New Brunswick are talking right out in meeting about the I. C. R. mismanagement. Mr. Sanford Ryan, Grit M. P. P. for Albert, is quoted as saying that "unless there is a change in the management of the affairs of the Intercolonial Railway he will divorce himself politically from the Liberal party in Dominion politics." And William Murray, ex-M. P. P. for Kent, objects strongly to the importation of people from abroad to run the road. The private car habit has also become a scandal, two at least of the recent importations requiring each a private car in which to move himself about. These things Mr. Murray calls "sickening," as they certainly are. They are bleeding the country every day, while the road is becoming paralyzed.—Halifax Herald.

There is a disposition on the part of a good many people to attack the gentlemen who have been brought here to occupy responsible positions in the management of the Intercolonial. This we think is wrong. These gentlemen have come here at the solicitation of Mr. Blair, who no doubt has offered inducements in the way of salary that have not been open to them on other roads. If it is wrong to bring these gentlemen here on large salaries and to assume extraordinary powers, and to assume the odium. We believe that it is wrong, and that if the same powers had been given to old and tried servants of the railway the results would have been more largely in the public interest. Those who would shield the Minister at the expense of his officials are doing the latter a great injustice.—Moncton Times.

THE HYDROGRAPHIC OFFICE AND ST. LAWRENCE NAVIGATION.

We have a large assortment of these Goods in stock which have been marked at very reasonable prices.

BLANKET COATS, for boys from 4 to 10 years of age, good fitting garments, for \$4.35, \$4.55, \$4.65, \$4.75, \$4.85.

REEFER COATS, in nap and beaver cloths, well made, for boys, only \$2.35, \$2.55, \$2.75, \$2.95, \$3.10, \$4.85.

KNITTED SKIRTS, in fancy colors, for ladies, at 95c., \$1.10, \$1.55, \$1.75, \$1.85 and \$2.10.

CLOTH SKIRTS, in a variety of colors, trimmed with braid, for ladies, at \$1.35, \$1.40, \$1.65 and \$1.95.

BLACK OVERALL HOSE, heavy ribbed, for ladies, only 30c., 35c., 40c., 45c., 55c., 57c., 65c.

SCARLET OVERALL HOSE, ribbed, for children, only 35c., 38c., 42c., 50c., 55c.

WOOL CLOUDS, in white and scarlet, good value, only 24c., 35c., 38c., 45c., 55c., 65c.

WOOL SASHES, in all the popular colors, only 30c., 35c., 38c., 75c.

WOOL MITTS, in black, white, scarlet, cardinal and navy, at 25c., 27c., 30c., 35c.

WOOL GLOVES, in fancy mixtures for ladies, only 25c., 30c., 35c., 40c., 45c., 48c., 55c.

WOOL GLOVES, in fancy colors, for children, only 18c., 20c., 21c., 25c., 30c.

WOOL GLOVES, strong, heavy makes for boys, at 17c. 10c., 22c., 25c., 30c.

FANCY FLANNELETTES, striped in good, heavy makes, at 9c., 11c., 13c., 15c., and 17c. a yard.

CURTAIN NETS, in narrow widths, for sash curtains, only 9c., 10c., 11c., 13c., 15c., 18c., 20c.

LACE CURTAINS, taped borders, 3 yards long, only 67c., 80c., 85c., 95c. a pair. Better qualities, 3 1/2 yds. long, only \$1.20, \$1.35, \$1.45, \$1.55, \$1.65, \$1.85.

S. J. SHAW & CO.,

Wholesale and Retail

HARDWARE.

Cooking Ranges Heating Stoves, Fenders and Coal Hods, Gas Logs.

13 St. John Street, U.T. Telephone No. 573. Corner Notre Dame and Mountain Hill Telephone No. 44.

allusion would be noticed by any casual reader. Evidently, the variability of the Newfoundland currents has been impressed upon the minds of those responsible for charts and sailing directions by the losses caused by these currents, and it is therefore the duty of the Hydrographic Office to leave no stone unturned in pointing out the dangers to navigation wherever such exist. The old sailing directions lay down a southerly and south-westerly set along the south-east coast of Newfoundland, but observations and experience have proved beyond doubt that this can be reversed, and that without any explanatory cause. The advice, given in the notice, to mariners approaching those parts in thick weather is good, and world, viz., that they should on no account neglect to use the lead, and at the same time proceed with caution, "as it is impossible to foretell with certainty how the current may have been setting."—Liverpool Journal of Commerce.

TO CURE A COLD IN ONE DAY
Take Laxative Bromo Quinine Tablets.
All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.

HYMENEAL.
A very pretty wedding was solemnized at St. Patrick's Church yesterday morning, when Mr. James Mann, of Boston, but formerly of Quebec, was united in marriage with Miss Katie Hogan, eldest daughter of Mr. Edward Hogan, the well-known stevedore, of this city. The ceremony was performed by Rev. Father W. Hogan, C.S.S.R., brother of the bride, who was becomingly gowned in a travelling costume, while her sister, Miss Lena Hogan, acted as bridesmaid. At the conclusion of the wedding dejeuner, which took place at the residence of the bride's parents, the happy couple left on the afternoon train for their honeymoon trip. The bride was the recipient of a large number of handsome and costly wedding presents.

SPOT CASH SHOP.
Always cheaper than elsewhere.
Ask for prices, 'phone 613.
N. MOISAN,
Cor. Julia and D'Artigny.

Seasonable Goods!

BLANKET COATS,
REEFERS,
WOOL SKIRTS,
WOOL SASHES, GLOVES,
MITTS and CLOUDS.

McLAREN'S CELEBRATED COOK'S FRIEND BAKING POWDER

ORDERED IN PREFERENCE TO ALL OTHER BRANDS WHO HAVE MADE TRIAL OF IT.

NO ALUM
All Ingredients Pure and Perfectly Healthful.

ARTHUR E. SCOTT'S INSURANCE AGENCY,
113 ST. PETER STREET, QUEBEC.
Telephone 544.
COMPANIES REPRESENTED:
NORTH BRITISH & MERCANTILE FIRE & LIFE INSURANCE COY
of London and Edinburgh.
Accumulated Funds - \$70,007,000.00
Government Deposit - \$2,000,000.00
Canadian Investments - 7,607,464.00
Fire and Life Insurance at Lowest Rates.

LONDON GUARANTEE & ACCIDENT Company of London, England.
Assets Over - \$2,000,000.00
Government Deposit - \$2,000,000.00
Fidelity Bonds, Accident and Sickness Insurance at Lowest Rates.

The Boiler Inspection & Insurance COMPANY OF CANADA.
Steam Boilers Insured against Explosion, as per Act of a Refined Government Inspector.

SIMONS & MINGUY SUCCESSORS TO SIMONS & FOULDS,
20 FABRIQUE STREET,
Telephone 333

Chinic, HAP'WARE CO.

Fabrique St., & Foot of Mountain Hill,
COOK STOVES and RANGES
A full line of the great McClary make.
HEATING STOVES
Some of the Newest and Most Handsome Patterns.
FIRE SETS and FENDERS
In Brass and Wrought Iron Finish.
We can furnish almost everything in KITCHEN UTENSILS, HEAVY and GENERAL HARDWARE, AND SPORTING GOODS.

Winchester, Savage and Mannlicher Rifles
BY SPECIAL APPOINTMENT FURRIERS
To Her Majesty Queen Alexandra.



Women's Fur Lined Wraps, very stylish, for the winter.
Fur Coats in Seal, Mink, Persian Lamb, Astrachan, Raccoon and Muskrat.
Muffs for Women and Children, a big assortment to choose from.
Coats and Caps for Babies, in Mongolian Lamb, White and Blue Rabbit.
Men's Fur Lined Coats trimmed with Otter, Mink and Persian Lamb.
SLIBGH ROBES and LAP ROBES
In Mink, Fox, Buffalo, Bear, Fox, Opposum, Raccoon and Goat.
Come and see our large display.

