

HAWAII AND LEPROSY.

More About Leprosy. To the Editor of the Journal and Courier: As you have answered your own question, "Shall we annex leprosy if we annex Hawaii?" I have only to say on this head that I suppose if we make a dioker with them they will be generous enough to say "Well never mind, let the tail go with the hide," and we shall hardly be able to refuse it. But what sticks me the worst, or did till I searched it out, was what some doctor said about it, that it was no doubt a "communicable disease." That word of five syllables was too much for me and I attempted to analyze it, and began at the wrong end of course, though it seemed to afford a key to the solution of any difficulty. On board ships of all sorts I had seen various kinds of cables; in some mystic books a "cable tow" had been mentioned, and I had read of a certain cable which parted in a nasty squall up at the head of sloop navigation on account of a piratical craft that anchored alongside, but I received no light till I did what wiser and better men have done before me. I slowly spelled it out and asked my wife what it meant. With a look of superior wisdom that is so very becoming to the up-to-date woman she said, "Why, don't you know what that means? It means that it is ketchin'!" Well, my dear, I said, how do they "ketch it," or does it "ketch" them? With great alacrity she declined to answer any more "fool questions." So I mused and queried solus. Do they pursue it with a raw-hide lariat as the kanaka does the bullock unaccustomed to the yoke, or the wild asses' colt vulgarly called a mule? Do they take it by gulle as the sly trapper does with large or small game, and do they use a "figure-four" or a fox trap, or a snare with which Brer rabbit sometimes finds himself yanked high in the air by the innocent looking sapling that seemed poised to the earth in its humility? Do they follow it as the wicked man does the flea that has been bickering him, and when he comes within hailing distance proceed to molest him with the finger and pounce on the victim of his wrath and roll and tumble him till the jumping gear is so out of gear that he can no longer make those leaps that in all ages have excited the envy of all athletes?

But why wrestle with this subject any further, since learned M. D.'s from the time of Moses ever to this have looked upon it as a vain struggle to determine the whyness of the wherefore. We might perhaps be allowed to ask as to the relative number of those who die annually in Hawaii of leprosy, and the victims of lung diseases in this city with its great medicine laboratories, its four score drug stores, its hundred and four score doctors, not counting D. D's and L.L.D.'s, its two hundred and professional nurses, its hospitals and all other aids for the sick? And you know that of late we are told that lung troubles are "ketchin'" for dead sure, and that in the good time coming all the consumptives will be set off by themselves very much after the manner of leper colonies in this and other lands. Yes! we must annex the trifle of leprosy there is in Hawaii, and even worse things of which that is only an outward and visible sign. We must annex a right smart sprinkling of sin of every kind known to theologians, including considerable original sin and some total depravity besides. There is sin per se and sin per se mortal sin, and venial sin, sin of omission and sin of commission. Not so much of deadly sin of the blood curdling sort, but a considerable amount of the amiable sins or sins of weakness rather than brutal sins. Not much football nor other sorts of prize fights called by courtesy athletic sports. And it follows that with the sin there must be sinners, and as they are quite numerous it is not practicable (another cable here) to segregate them as they are able to do with the comparatively small number of lepers. We must take them in.

The numerous objections of which you only give a hint are no doubt too despatch to mention in detail, and we are left to imagine something very dreadful. But whatever they may be, where is the statesman who will state them in the eloquent words that poured forth from the mouth of the Godlike Daniel Webster fifty-one years ago, when he so vigorously opposed anything that looked like an attempt to secure and hold the territory now known as the states of Washington, Oregon and Idaho? With all the deference to Mr. Palmer of Boston, who is a natural admirer of royalty, and ought to have long since renounced his allegiance to free American institutions in favor of the putrescence of monarchy which was buried in Hawaii by the republic, it looks as if the statesmen both here and in Hawaii are very nearly unanimous in favor of annexation of Hawaii now, and that of Cuba when the conditions are right for such a movement. We occupied and held the northwestern territories without consulting the Hudson Bay company traders and their squaw wives and the Chinooks. We annexed Utah, California, New Mexico and Arizona without asking the "Greasers," the Digger Indians and the Plutes whether they wanted to come in or not, and were they not aboriginal squatters and owners of the soil? And why shall we trouble ourselves over much about the kickers in Hawaii whom we propose to benefit by hoisting the stars and stripes over them in place of the emblem of the monarchy which has served its day and generation and fallen asleep and been gathered to its fathers? M. M. GOWER.