Holt, Renfrew & Co.,

QUEBEC and TORONTO.
WHEN IN MONTREAL STAY AT THE...
St. Lawrence Hall,
THE MOST CENTRALLY LOCATED AND LIBERALLY CONDUCTED HOTEL IN THE CITY.
Patronized by the Leading Ottobens of Quebec.
Rates from \$2.50 per day.
HENRY HOGAN - Proprietor

New Composition ROYAL GRAND MARCH

Introducing "Giant Nations" and "Soldiers of the Queen" dedicated with permission to
H. R. R. The Duke of Cornwall and York.
Composed on the occasion of the visit of Their Royal Highnesses to Quebec
By Bandmaster Vezina
Price 15 Cents.
ON SALE AT
A. LAVIGNE'S,
68 St. John Street.

YOUNG LADIES GETTING MARRIED

When making all the necessary preparations for the hundred and one things necessary for the wedding, don't forget the wedding cake; but place your order early with Winfield & Logic, 128 St. John Street, where you can depend upon getting choice goods of the best quality. Not only for confectionery generally required, when one is to be
MARRIED
but in all goods manufactured by them. No material is used but of the choicest quality. PHONE UP 170.

An Ounce of Satisfaction - IS - Worth a Ton of Talk.

So we'll give you an ounce of talk about our Superior Laundry Work and you'll get a ton of satisfaction by sending your laundry here. Whether you want gross or domestic finish, your linen will be well and carefully laundered. If you're not getting Laundry Satisfaction send or let us call for your bundle.
...THE...
IMPERIAL LAUNDRY
70-74 St. Valier Street
Telephone 58
JOHN FLYNN,
CONTRACTOR OF
MASON, BRICK CARPENTER WORK
Jobbing Promptly Attended To.
SPECIALTY: Ornamental Ceilings, Wallpapering and Floors.
OFFICES: NO. 10 ST. ANN STREET, AND 19 ST. MARGUERITE STR. QT.

FUR LINED LIGHT SHELL WARM
OVERCOATS ...FOR... **Fur Lining** VERY LIGHT OVERCOATING
SPECIALTY. **SPECIALTY.** **SPECIALTY.**

LAFRANCE & MULLIN.
 MERCHANT TAILORS AND HABERDASHERS.
 48 FABRIQUE STREET.

The Chronicle guarantees that these Want Advertisements have a larger circulation daily than is given by all the other English papers in Quebec combined.

Properties for Sale.

Several properties in different wards of the city. Labreque & Belanger, Notaries, 18 Buede street.

FOR SALE—A large brick building, 1 1/2 stories, Nos. 77, 79, 81, 83, and 85 Victoria street, and No. 44-46 Kirouac street. Five tenements. Rent \$315. Apply to Labreque & Belanger, Notaries, 18 Buede street.

FOR SALE—A large brick building, two and a half stories, Nos. 16, 18, 20 and 22 Plessis street. Four tenements. Rent \$252. Apply to Labreque & Belanger, Notaries, 18 Buede street.

FOR SALE—1. A white brick building, No. 146 St. Augustin street. Rent \$350. 2. A stone and brick building, No. 146 1/2 St. Augustin street and 6 St. Amable street. Two tenements. Rent \$132. 3. A white brick building, No. 6 1/2 St. Amable and 53 Conroy street. Two tenements and one store. Rent \$300. Apply to Labreque & Belanger, Notaries, 18 Buede street.

FOR SALE—1. A three story brick building, with brick garages, Nos. 42, 44, 46 and 48 Cote Ste. Genevieve. Four tenements. Rent \$432. Apply to Labreque & Belanger, Notary, 18 Buede street.

VILLA FOR SALE—AT 5 MINUTES

walk from railway station, that splendid residence in the Parish of Charlebourg, with well stocked conservatory, all in very best of order, fitted up with most approved and sanitary plumbing, powerful furnace; lighted with a French approved apparatus for Acetylene Gas. Also modern stable and ice house. For terms apply on the premises or to E. Doucet, Customs, Quebec.

FOR SALE—NICE COTTAGE

with yard and stable, and about three acres of land, at La Canardiere, one mile from Toll Gate. Paquet's house, with stables, 2 acres of land, on St. Louis Road, LaRue & LaRue, Nataries.

FOR SALE—THAT SPLENDID

property situated on the north side of Ste. Foye Road, near Maple Avenue and west of the Finlay Asylum, and formerly occupied by the late R. H. Smith, ex-President of the Quebec Bank. The house, which contains 22 rooms, is fitted up with the most modern improvements. Size of grounds: 193x129 feet. For particulars apply to Nap. G. Kirouac, 119 St. Peter street, or to J. E. Bell, N.P., 40 St. Joseph street, St. Roch's.

TO LET—FOUR FIRST-CLASS

tenements, Nos. 520, 522, 524 and 526 John street. Immediate possession of Nos. 520 and 522 if necessary apply to C. E. Taschereau, Notary 49 St. Peter street.

UNION BANK OF CANADA.

Dividend No. 70.

Notice is hereby given that a DIVIDEND at the rate of SIX PER CENT per annum on the paid up CAPITAL STOCK of this Institution has been declared for current half year, and that the same will be payable at the Bank and its Branches, on and after MONDAY, the SECOND DAY OF DECEMBER next.

The TRANSFER BOOKS will be closed from the 16th to the 30th of November, both days inclusive.

By order of the Board,
 E. E. WEBB,
 General Manager.
 Quebec, October 24th, 1901.

LA BANQUE NATIONALE.

NOTICE is hereby given that, after the publication of this notice for four weeks, application will be made to the Treasury Board for certificate approving the following by-law of the Bank.

Whereas the capital stock of La Banque Nationale is now \$1,200,000, and it is expedient that this capital should be increased,

Be it therefore enacted by the shareholders of the Bank assembled at a special general meeting, held at the Head Office of La Banque Nationale, the 13th day of November, 1901.

1. That power is given to the Directors of La Banque Nationale to increase the capital stock of said Bank by the sum of \$800,000.00.

2. That the Directors be requested to allot from time to time and when they shall so determine such proportion of the increased capital to the then shareholders of the Bank pro rata and at such rate as is fixed by the Directors, such allotments to be subject in all respects to the provisions of the Bank Act.

By order of the Board of Directors.
 P. LAFRANCE,
 Manager.
 Quebec, 13th November, 1901.

SEE OUR DISPLAY

OF...
BULBS..
 Iris,
 Tulips,
 Hyacinths,
 etc., etc.

Fresh From
THE SILLERY NURSERY
 AT THE
'CHRONICLE'
 8 Buede Street.

SANTAL-MIDY

Standard remedy for Gleet, Gonorrhoea and Runnings in 48 HOURS. Cures all cases and Discharges Troubles.

The Chronicle's GREAT BOOK OFFER.

SPECIAL COUPON.

Please supply me with Nos..... of the Books offered by the Chronicle.

Name.....
 Address.....

BOXING LESSONS.

Mr. Alf. Allan, of Quebec, and formerly of Ottawa, champion middle weight of Canada, is prepared to give boxing lessons, at his training quarters at Savard Park.

For particulars apply to
MR. A. ALLAN,
 Savard Park.

NOTICE

PROVINCE OF QUEBEC.)
 Notice is hereby given that "Les Peres Blancs, Missionnaires d'Afrique" will petition the Legislature of the Province of Quebec, at its next session, for an Act constituting them into corporation.
 Quebec, 18th November, 1901.
 L. P. SIROIS.

YEARLY MEETING OF THE PILOTS.

The Annual Meeting of Licensed Pilots for and below the Harbour of Quebec, will take place at their office, No. 2 Sous le Fort street, Lower Town, Quebec, on TUESDAY, the 19th November next, at 9 o'clock A.M. precisely, in order to proceed, according to law, for the election of members of the Board for the year 1902.
 Quebec, November 23rd, 1901.
 F. X. DION,
 Sec.-Treas.
 nov 27 2w

John E. Walsh,
 BOOKSELLER AND STATIONER,
 25 St. John Street, Quebec

THE MOST NUTRITIOUS EPPS'S COCOA.

Prepared from the finest selected Cocoa and distinguished everywhere for its purity, quality, and high nutritive properties. Sold in quarter-pound tins, 1 lb. tins, and 5 lb. tins. Sole Importers: JAMES EPPS & Co., Homeopathic Chemists, London, England.

CITY HALL,
 Quebec, 21st November, 1901.

I, THE UNDERSIGNED, MAYOR of the City of Quebec, in conformity with the generally expressed desire, do respectfully invite the citizens of Quebec to observe THURSDAY, the twenty-eighth day of November, as a Public Holiday and Thanks giving Day, as appointed by His Excellency the Governor-General of Canada, to return thanks to the Almighty for all His blessings and especially for the plentiful harvest which he has been pleased to grant us.

S. N. PARENT, Mayor.

VACCINE!
 Just Arrived
 A FRESH SUPPLY OF VACCINE.
 ...ALSO...
 VACCINATION SHIELDS.

The Red Cross Pharmacy
J. E. DUBE,
 Cor. John and Palace Streets.

VACCINE!
 Just Arrived
 A FRESH SUPPLY OF VACCINE.
 ...ALSO...
 VACCINATION SHIELDS.

The Red Cross Pharmacy
J. E. DUBE,
 Cor. John and Palace Streets.

VACCINE!
 Just Arrived
 A FRESH SUPPLY OF VACCINE.
 ...ALSO...
 VACCINATION SHIELDS.

The Red Cross Pharmacy
J. E. DUBE,
 Cor. John and Palace Streets.

VACCINE!
 Just Arrived
 A FRESH SUPPLY OF VACCINE.
 ...ALSO...
 VACCINATION SHIELDS.

The Red Cross Pharmacy
J. E. DUBE,
 Cor. John and Palace Streets.

VACCINE!
 Just Arrived
 A FRESH SUPPLY OF VACCINE.
 ...ALSO...
 VACCINATION SHIELDS.

The Red Cross Pharmacy
J. E. DUBE,
 Cor. John and Palace Streets.

VACCINE!
 Just Arrived
 A FRESH SUPPLY OF VACCINE.
 ...ALSO...
 VACCINATION SHIELDS.

The Red Cross Pharmacy
J. E. DUBE,
 Cor. John and Palace Streets.

VACCINE!
 Just Arrived
 A FRESH SUPPLY OF VACCINE.
 ...ALSO...
 VACCINATION SHIELDS.

The Red Cross Pharmacy
J. E. DUBE,
 Cor. John and Palace Streets.

Marine News.

OCEAN SAILINGS.
 The following list of transatlantic sailings is prepared by F. S. Stocking, Passenger Agent, 32 St. Louis street:

| Steamer | Line | From |
|------------------|---------------|----------|
| Nov 30 Campania | Cunard Line | New York |
| 30 Trave | North German | do |
| 30 Mesumine | At. Transport | do |
| 30 Hyadan | Holland Am. | do |
| Nov 30 Cambrom | Deminion | Portland |
| 1 Dec 2 Numidian | American | Halifax |
| 3 Kron Prinz W | North German | New York |
| 4 Majestic | White Star | do |
| 4 Philadelphia | American | do |
| 4 Zealand | Red Star | do |
| 4 New England | Deminion | Boston |
| 5 La Gasconne | Cunard Line | Halifax |
| 7 Umbria | Cunard Line | New York |
| 7 La Gasconne | Cunard Line | Halifax |
| 7 Minneapolis | At. Transport | do |
| 7 Potsdam | Holland Am. | do |
| 7 Saxonia | Cunard Line | do |
| 9 Ionian | Allan Line | Boston |
| 10 Tyarric | White Star | Halifax |
| 10 Columbia | Franklin Am. | New York |
| 11 Osceola | White Star | do |
| 11 St. Paul | American | do |
| 11 Artemis | Red Star | do |

CRESCENT'S ROUGH TRIP.

Halifax, N.S., Nov. 27.—To-day word was received from Bermuda announcing the arrival there of H.M.S. Crescent, after a most tempestuous voyage across the Atlantic. So badly did the vessel toss and plunge that those on board became alarmed and many thought that the big vessel would go under. She encountered a terrific gale shortly after leaving Halifax. Great waves swept over her, leaping over the funnels and carrying everything moveable into the sea. For two days the weather was extremely bad, and increased if anything in violence. Great seas loomed up some distance from the Crescent's bow and came toward her with a crash, tons of water breaking over her and deluging her decks. Admiral and Lady Bedford, who were on board, had to go for over a day without cooked food. The ship pitched and tossed so violently that the stewards could do nothing in the way of cooking. Dishes were thrown about, and at one time it was thought that the guns on the upper portion would cause the ship to turn over. The storm struck her with tremendous fury. She had a hard fight, but she managed to come through. The officer who sent to Halifax the letter giving particulars of the voyage intimated that never before during his long service in the navy did he meet with such an experience. The Crescent was simply inundated at times, and it looked as though she might founder. Sea after sea struck her with thundering noise, causing the cruiser to shiver from her stern to her bow. The vessel was from up to the wind as much as possible, and her great speed kept her straight. The communication containing the particulars of the Crescent's experience closed as follows: "Many on board attribute the escape of the Crescent to the superior seamanship. It was one of the worst storms that ever swept the Atlantic, and the vessel was caught right in the teeth of the hurricane gale. She jumped about in the most lively fashion, and not only were her boats continually under water, but the monster waves as they came roaring down upon her broke over her clean to the bridge."

LEYLAND LINE.

The ss Corinthian, from the St. Lawrence for Liverpool, arrived at Moville at 4.45 a.m. on Wednesday.

The ss Numidian arrived at St. John's midnight on Tuesday.

The ss Grecian sailed from St. John's, Nfld., at 1 a.m. on Wednesday.

ELDER-DEMPSTER LINE.

The ss Banana, Capt. Thomas, arrived from Three Rivers at 1.30 p.m. yesterday and proceeded for Bristol. Captain J. E. Bernier, of this city, was a passenger on board.

QUEBEC STEAMSHIP COMPANY.

The ss Pretoria, arrived at Bermuda from New York at 8 p.m. non the 26th instant.

The ss Mediana arrived at St. Thomas, W.I., from New York at 6 a.m. yesterday.

STEAMER ALF.

Messrs. Wm. Simons, Port Warden, and P. Branelle, Lloyd's agent, held a survey of the damaged ss Alf yesterday morning. They ordered a portion of the cargo to be discharged and the vessel's bottom to be examined by divers. If the Graving Dock at St. Joseph can be procured, it may be possible to send the ship to Halifax, so that she may be repaired and thus avoid the loss of her winter's work. However, no decision in the matter will be reached before to-day.

ENOUGH VESSELS.

Fort William, Nov. 27.—Five vessels are now lying in the harbor and will take over a million bushels of wheat. Supt. Leonard has given out the statement that all the grain fleet has been chartered, but will move the grain fast enough so that the elevator here will be practically empty at the close of navigation, and there will be no cessation of the receipts from the west.

IMPORTANT TO MARINERS.

Newfoundland—East Coast—Magnetic Variations and Currents.

The following notice has been issued to mariners by the Hydrographic Office: As several wrecks have taken place in recent years on the southeast coast of Newfoundland, and some navigators appear to consider that the variation of the compass near Newfoundland may be sufficiently in error to cause such mishaps, it seems desirable to state that the variation in this locality is sufficiently accurately determined for the purposes of safe navigation, and also to call the attention of mariners to the statements made respecting the currents on the east coast of Newfoundland given in the Admiralty sailing directions. In the "Newfoundland and Labrador Pilot" 1897, it is stated on page 18 that the currents and tides generally around Newfoundland are subject to anomalies, of which the causes are unknown; "on the east coast, for example, where the current goes generally to the southward, it sometimes happens that for a day or two the direction is reversed, and the current runs to the northward, even against the wind." Again on page 19 it is stated that over the banks southward of Newfoundland during south or S.W. breezes there is a strong set to the northward which is still stronger during and after a N.E. wind. From observations made in vessels when repairing the submarine cables, and also from observations recently made by Staff-Captain Tooker, R.N., employed surveying on the Newfoundland coast, it appears that on

Sporting News

RUGBY.
PETERBORO'S TEAM.
 Peterboro, Ont., Nov. 27.—The Peterboro Rugby team will leave to-night for Montreal to take part in the Quebec-Peterboro Intermediate championship game on the M. A. A. grounds to-morrow. The team is made up as follows:—Scott, McPherson, Burnham, Bell, Dainard, Revel, Mahee, Crowley, Dillon, Picard, Meagher, Riekey, Graham, Patterson and MacDonald. Spare men, R. McWilliams and W. Robinson.