NAVIGATION TO HOLYOKE. Congressman Barrett gave some modified aid and comfort, on Tuesday, to those who advocate navigation from Hartford to Holyoke. These gentlemen gave a dinner at Boston to five of the Massachusetts delegation in congress, and there made a statement of their case and urged the duty of the representatives of the state to take up the issue. The arguments included the general statement of the case, which is already tolerably familiar. It turns on the advantage of a competing water route, and the figures included in it go to show that in the portion of Massachusetts particularly affected there is \$500,000,000 of taxable property, an annual output of \$50,000,000 in manufactured products, a freight tonnage of nearly 1,000,000, an annual import of 450,000 tons of coal, and that coal sells in Springfield for about a dollar a ton more than in Hartford—which has both rail and water freight, while Springfield has only rail, and wants the other also. One speaker made statements which are said to have annoyed the congressmen. After saying that other states got what had been refused to Massa-

chusetts, and that most of the objections came from Connecticut, he added: "If the state belongs to the corporation which parallels the Connecticut river, we know what opposition we are to expect. It is publicly stated that this section of Massachusetts can't achieve any results because the state is not a doubtful one." Mr. Barrett replied at once to this suggestion. He declared he had never seen any politics in procuring appropriations, and that there was no more reason for the statement just made than there would be for his stating that Mr. Webster (the last speaker) had committed murder.

When Mr. Barrett came to make his own speech later in the evening, he told his hearers that they had been at work for this river improvement off and on for thirty years, and that the reason they had got nothing was that they were not united. He attributed a good deal to the influence of Connecticut, which he seemed to be arguing because it wants money spent on its harbors, while if this river improvement were ordered, part of it would be in Connecticut, and thus reduce the sum to be expended on its coast. He seemed to have a wholesome respect for the influence of Connecticut members, even while he condemned them, for he said: "Connecticut's representatives will paint the situation in colors that would put the rainbow to shame, until you would think that steamers miles deep were waiting to go up these harbors, preceded by a steam dredge." But he was willing to pull with the Massachusetts men in the Connecticut valley, if they would only get solidly together, make clear what they wanted, and insist on having it. He closed with the words: "Get hold of the delegations. There is a fighting chance, and when there is a fighting chance, there is a chance to win, and where there is a chance to win there is a duty to win." It was all a rather curious demonstration of the entire absence of politics in making river and harbor appropriations. Mr. Barrett is probably right in thinking that Connecticut cares more at present for coast improvements than for opening the river above Hartford to navigation, but we do not think there is any such hostility to this latter scheme in itself as he and the Springfield people seem to imagine. Hartford gains nothing particular by having river navigation end here, and might gain something by the proposed extension. The rest of the state is not especially interested in the question either way.—Hartford Times.

HUNTERS OF BIG GAME.

Long Islanders Arrive From Maine With Proofs of Success. A party of young men residing on Long Island arrived here last evening from Maine, where they had spent the past two weeks hunting for big game. The results of their prowess with the rifle was shown by the wagon load of game which was brought with them. The party is composed of Fred McCann, Felix Doming, C. F. Earnest and Max Williams of East Hampton, W. Dimon Conklin and W. H. Edwards of Amagansett. The men stopped at the Crocker house, where their game was cared for by the steward.

The party have been in the woods of Penobscot county and followed the Penobscot river and its tributaries. During the first part of their stay the weather was unfavorable for hunting, but the heavy snow of the past week gave them an opportunity for game which was not lost. Each of the men took as much game as the law allowed. Mr. Conklin said that the trip was very enjoyable, although the work entailed in bringing deer and moose to camp was anything but light, in some places it being almost necessary to cut roadways in the woods. One of the prizes which is a source of pride to the party is a porcupine. The deer and moose are fine specimens and there is a stock of antlers which will alone repay the man for their trouble.—New London Telegraph.

ONE WOMAN'S WISDOM.

Widow—Have you read the will? Lawyer—I have tried to, but it is in your late husband's handwriting, and I can't make anything out of it. Widow—Well, if you can't make anything out of it there can be but little in it for any one else—Chicago News.