THE MATTER SETTLED.

Montreal, Nov. 27.—Midnight.—The latest report obtainable here to-night is to the effect that the Ottawa College-Argonaut match for the Canadian championship will be played here on Saturday afternoon next. An arrangement has been reached between the C. P. R. officials and the Argonauts, by which Mason, of Montreal, and Wilkinson, of Brockville, will act as referee and umpire. Argonauts have agreed to accept these officials and will come to Montreal.

THE RING.

YOUNG CORBETT AND MCGOVERN.
 Hartford, Conn., Nov. 27.—The fight for the featherweight championship of the world between Terry McGovern, of Brooklyn, and the present holder of the title, and Billy Rothwell, better known as "Young Corbett," of Denver, Colo., which is to take place to-morrow afternoon, before the Nutmeg Athletic Club, has caused an unusual stir in this city. New England folks are always noted for home gatherings in the celebration of Thanksgiving Day, but all trains were uncomfortably crowded this afternoon on their way eastward.

The congestion of passenger traffic ended when the trains reached Hartford depot, where sporting men from Boston and New York, as well as many from southern and western points leaped from the trains and scurried for accommodations in the hotels in the vicinity. All were eager to see the fistie battle and many of them failed to find room in the big hotels. So many excellent reports of the fitness of "Young Corbett" to tackle and possibly capture the title from the rugged little champion have been current that opinions of staunch adherents of the champion have been slightly shaken. None of the New York contingent who is here, has as yet shown any weakness in this respect, and many of them are flashing money on the McGovern side with very weak responses from the opposite camp. In fact the betting on the mill is extremely light, considering that a world's championship is in the balance. That the contest is pretty equally matched as to height, girth and age, there is no question, but that word "stamina" sticks out very prominently and there is doubt here. When seen at his quarters this evening, Young Corbett was enjoying a supper which was large enough to satisfy the appetite of a hard-working farm hand. "I feel fine," he said, in answer to a volley of questions, "I am away below the limit or I would not be eating so heartily." He continued, "I will weigh all right at ten o'clock to-morrow morning and I am not underrating my opponent when I say that I believe I will win. I will go to bed at nine o'clock to-night as I always read myself to sleep."

"Won't you wait until McGovern arrives? His train may be late owing to the holiday crowds," was asked. "No, I don't think so," was the reply. "I'll see him to-morrow when we weigh in and you can look for me here in the dining-room at half past six." The little western lad then left the room, and as he went he was the recipient of many wishes of "good luck" from several of those who were nearby.

Terry McGovern with his manager, Sam Harris, and a retinue of trainers and rubbers, arrived here from New York at ten thirty to-night. The party was made up of Charley Mayhood, Danny Dougherty, Terry Lee, Charley Kelly, Thomas Feeny and Patsy Kilrone, of Cleveland, who is the mascot of the party. They were accompanied by a host of New York sporting men who ran around the neighborhood with wads of bills in their hands looking for Corbett money.

"Two to one on McGovern," was the cry but there was no response. McGovern got away from his party very quickly and was soon in his apartments at the Houblin Hotel, where he will spend the remainder of the time between now and four o'clock to-morrow afternoon when he will be called to the ringside. In a hurried conversation, McGovern said:—

"I am in perfect shape. I am not worrying about what the reports of Corbett's fitness are. Let him be good and fit. I'll be the same. There will be no trouble; you'll see a good fight and I know I'll be the winner."

MONTREAL FUR SMUGGLING.

Newport, Vt., Nov. 27.—The United States officials and Treasury agents have long been aware that the Government was being defrauded through shipments of furs from Montreal. The ways entering New York and Vermont from Canada have been closely watched. At several points seizures of furs have been made within the past few months.

THE HAD CONTRABAND OF WAR

Antwerp, Nov. 27.—The British steamer Barleigh, which was detained at the Victoria docks, London, by customs officials under suspicion that she had on board arms and ammunition intended for the Boers, has arrived here. She carries a large cargo of munitions of war, intended for the Canadian Liberals, including four thousand cases of cartridges and one thousand cases of rifles, machine guns and chemicals.

"CONSPIRACY" A BUNCO GAME

Vancouver, B.C., Nov. 27.—An American miner named R. L. Pinny, who reached here yesterday from the Klondike, throws new light upon the mysterious order of the Midnight Sun, an alleged revolutionary society that the Canadian officials of the Northwest Territory are taking very seriously and are sending elaborate reports to Ottawa about. According to Pinny the whole thing was a bunco game, devised by two gamblers.

COOK'S COTTON BOOT COMPOUND

Is successfully used monthly by over 100,000 ladies. Sale of this Compound is increasing. It is a perfect cure for all ailments of the feet, such as itching, burning, and all kinds of eruptions. It is a perfect cure for all ailments of the feet, such as itching, burning, and all kinds of eruptions. It is a perfect cure for all ailments of the feet, such as itching, burning, and all kinds of eruptions.

Handsome is as handsome does.

says the proverb; but if a girl is handsome she does as she pleases.

It isn't always safe to marry a girl who looks good enough to eat. A wife disagrees with a man often than a dinner.

STUART'S CATARRH TABLETS.

Stuart's Catarrh Tablets is a whole-some combination of Blood Root, Guaiac, Eucalyptol and similar antiseptics, which cure catarrh and catarrhal deafness by action upon the blood and mucous membrane of the nose and throat.

As one physician aptly expresses it: "You do not have to draw upon the imagination to discover whether you are getting benefit from Stuart's Catarrh Tablets; improvement and relief are apparent from the first tablet taken."

All druggists sell and recommend them. They cost but fifty cents for full sized package and any catarrh sufferer who has wasted time and money on sprays, salves and powders, will appreciate to the full the merit of Stuart's Catarrh Tablets.

It isn't always safe to marry a girl who looks good enough to eat. A wife disagrees with a man often than a dinner.

It isn't always safe to marry a girl who looks good enough to eat. A wife disagrees with a man often than a dinner.

It isn't always safe to marry a girl who looks good enough to eat. A wife disagrees with a man often than a dinner.

It isn't always safe to marry a girl who looks good enough to eat. A wife disagrees with a man often than a dinner.

It isn't always safe to marry a girl who looks good enough to eat. A wife disagrees with a man often than a dinner.

It isn't always safe to marry a girl who looks good enough to eat. A wife disagrees with a man often than a dinner.

It isn't always safe to marry a girl who looks good enough to eat. A wife disagrees with a man often than a dinner.

AN AWFUL FATE

Toronto, Nov. 27.—James Knowles a young man employed at the hat works of R. Crean & Co., choked to death this evening, at his boarding house through trying to swallow too large a piece of bread at supper.

What Causes Deafness.

The Principal Cause is Curable but Generally Overlooked.

Many things may cause deafness, and very often it is difficult to trace a cause. Some people inherit deafness. Acute diseases like scarlet fever some-



times causes deafness. But by far the most common causes of loss of hearing is catarrh of the head and throat.

A prominent specialist on ear troubles gives as his opinion that nine out of ten cases of deafness is traced to throat trouble; this is probably overstated, but it is certainly true that more than half of all cases of poor hearing were caused by catarrh.

The catarrhal secretion in the nose and throat finds its way into the Eustachian tube and by clogging it up very soon affects the hearing, and the hardening of the secretion makes the loss of hearing permanent, unless the catarrh which caused the trouble is cured.

Those who are hard of hearing may think this a little far fetched, but anyone at all observant must have noticed how a hard cold in the head will affect the hearing, and that if long neglected will certainly impair the sense of hearing and ultimately cause deafness.

If the nose and throat be kept clear and free from the unhealthy secretions of catarrh, the hearing will at once greatly improve and anyone suffering from deafness and catarrh can satisfy themselves on this point by using a fifty cent box of Stuart's Catarrh Tablets, a new catarrh cure, which in the past year has won the approval of physicians, because it is in convenient form to use, contains no cocaine or opiate and is as safe and pleasant for children as for their elders.

As one physician aptly expresses it: "You do not have to draw upon the imagination to discover whether you are getting benefit from Stuart's Catarrh Tablets; improvement and relief are apparent from the first tablet taken."

All druggists sell and recommend them. They cost but fifty cents for full sized package and any catarrh sufferer who has wasted time and money on sprays, salves and powders, will appreciate to the full the merit of Stuart's Catarrh Tablets.

It isn't always safe to marry a girl who looks good enough to eat. A wife disagrees with a man often than a dinner.

It isn't always safe to marry a girl who looks good enough to eat. A wife disagrees with a man often than a dinner.

It isn't always safe to marry a girl who looks good enough to eat. A wife disagrees with a man often than a dinner.

It isn't always safe to marry a girl who looks good enough to eat. A wife disagrees with a man often than a dinner.

It isn't always safe to marry a girl who looks good enough to eat. A wife disagrees with a man often than a dinner.

It isn't always safe to marry a girl who looks good enough to eat. A wife disagrees with a man often than a dinner.

ASTHMA CURE FREE!

Asthmalene Brings Instant Relief and Permanent Cure in All Cases.
SENT ABSOLUTELY FREE ON RECEIPT OF POSTAL.
WRITE YOUR NAME AND ADDRESS PLAINLY.



There is nothing like Asthmalene. It brings instant relief, even in the worst cases. It cures where all else fails.
The Rev. C. F. WELLS, of Villa Ridge, Ill., writes: "I was a slave, chained with putrid sore throat and Asthma for ten years. I despaired of ever being cured. I saw your advertisement for the cure of this dreadful and tormenting disease, Asthma, and thought you had overpromised yourselves, but resolved to give it a trial. To my astonishment, the trial acted like a charm. Send me a full-size bottle."

Rev. Dr. Morris Wechsler, Rabbi of the Cong. Bnai Israel, New York, Jan. 3, 1901.
DR. TAFT BROS. MEDICINE CO., Gentlemen: Your Asthmalene is an excellent remedy for Asthma and Hay Fever, and its composition alleviates all troubles which combine with Asthma. Its success is astonishing and wonderful.
Very truly yours,
REV. DR. MORRIS WECHSLER.
AVON SPRINGS, N. Y., Feb. 1, 1901.

DR. TAFT BROS. MEDICINE CO. Feb. 5, 1901.
Gentlemen: I write this testimonial from a sense of duty, having tested the wonderful effect of your Asthmalene, for the cure of Asthma. My wife has been afflicted with spasmodic asthma for the past 12 years. Having exhausted my own skill as well as many others, I chanced to see your sign upon your window on 130th street, New York. I at once obtained a bottle of Asthmalene. My wife commenced taking it about the first of November. I very soon noticed a radical improvement. After using one bottle her Asthma had disappeared and she is entirely free from all symptoms. I feel that I can consistently recommend the medicine to all who are afflicted with this distressing disease. Yours respectfully,
O. D. PHELPS, M.D.

DR. TAFT BROS. MEDICINE CO. Feb. 5, 1901.
Gentlemen: I was troubled with Asthma for 22 years. I have tried numerous remedies, but they have all failed. I ran across your advertisement and started with a trial bottle. I found relief at once. I have since purchased your full-size bottle, and I am ever grateful. I have family of four children, and for six years was unable to work. I am now in the best of health and am doing business every day. This testimony you can make such use of as you see fit.
Home address, 235 Rivington street.
S. RAPHAEL, 67 East 129th st., New York City.
Trial Bottle Sent Absolutely Free on Receipt of Postal.
Do not delay. Write at once, address DR. TAFT BROS. MEDICINE CO., 79 East 130th St., N. Y. City.
SOLD BY ALL DRUGGISTS.

SMALL-POX STILL VERY EVIDENT

ONE HUNDRED AND THIRTY CASES REPORTED SINCE OCTOBER 28—FORTY-FIVE CASES ACCORDING TO CITY HEALTH DEPARTMENT STILL IN EXISTENCE—THE DISEASE IS SPREADING IN COUNTRY DISTRICTS.

The dread disease small-pox is still very evident in the city of Quebec and it is hard to say where it will end, as the contagion is spreading throughout the outlying country districts. Consequently the citizens of Quebec should lose no time in having the operation of vaccination performed on every member of their respective families.

According to the returns furnished by the City Health Department yesterday 130 cases have been declared in this city since the 28th day of October last. Out of this number there still remains 41 cases under treatment, 15 of which are quarantined in the Civic Hospital at the Palais. Since the beginning of the outbreak 88 houses have been placarded in Quebec, and there are at present 23 houses under quarantine and placarded. The city health officers have had some difficulty in connection with placarding infected houses during the past few days. Just as soon as they put up the danger sign and turn their backs it has been torn down, and when replaced the same tactics were resorted to. The officers were unable to trace the parties who resorted to this practice and it is well for them that they were not detected, as they could and would be severely dealt with, as the law makes it a penalty of a fine of \$20 and costs and imprisonment for such an offence against the health by-laws. The result of this is that the police have instructions to frequently visit every house placarded during the day, and if the placards are removed report the matter to the Department and at the same time do their best to detect the offenders.

Prominent city physicians state that they are positive that there are more cases of small-pox in the city than are reported and located by the City Health Department. They add that the City Health Physician is most assiduous in doing their duty, but that they have every reason to believe that there are cases that are unknown to exist outside of the families and the doctor in attendance. For this reason and from the fact that the disease is widespread all over the country, they urgently call upon every citizen to submit to vaccination with the least possible delay.

NOTES FROM SOUTH AFRICA

Pretoria, Nov. 27.—Several sworn neutrals have been arrested here for breaking through the barriers in an attempt to rejoin the Boers in the field.

It is learned that the plan of conspiracy recently discovered at Johannesburg provided for the sounding of an alarm that would cause the Rand Rifles to turn out. The conspirators were then to suddenly attack the riflemen, seize their rifles and hold the town while General Delarey would attack it from the outside.

There is documentary proof that the plan was arranged with General Delarey and also that its execution was delayed by him, the conspirators being informed that General Delarey was prevented from carrying out his part through the wound he received in the leg at Ledzerville.

London, Nov. 27.—Lord Kitchener's weekly report, cabled from Pretoria yesterday, says that since his last report 23 Boers have been killed, 19 wounded, 230 taken prisoners, 5 surrendered and 223 rifles taken. The system of blockhouses has been gradually extended over the Transvaal and Orange River Colony with success, insuring an effective hold on portions of the country.

Cape Town, Nov. 27.—A despatch from Glen William, Cape Colony, says: A convoy carrying supplies left Lambert's Bay for this place, escorted by thirty-five district troops. The convoy lagged at a farm at Bovendani, where they were attacked early the next morning by a strong force of Boers under Maritz. After stout resistance, the escort having fourteen casualties, including Lieuts. De Kock and Wilson, who with three men were killed, the convoy was captured. The Boers, whose loss is stated to have been the same as ours, took six wagons and burned the rest.

You are Tired.
Your color is not good. Restless one moment, fretful and blue the next. The world's out of joint. You're out of joint with the world. Not temper, not feeling, but weakness. Neglect is unwise. You grow steadily worse. Get good rich blood, then feel new vigor, strength, buoyancy. You'll see a dozen things to do; you will do them too, if you use Ferrozone. It sharpens the appetite, and you enjoy your food; you get color, and all-time strength comes back. That's because Ferrozone aids digestion, makes red blood. Ferrozone is strength for the nerves and vigor for the brain. Be sure of the name, Ferrozone. Sold by druggists and W. Brunet & Co.

COLLEGE OF PHYSICIANS AND SURGEONS.