Florida, Augusta, Alken—The South. The season is open for southern travel. With all the deference to the South, the most perfect dining and sleeping car service for all southern cities and winter resorts for the seasons of 1897-98. The two limited trains—the Washington and Southern Limited and United States Fast Mail—are operated daily, every day in the year, giving the most superb service. New York to New Orleans, Alken, Augusta, Asheville (the Land of the Sky), Savannah, Jacksonville, St. Augustine, Tampa, Atlanta, Memphis, Chattanooga, and, in fact, any point South or Southwest. Effective January 17th, the "Florida Limited" will be resumed—a most magnificent equipped train built especially by the Pullman company for this service, and will be operated solid between New York and St. Augustine, composed exclusively of dining, library, observation, drawing-room, and compartment sleeping cars. Leaving New York daily, except Sunday, at 12:10 noon, reaching St. Augustine following afternoon for lunch; also attached to this train will be most perfect service New York to Alken and Augusta; also Brunswick, Ga., and Jekyll Island. For full particulars, etc., call on or address Alex. S. Thwaitt, eastern passenger agent, 271 Broadway, New York.

that cough or throat trouble may go to your lungs. What does that mean? HALE'S HONEY OF HOREHOUND AND TAR

HALE'S HONEY OF HOREHOUND AND TAR. Hale's Honey of Horehound and Tar isn't claimed to cure consumption, but it will relieve it, positive cure for a cough. Sold by druggists. Pike's Toothache Drops cure in one minute.

As Surely as Sparks Fly Upward,

So surely will sleeplessness, nervousness, loss of appetite and similar troubles abate the constitution, make it an easy prey to all life-destroying diseases. Bicola Pills, the new discovery, cure all nervous and blood troubles. Bicola Pills make the heart right, lungs right, nerves right, because they make the blood right. As a Female Regulator Bicola Pills are invaluable, furnishing pure blood to the brain and spinal cord. Bicola Pills. Discovered and Perfected by THE TURNERS of Philadelphia. THE TURNERS also make

FO-NELIA—The Infant's Friend, the Invalid's Benefactor. A perfect food. A new discovery for the little ones and for the weak. TURNERS' LITTLE LIVER TUNERS—A very small pill. Turns your liver. Daily appointed agents in New Haven: C. S. Lee & Co., distributing agents; J. J. Ailing, D. J. Brennan, Arthur H. Barnes, G. D. Farovick, E. A. Gessner, E. Hewitt & Co., Hutchinson Pharmacy, Hull's Corner Drug Store, W. P. Keegan, A. B. Leighton, Thos. J. Lynch, Rowe's Pharmacy, J. H. Levy, Chas. F. Messenger, Willis, E. N. Sperry, S. H. Williams, E. Wadewitz, 115 M W F.

AN EXHIBIT OF SHOEMAKER'S SKILL.

We have received for Men new Fall and Winter Shoes, which for Style, Workmanship and Wear, are very attractive.

The price is only Three Dollars. M. F. Bristol, 854 Chapel Street.

Removal On and after Dec. 1st the office of The Forsyth Co., 878 Chapel Street, will be removed to 123 Church St. THE POND LILY CO., 123 CHURCH STREET. TELEPHONE 826-2.

Bicycles.

Call and See our Alert Special. Made by Packer Mfg. Co., \$45.00. Also agents for E. Howard, \$100. Phonix, \$100. Packer, \$80 to \$100. Stormer, \$60 to \$75. All kinds of repairing on bicycles. R. J. KIRBY & CO., 180 Orange Street.

THE RACYCLE. WHY NOT RIDE THE BEST? The Racycle with its narrow tread, the only wheel on earth with chain and sprocket pull inside the ball races. Do you know what this means? Come in and examine it at 820 STATE STREET. SILAS GALPIN.

In Our Rubber Department Will be found a full line of all kinds of Rubber Goods, including MACKINTOSHES, RUBBER COATS and CLOTHING in general.

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Miscellaneous.

How Are You Supplying Your Table With Water? We assume that you are using something besides the ordinary city or town water supply, as it is now generally recognized that water as it comes direct from the mains is too impure for drinking. Are you using spring water? If so, would you not be glad to reduce your water bill to a small fraction of what it now is, and save the annoyance of handling bottles or carboys, obtaining at the same time equally good (in fact frequently better) water?

If you are using some system of filtration, are you satisfied with its results? Do you get an ample supply of water? Is it always white and pure, and does your filter work ALL THE TIME? If not, will you permit us to show you how those results can be reached, by talking with you further, or by having our agent call on you? Call and see the FILTER now in operation.

THE ARNOLD CO., State and Crown Streets. PURE PROVISION PLACES Church and Elm Streets, 275 Edgewood Ave.

Thanksgiving served us a double purpose. It brought a splendid trade, and disclosed the weak places in our holiday preparation.

Know what the effect will be? Well, those weak places will be made strong. And our preparation for the crowning holidays of 1897 will outdistance any provision store in the Elm City.

In the meantime let's supply you with choice regulation groceries, meats, provision, etc. and not a few delicacies out of the common.

Telephone 1267. THE R. H. NESBIT CO. EXPERTS DO YOUR Work

RESULT, we satisfy our customers. Carpets nicely sewed and laid. Draperies and Lace Curtains that hang well; Shades that run true. That's the way we do your work. It costs us a little more than cheap work, but you get the benefit.

Large line of Choice Antique and Modern Oriental Rugs on which we can save you money

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COLONIAL TEA SETS. Silver Mounted Claret Pitchers. Silver Mounted Leather Goods. Unique Bon-bon Dishes. Cut Glass in Useful and Beautiful Designs.

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Miscellaneous. COMPRESSED AIR Carpet Cleaning Works. No. 106 Court Street. CABINET AND HARD WOOD WORK. ALSO SAWING, TURNING, AND JOBBING IN WOOD of all kinds. EDWARD P. BRETT, Builder, 18 Artisan Street. Telephone 253-12.

U. S. N. Deck Paint. A Paint for Floors, Interior and Exterior. Dries Hard in One Night. High Gloss Finish. THOMPSON & BELDEN, 3396-98 State Street.

Träger's Hotel and Restaurant, reopened under the management of GEO. T. SANDALLS. Formerly with Park Ave. Hotel, N. Y. Cuisine and service unequalled. Special attention to Theater Parties and Banquets.

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Better Use Gas Heat for cooking purposes. Nothing like it in small kitchens. Nothing like it for quick heat. Nothing like it for keeping the flavor and nutriment in the food that's cooked. Nothing like it for the regulation of fuel bills.

Better use gas heat for warming small rooms. Nothing like the immediate presence of it on cold days and the immediate absence of it on warm days. Nothing like it for cleanliness and health. The one satisfactory way to apply gas heat is through our Gas Stoves, Ranges, Radiators, Grates, Lugs, etc. Full particulars cheerfully given in our Basement Salesroom.

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Ladies, Don't Clean Your Own Shoes. Come to us and have it done. It doesn't matter whether you are a customer or not, you are welcome. We realize that there is no place for ladies to have their shoes cleaned and shined; and for this reason we have had a stand fitted up in our store, where our customers and their friends are welcome. There is no charge. Our stand is a beautiful marble top, with comfortable chair. A. B. GREENWOOD, 773 Chapel St.

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AMERICAN LINE. NEW YORK-SOUTHAMPTON (London). Sailing every Wednesday at 10 a. m. PARIS, Dec. 1. NEW YORK, Dec. 22. ST. PAUL, Dec. 29. LONDON, Dec. 29. ST. LOUIS, Dec. 18. ST. LOUIS, Jan. 5.

RED STAR LINE. WESTERLAND, Wed. 5 day, Dec. 1, noon. SOUTHWAY, Wednesday, Dec. 8, 9 a. m. NOORLAND, Wednesday, Dec. 15, noon. FRISLAND, Wednesday, Dec. 22, noon. International Navigation Company. Pier 14 North River, once a Bowling Green, New York; Peck & Bishop, 702 Chapel St., and Zander & Sons, 293 State St., N. Y. New Haven, or AUSTIN LALDWIN & CO., 50 Broadway, New York.

GLASGOW and NEW YORK ALLAN STATE LINE. The steamers of this favorite line call from New York to Glasgow, calling at Mobile (Londonderry) as follows: State of Nebraska, Dec. 1, 4, 8 a. m. CABIN PASSAGE: \$45, single; \$85, return. \$25, single; \$45, return. Steerage to Glasgow, Belfast, Londonderry, Liverpool, London, Quebec, and Scandianavia port, \$28.50. For tickets, apply to M. B. Newton & Co., 87 Orange Street, A. Goodman & Co., 87 Orange St.; Peck & Bishop, 702 Chapel St.; John D. Cunningham, 702 Chapel St., New Haven; or AUSTIN LALDWIN & CO., 50 Broadway, New York.

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Travellers' Guide.

New York, New Haven and Hartford R. R. November 28, 1897. FOR NEW YORK—4:05, 4:50, 5:10, 7:00, 8:00, 8:30, 9:35, 10:30 a. m., 12:00, 12:05, 1:30, 2:30, 3:00, 4:00, 4:17, 4:30, 5:10, 5:35, 6:30, 7:10, 8:10, 8:15 (Bridgeport accommodation), 9:10, 9:15 p. m. Sundays—4:05, 4:50, 8:00 a. m., 12:30, 12:35, 7:10, 8:10, 8:15, 9:10 p. m.