Of the Province of Quebec.
At a meeting of the executive committee of the Provincial Board of medicine, held at Quebec the 26th instant, it was unanimously decided: Considering that the tribunals have not maintained the claims of the College of Physicians which demands from all the beneficiaries of the Royal law that in order to have the right to a license from the College they must first prove their competence to practice medicine by successfully undergoing their professional examination before the jury of examiners of the Medical Board.

And considering that the College of Physicians has appealed to every judicial authority of our province to protect what it believes to be the legal rights of the profession, and the interests of the public, and that all the courts have pronounced against the claim of the College and have more over condemned it to damages in favor of the appellants.
1st. That the College accord its license without previous examination to all those who up to the present have obtained the benefits of the Pinault or the Roy law, and who will make a request for this license from the Secretary and deposit the necessary fees.
2nd. That the College apply as soon as possible to the Legislature to amend its charter and confirm its rights.
3rd. That the officers of the College communicate with the officers of the Bar of the Chamber of Notaries, and of the other incorporated professions to consult as to the best means to take to resist before the Legislature all petitions for private and special legislation which, if passed, constitutes a great injustice towards all those who conform to the requirements of the organic law.

By order,
C. R. PAQUIN, M.D., Secretary.

A NOVEL DILEMMA

Toronto, Nov. 27.—Though there is a penalty attached to the acceptance of Canadian coins or bills across the line a Buffalo bank has \$15,000 worth of Canadian silver in its possession left in the city by Canadians visiting the Pan-American. The bank is so anxious to get rid of this Canadian "chicken feed" that it offers to sell it at a discount and pay the express charges to the purchaser. Yesterday the head office of the Dominion Bank received a letter from the Buffalo monetary institution inviting the Canadian bank to purchase the collection at a liberal discount. "We don't want it," said Mr. T. G. Brough, the manager of the Dominion Bank today. "Who ever heard of a man who would not take money at a discount? If one man offered another an unlimited number of quarters at 22 cents each, or even 24 cents each, the other would probably fall all over himself in his efforts to get in on the ground floor on such a cinch. But not so with the Dominion Bank. 'We don't want it,' said Mr. Brough, 'we have no room to store it. It would take a man a couple of days to sort it out and check it over. Then we might find some bad pieces too.' 'Wouldn't the Government redeem?' 'No,' replied Mr. Brough, 'silver you get over there is generally mutilated, too.' The Buffalo Bank will have to go further to find a customer for this collection of coins.

THE BATTLE OF BARAIAS

HEAVY LOSS OF THE SUCCESSFUL GOVERNMENT FORCES.—AMERICANS REFUSE TO ALLOW SOLDIERS TO ENTRAIN—LOCAL FEELING AGAINST THEM RUNS HIGH.

Colon, Colombia, Nov. 27.—The following despatch has just been received from Panama:—
"The Colombian gunboat Boyaca was destroyed Tuesday, having on board about fifty soldiers for Chamo or its vicinity, where it was claimed a party of Liberals, under General Porras, had received quite recently a fresh supply of arms and ammunition."
"San Paolo and Barbaeca are known here to be liberal strongholds and places very easy to defend, while to cross the bridge spanning the Chagres, now swollen, was next to impossible for an attacking force. The feat was accomplished, however, but the reason the Liberals abandoned Baraca is not made clear. The death rate on the Government side was very great, many bodies falling into the river. An attempt was also made to make a detour on the river in boats, but the Chagres was swollen, the boats were capsized, and many men were drowned.

"General Castro commanded the Government forces at Baraca. General Alban tried to get a train yesterday morning to convey 200 men to the scene of the engagement at Baraca, but Captain Perry, of the Iowa, said that not a single armed man would be allowed to entrain. The feeling here against foreigners, particularly Americans, runs high."
At 8.30 a.m. yesterday a large procession, headed by a band of music, marched in an orderly manner all over the city of Panama, shouting General Alban's praises and proclaiming that the death blow had been given to the Liberal cause in this department.

A beautiful silk or alpaca waist can still be found at Faguy, Lepinay & Frere.

CANADA CHARGED WITH BAD FAITH

Washington, Nov. 27.—At a Cabinet meeting to-day, Secretary Wilson talked to the Cabinet for a short time about what he regards as the failure of Canada to keep an agreement made with the United States, as to the bringing of cattle to Canada and Ireland. This agreement, made a number of years ago, provided that an American and Canadian inspector of cattle should be kept in Great Britain to inspect the cattle coming to Canada, destined either for Canada or the United States. This was to guard against admitting disease into this country.
The information Secretary Wilson has is that the Canadians have withdrawn their inspector of cattle, and permit the inspection to be made by a citizen of Great Britain, who may be competent in his knowledge of cattle, but does not have the same interest that a Canadian would have in the examination of cattle.
If you need a fine overcoat in freize, or melton furlined or not, go to Faguy, Lepinay & Frere.

SAVE TIME, TROUBLE AND MONEY



When You Wish to Select a Gift
By Examining Our Stock of Goods, you will be sure to buy
The Stock is complete. Our Goods are First in Style, First in Worth First in General Excellence.

Silverware, Watches Clocks and Jewellery,
Also, a fine line of the Best Fancy Articles in Gold Finish Ware

EMILE JACOT, JEWELLER, 159 St. Joseph Street.

QUEBEC VIEW CARDS.



CALENDARS

MOORE'S, 148 John Street, Quebec.

A GREAT OFFER

Have Your Baby's Photograph Taken

You have a chance of winning \$25.00, \$15.00 and \$10.00, as first prize for the finest baby in the city or district of Quebec. Also ten prizes of \$1.00. Judges experts from Montreal
Conditions:—Babe must not be younger than 6 months or older than five years.
\$1.50 and three of the attached coupons will entitle you to a dozen photographs, cabinet size, and a chance to win a prize.

CUT OUT THIS COUPON.

NAME _____
ADDRESS _____
AGE OF BABY _____

JOS. BEAUDRY, PHOTOGRAPHER,
265 ST. JOHN STREET.

Dr. Jaeger's Underclothing

- K Light Weight
- K K Medium
- A B Heavy
- F Extra Heavy

Dr. Jaeger's Cardigan Jackets,
Dr. Jaeger's Stomach Bands,
Dr. Jaeger's Knee Socks,
Dr. Jaeger's Sweaters.

JOHN DARLINGTON,
OPPOSITE POST OFFICE.

LISTEN TO THIS!



Doesn't it strike you as being just what you want
A NICE PAIR OF OVERSHOES
...OR A PAIR OF...
Rubber Soled Boots, Black or Tan.
Or a Nice Pair of
Evening Shoes
We Have Everything You Want in These Lines.

See Our Lines of Skating Boots for Men and Boys,
Ladies' Skating Boots at \$1.50, \$2.50, \$3.00

WM. JACQUES & SONS,
2 BUADE STREET, OPPOSITE POST OFFICE
Open till 10 P.M. Saturdays. Tel. 427



CARIOLES, CUTTERS, SLEIGHS.
Finest Quality. Most Reasonable Prices.
Call and See Our Samples.

THE FROST & WOOD CO. Ltd.
78 St. Paul Street, City.

BOOK LOVERS' OPPORTUNITY!

The Book Sale of the New Century!

Dollar Saved is A Dollar Earned.
How to get \$1.25 Co py-righted Novels for only 25c. (BY MAIL 30 CENTS.)

The Montreal "Star" has the exclusive privilege in this great book offer, and it is only through the courtesy of the Montreal "Star" that the "Chronicle" is enabled to supply its readers.
Cloth bound Copyrighted Novels by the best English and American Authors, good clear type, very best paper.

25 cts each (MAIL ORDERS 30.)

Ten Books have been issued to date. Two more will be issued each week until the series of 20 has been exhausted.

Here are the titles now offered "Chronicle" readers. Any or all of them can be had at 25 cents each:

THE SECOND CONSIGNMENT HAS ARRIVED.