FOR WASHINGTON via Harlem River—1:05, 1:50 p. m. (daily). FOR BOSTON via Springfield—1:10, 10:10, 11:05 a. m., 1:45, 5:52 p. m. Sundays—1:10 a. m., 5:52 p. m. FOR BOSTON via New London and Providence—2:10, 2:20, 3:15 (parlor car limited) a. m., 12:05, 12:47, 4:23, 4:55, 6:55 p. m. Sundays—2:10, 2:30 a. m., 4:15, 6:55 p. m.

FOR MERIDEN, HARTFORD, SPRINGFIELD, etc.—1:10, 6:40, 8:00, 10:10, 11:05 a. m., 12:05, 1:45, 3:10, 5:00, 5:52, 6:15 to Hartford, 8:05, 9:55, 11:15 (to Meriden) p. m. Sundays—1:10 a. m., 5:52, 8:28 p. m. NEW LONDON DIVISION—For New London, etc.—2:10, 2:20, 2:25, 3:08 (Guilford acc), 11:05, 11:35 (parlor car limited) a. m., 12:05, 12:47, 3:00, 4:30, 4:55, 5:15, to Saybrook Junction, 6:15, 6:55, 11:20 (Guilford acc) a. m. Sundays—2:10, 2:30 a. m., 4:55, 8:55 p. m.

AIR LINE DIVISION—For Middletown, Willimantic, etc.—7:45 a. m., 12:55, 2:23, 6:05 p. m. Sundays—7:15 p. m. Connecting at Middletown with Valley Division and at Willimantic with the N. E. R. R. and N. L. N. R. R.; at Turnerville with Colchester Branch.

NORTHAMPTON DIVISION—For Shelburne Falls, Turner's Falls, Williamsburg, Holyoke, New Hartford, and intermediate stations—7:50 a. m. and 4:00 p. m. For Westfield and intermediate stations, 6:57 p. m. For Farmington, New Hartford and points this side—7:00 a. m., 12:04, 4:00, 6:57 p. m. BERKSHIRE DIVISION—For Derby Junction, Derby, Ansonia, etc.—7:00, 8:00, 9:35 a. m., 12:00, 2:39, 4:00, 6:35, 7:50, 11:20 p. m. Sundays—8:10 a. m., 8:30 p. m.

For Waterbury 7:00, 8:00, 9:35 a. m., 12:00, 2:39, 4:00, 6:35, 7:50, 11:20 p. m. Sundays—8:10 a. m., 8:30 p. m. (via Naugatuck Junction). For Winsted—7:00, 9:35 a. m., 2:39, 4:00 p. m. Sundays—8:10 a. m. For Shelton, Botoford, Newtown, Danbury, Pittsfield, State line—9:35 a. m., 4:00 p. m. For Albany, Buffalo, Detroit, Cincinnati, St. Louis, Chicago and the West, via State line—9:35 a. m., 4:00 p. m. For Litchfield and points on S. L. & N. R. R.—6:40 a. m. (via Bridgeport); 4:00 p. m. (via Derby Junction).

\*Express Trains. X Local Express. C. T. HEMPSTEAD, General Passenger Agent.

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STARIN'S New Haven Transportation Line DAILY EXCEPT SATURDAYS. Steamer JOHN H. STARIN, Captain McAlister, leaves New Haven from Starin's Pier, foot of Orange Street, at 10:15 p. m. Sundays, Tuesdays and Thursdays. Steamer "BRASIS" LEAVING, Captain Spoor, Mondays, Wednesdays and Fridays. The STARIN leaves New York from Pier 13, North River, at 9:00 a. m. and 9:00 p. m. on Mondays and Fridays. The "BRASIS" COGNAC" leaves New York on Tuesdays and Thursdays. Fare \$5.00. Excursion tickets \$1.50. Tickets and staterooms for sale at J. E. Hudson's, 702 Chapel Street, and at Peck & Bishop's, 702 Chapel Street, and at the corner of Church and Chapel streets every half hour, commencing at 8:30 p. m. Through freight rates given and bills of lading issued to points West, South and Southwest.

Order your freight via Starin Line. American Line. NEW YORK-SOUTHAMPTON (London). Sailing every Wednesday at 10 a. m. PARIS, Dec. 1. NEW YORK, Dec. 22. ST. PAUL, Dec. 29. LONDON, Dec. 29. ST. LOUIS, Dec. 18. ST. LOUIS, Jan. 5.

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