- Here Are the Books.
- Simon Dale, by Anthony Hope, 367 pages
 - The Great K. & A. Train Robbery, by Paul Leicester Ford, 200 pages
 - I, Thou and the Other One, by Amelia E. Barr, 354 pages
 - A Fair Barbarian, by Frances Hodgson Burnett, 258 pages
 - A House in Bloomsbury, by Mrs Oliphant, 306 pages
 - The Splendid Spur, by A. T. Quiller Couch, 328 pages
 - The Light of Scarthey, by Egerton Castle, 434 pages
 - Bonaventure, by George W. Cable, 314 pages
 - Face to Face, by Robert Grant, 396 pages
 - The Last Meeting, by Brander Matthews, 268 pages
 - American Wives and English Husbands, by Gertrude Atherton, 339 pages
 - The Rudder Grangers Abroad, by Frank R. Stockton, 195 pages

Coupon for above books will be found on page 3. Cut it out and bring or forward it to the "Chronicle" Office, Buade Street.

Our department of carpets, oilcloths, rugs, etc., is complete. Faguy, Lepinay & Frere.
J. A. Lapointe & Co., manufacturers of Human Hair Goods, No. 267 St John street, Quebec, Tel. 1701.

Everything in the smokers' line to be had at J. T. Piper's, 19 Buade street.

ALLAN LINE
 Royal Mail Steamships.
 ESTABLISHED 1852.
 1901 Winter Arrangements 1912
 Liverpool, St. John, N.B. and
 Halifax Service.

| From Liverpool | Steamships | From St. John | From Halifax |
|----------------|----------------|---------------|--------------|
| 11 Nov | Parisian | 23 November | 15 Nov |
| 14 " | Norman | 26 " | 18 " |
| 21 " | Parisian (new) | 7 December | 25 " |
| 28 " | Norman | 14 " | 2 " |
| 5 Dec | Parisian | 21 " | 9 " |
| 12 " | Norman | 28 " | 16 " |

Rates of Passage.
 Cabin.....\$50.00 and upwards
 Second Cabin.....\$35.00
 Steerage.....Liverpool, London, Londonderry,
 Belfast or Glasgow, \$25.00

CUNARD LINE.
 NEW YORK TO LIVERPOOL FROM
 Pier 51, North River, Via Queenstown
 Campania.....Saturday, Nov. 30, 8.30 A.M.
 Umbria.....Saturday, Dec. 7, 2 P.M.
 Lucania.....Saturday, Dec. 14, 7 A.M.
 Euria.....Saturday, Dec. 21, 1 P.M.
 Campania.....Saturday, Dec. 28, 1 P.M.
 Umbria.....Saturday, Jan. 4, 11 noon
 Lucania.....Saturday, Jan. 11, 1 P.M.
 Euria.....Saturday, Jan. 18, 1 P.M.
 Cabin Passage \$50.00 and upwards. Second
 Cabin.....\$35.00. Steerage, according to season,
 steamer and accommodations. Steerage tickets
 to and from all parts of Europe.
 For freight and passage apply to the Com-
 pany's office, 29 Broadway, New York.
 VERNON H. BROWN & CO.,
 General Agents,
 F. S. STOCKING, Louis Street, Quebec.

Neuville Belleau & Co.
 STOCK BROKERS,
 Montreal Stocks a Specialty.
 93 St. Peter Street, Quebec.
 Telephone 1324.
 Correspondents:
L. J. Forget & Co.,
 MONTREAL.
LOUNSBERRY & CO.,
 New York.
 A Direct Private Wire for Exclusive
 Use of Our Office.

STORE TO LET
 The splendid store heretofore
 occupied by "Au Grand Bazar,"
 Crown street. Possession Septem-
 ber 1st.
 Apply to
LEFAIVRE & TASCHEREAU
 Curators.

INSOLVENT NOTICE.
 In the matter of
P. F. BOUCHARD,
 Merchant, Quebec,
 Insolvent.
 Notice is hereby given that on THURSDAY,
 November 28, 1901, at 11 o'clock a. m. I will
 proceed to the sale of the assets of this estate
 A-Stock in trade of Furs, etc., stores
 Notre Dame street.....\$3,276.00
 Store Fixtures.....21.05
 Shop Fixtures.....53.50
 \$3,350.55
 B-Stock in trade, Ready Made Clo-
 thing, Boots and Shoes, Gent's Fur-
 nishings, etc., store corner St. Paul
 street, St. Nicholas streets.....2,935.87
 Store Fixtures.....25.85
 \$2,961.72
 C-Book debts as per list.....1,571.00
 D-Rent of both stores to 1st May, 1902.
 The sale will be made for each item sep-
 arately.
 The stocks may be seen Wednesday, Nov.
 28, instant.
 The inventory books and the list of book
 debts may be seen at the office of Mr. V. K.
 Farasid, public accountant.
 The sale will take place at the office of Mr.
 V. K. Farasid, public accountant, No. 41 Dal-
 housie street, Lower Town, Quebec.
G. A. VANDRY,
 Es-Qually,
 Assignee.

GRAND TRUNK RAILWAY SYSTEM
 Train Leaves Point Levis at
 12 45 p.m., 6 35 p.m.
Thanksgiving Day,
 Thursday, Nov. 28th, 1901.
 Round Trip Tickets will be sold at
First Class Single Fare
 Tickets good going November 27th and 28th
 and returning from destination on or before
 Monday, December 2nd, 1901.
 Ferry Leaves Quebec East India
 Wharf. (foot St. Paul Street) 30
 minutes before the departure of
 trains from Point Levis.
 Customs officer is in attendance at Quebec
 Ferry. Declaration prior to departure of trains
 to examine baggage destined to U.S. points.
 For information apply to any G. T. R.
 Agent or
CITY TICKET OFFICES
 Corner DuFort and Ann streets (opposite
 Chateau Frontenac) Ferry Landing Dalhousie
 street and foot of St. Paul street and 349 St.
 Paul street (Palais)

CANADIAN PACIFIC
 WILL SELL
 RETURN
 TICKETS
 FOR
Thanksgiving Day
 1901
 ONE WAY
 LOWEST
 FARE...
NOV. 27th and 28th,
 Good for return until
DEC. 2nd, 1901.
 TRAINS LEAVE QUEBEC
 Week Days: 8:40 a.m., 1:15 p.m., 11 p.m.
 Sundays: 12:15 p.m., 11 p.m.
E. H. GREEN,
 City Passenger Agent, opposite Post Office.
 Also Agent for all Steamship Lines
St. Lawrence and Adirondack Railway
 —AND THE—
New York Central
 & Hudson River Railroad
THE ADIRONDACK ROUTE
 FROM CANADA TO THE "STATES"
 Time Table of November 3rd, 1901
 TRAINS LEAVE WINDSOR STATION MONTREAL
 FOR
 8:25 A.M. Daily except
 Sunday. Solid Train
 through New York, Al-
 bany, Utica, 5:30 p.m.
 Buffalo, 7:30 p.m.
 Lake, Saratoga, H.n.
 Lake, Malone, H.n.
 7:00 P.M. Every day in
 the year. Solid Train
 through New York, Al-
 bany, Utica, 5:30 p.m.
 Buffalo, 7:30 p.m.
 Lake, Saratoga, H.n.
 Lake, Malone, H.n.
 PULLMAN Parlor Cars on Day Train
 between Montreal and Utica and New
 York, and Sleeping Cars on Night Train
 between Montreal and New York and
 Montreal and Buffalo.
 Buffet Ser-vice on all through Trains.
 Local Trains to Valleyfield, Beauport
 and Chateaugay leave Windsor Station Mon-
 treal, 5:10 p.m. daily except Sunday 9:45 a.m.
 10:00 a.m. and 7 p.m. Saturdays only.
 PULLMAN Parlor Cars on Day Train
 between Montreal and Utica and New
 York, and Sleeping Cars on Night Train
 between Montreal and New York and
 Montreal and Buffalo.
 For information, time tables, etc. call on ticket
 agent Canadian Pacific Railway, or write to
 Hebert, Travelling Passenger Agent, or H.D.
 Carter, General Agent, Malone, N.Y.
GEORGE J. DANIELS
 General Passenger Agent
P. S. BLODGETT,
 General Superintendent,
 Grand Central Station, New York.

Leyland Line
 QUEBEC TO LONDON.
 Sailing from Louise Basin.

| From London | From Quebec |
|---|--------------------------|
| 10th Oct. S.S. CALEDONIAN, 27th October | S.S. PROME, 30th October |
| S.S. MEXICAN, 27th November | |

Special through rates to and from Points
 Canada and United States.
 For passage, freight and general information
 apply to
FREDK. LEYLAND & CO. (1900) LIMITED
 81 St. Peter Street, 11 St. Sacrament St.,
 Montreal.

COMMERCIAL
 NEW YORK STOCK MARKET.
 New York, Nov. 27.—There was
 a good deal of hesitation about the
 speculation on the Stock Exchange to-
 day. A number of conspicuous ad-
 vances failed to attract any considerable
 influence on the general list. The
 selling pressure, however, was not
 acute. There was moderate realizing
 whenever the strength of the market
 permitted, but it was not urgent, and
 was not pushed at the expense of val-
 ues. The bears made an attack on
 the market late in the day, encourag-
 ed by the manifest hesitation among
 the buyers, and succeeded in returning
 the price level considerably, especially
 at points where it had been advanced
 in the morning. Sugar was espe-
 cially traded in all day, and was lifted
 an extreme three and a half. The re-
 cent severe pressure against Amalgam-
 ated Copper was relaxed and that
 stock rallied one and five eighths af-
 ter reacting to a shade under last
 night, but became comparatively steady
 about half. The quieter tone of this
 stock was a relief to the whole mar-
 ket, and the violent break in the raw
 copper market in London, and the
 heavy selling of Rio Tintos in Paris
 did not seem to affect it.

MONTEREAL STOCK MARKET.
 Quotations and transactions reported for the
 Chronical by RUYAL, L. BELLAU & CO.,
 93 St. Peter street, Quebec. Tel. 1324.

| Stocks | Asked | Offered |
|----------------------------------|---------|---------|
| Canadian Pac. Co. | 114 1/2 | 114 |
| Dalhousie & Atlantic Ry. | 107 1/2 | 107 |
| Montreal Street Ry. Co. | 27 1/2 | 27 |
| Montreal Telephone Co. | 119 1/2 | 119 |
| Toronto Street Railway | 104 1/2 | 104 |
| Hall & Electric Company | 99 1/2 | 99 |
| St. John Electric Company | 115 1/2 | 115 |
| Twin City | 28 | 28 |
| Dominion Iron and Steel Co. | 28 | 28 |
| Dominion Iron and Steel Co. pfd. | 114 1/2 | 114 |
| Rich. & Ont. Nav. Co. | 189 1/2 | 189 |
| Commercial Cable | 175 1/2 | 175 |
| Montreal Telegraph Co. | 175 1/2 | 175 |
| Montreal H. L. & P. Co. | 105 1/2 | 105 |
| Montreal Cotton | 120 1/2 | 120 |
| Dominion Cotton | 100 1/2 | 100 |
| Canada Colored Cotton | 60 1/2 | 60 |
| Mercantile Cotton | 100 1/2 | 100 |
| Peoples' Lead & Zinc | 90 1/2 | 90 |
| Montmorency Cotton Co. | 99 1/2 | 99 |
| Viras Mining Co. | 15 1/2 | 15 |
| Viras Mining Co. pfd. | 47 1/2 | 47 |
| Dominion Coal pfd. | 124 1/2 | 124 |

STOCKS.
 Montreal Heat, Light and Power,
 60 at 9 1/2.
 Dominion Coal, 25 at 1 1/2.
 Commercial Cable, 25 at 1 1/2.
 Merchants Cotton, 50 at 95.
 Laurentide Pulp Co., 50 at 100.
 Dominion I. and S. Co., bonds, 10-
 000 at 8 1/2.
 Bank of Montreal, 18 at 239.
SPOT CASH SHOP.
 Always cheaper than elsewhere.
 Ask for prices, phone 613.
 N. MOISAN,
 Cor. Julia and D'Arigny

NAP. G. KIROUAC & CO.,
 INVESTMENT and
 STOCK BROKERS.
 New York and Montreal
 quotations received by private
 wire.
 19 ST. PETER STREET, Quebec
 TELEPHONE 1087.
 nov 6-1

A. R. McDonald & Co.
 STOCK BROKERS,
 Correspondents of L. J. Forget & Co.
 MONTREAL
 New York Correspondents
MESSES. LOUNSBERRY & CO
 and **LIDLAW & CO.**
 Stocks and Bonds Bought and
 Sold for Cash or on Margin at
 London, New York and Montreal
 Stock Exchanges.
 Direct Private Wire from New
 York and also from Montreal.
 Quotations received as soon as
 listed on the different Exchanges

DELaware AND HUDSON R.R.
 The Shortest, Quickest & Best Route
 Montreal and New York.
 Anthracite Coal Exclusively. No Smokes
 No Dust.
 Leave Montreal 8:40 A.M., & 7:00 P.M.
 Arrive New York 8:45 P.M., & 7:30 A.M.
 DINING CAR ON BOTH TRAINS
 12 45 P.M. train from Point Levis
 to St. Lambert with "D. & H." night train
 Express from Halifax leaving 11:20
 P.M. connects at St. Lambert with "D. & H."
 also.
 Insist upon tickets via the
DELaware & HUDSON
 The only line along the beautiful shores
 of Lake Champlain.
 Shortest, Quickest and Best.
 H. G. YOUNG, J. W. BURDICK,
 2nd Vice-Pres. Gen. Pass. Agent.

DOMINION LINE
 Mail Steamers.
 PORTLAND SERVICE.

| From Liverpool | Steamer | From Portland |
|----------------|-----------|---------------|
| November 14 | Cambrian | November 20 |
| 17 | Vancouver | December 1 |
| 24 | Dominion | 8 |
| January 1 | Vancouver | January 7 |
| 8 | Dominion | 14 |
| 15 | Vancouver | 21 |
| 22 | Dominion | 28 |

Canadian Customs officials attend steamer
 on arrival at Portland for examination of bag-
 gage which is then checked free to destinations
 in Canada.

Quebec Steamship Company
 L I M I T E D
 New York, Bermuda and West Indies
 Royal Mail Lines,
 SAILING FROM PIER 47 NORTH RIVER, NEW YORK
 FOR BERMUDA:
 SS. PRETORIA, Wednesday, 4 December,
 10 a.m.
 SS. PRINCE OF WALES, Saturday 14th December, at 10
 a.m.
 For St. Thomas, St. Croix, St. Kitts, Anti-
 gua, Guadeloupe, Dominica, Martinique,
 St. Lucia, Barbadoes, and Demerara.
 SS. FONTAINE, Tuesday, 3rd December
 at 3 p.m.
 For further information apply to
ARTHUR ALLEN,
 Secretary,
 A. E. OUTERBRIDGE & CO., Agents,
 39 Broadway, New York.
 Ticket Agents, F. S. Stocking, 32 St. Louis
 Street, H. H. Green, 11 St. Sacrament St.

FRANCO-CANADIAN LINE
 OF STEAMERS.
 A winter service will be in-
 augurated between St. John, N.B., and
 Havre, France, calling at Antwerp
 First departure from St. John on
 or about 1st January.
 For information about freight,
 etc., apply to 223 Commissioners
 street, Montreal, or
W. M. MACPHERSON,
 Local Agent,
 82 DALHOUSIE STREET, QUEBEC

QUEBEC CLEARING HOUSE.
 Total for week ending November 27,
 1901.
 Clearings.....\$1,073,915
 Balances.....186,256

HAIGHT & FREESE
 Established 1890. Main Office
 53 St. Peter St., Quebec.
 STOCKS, BONDS, GRAIN, COTTON.
 7 1/2 St. Peter St., Quebec.
 PRINCIPAL BRANCHES:
 Boston, Philadelphia, Pittsburgh, Worcester, Baltimore,
 Washington, St. Louis, Chicago, St. Paul, Minneapolis,
 Albany, New York, Montreal, Toronto, Quebec, Halifax,
 Sydney, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,
 Cardiff, London, London, London, London, London,
 Liverpool, London, London, London, London, London,
 Manchester, London, London, London, London, London,
 Birmingham, London, London, London, London, London,
 Glasgow, London, London, London, London, London,

