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WATERBURY, CONN., WEDNESDAY, NOVEMBER 25, 1908. 12 Pages.

PRICE TWO CENTS.

NAVIES GO ASHORE

Admiral Sperry Allows The Men From 1:30 Until 11 Each Day.

Manila, Nov. 25.—Rear Admiral Sperry will allow 1,000 liberty men to come ashore daily from the fleet between 7:30 and 11 o'clock. The sailors will not be permitted to visit the recently infected cholera district of the city. Patrols from the ships headed by the local police will see that this order is rigidly carried out. Among the precautionary measures that will be taken will be the safeguarding of the food served to the men while ashore and everything possible will be done to insure their health while in the city.

Manila, Nov. 25.—Rear Admiral Sperry to-day received a telegram from the hospital ship Relief, five over due at Guam, for which port she sailed from this harbor November 15. The message came by way of Sorongon in Southern Luzon, and stated that the ship was badly damaged by a typhoon which was encountered on November 18, during which the engines were disabled. Fire broke out on the Relief, but was promptly gotten under control, the crew of the ship showing splendid discipline.

The Relief is now proceeding to Manila under her own steam, repairs to her engines having been made by the crew. The news confirms the fears that were entertained here that the Relief had met with disaster as she did not arrive at Guam on time.

Cablegram from Husband.

Berkeley, Cal., Nov. 25.—Mrs. Charles Francis Stokes, wife of Dr. Stokes, who is the commander of the naval hospital ship Relief, late last night received the following cablegram from her husband, the message coming directly from Sorongon: "Ship injured by storm. Arrived here. All well. Can't say how long we will remain. Awaiting further instructions from Manila."

AVOWS FAITH IN SPIRITS.

Wealthy Mr. Vanderbilt, on Witness Stand, Tells of Messages.

New York, Nov. 25.—Expressing firm belief in spiritualism, Edward Ward Vanderbilt, the wealthy husband of May Pepper Scannel Vanderbilt, the spirit medium, took the stand in his own defense in the inquiry instituted by his daughter, Minerva Vanderbilt, to determine his mental fitness to care for his property.

He told of the spirits from whom he had received messages through his second wife, Mrs. May Pepper Scannel Vanderbilt. He mentioned "Bright Eyes," "Thunderbolt" and "Fidels" as the more prominent spirits he had heard from and then gave the name of an entirely new spirit, "Trixie."

"Trixie," he said, antedated the other spirits of his acquaintance and brought him a message from his first wife saying that she hoped he was in good health.

Napoleon and the Roman Law.

Napoleon I. had an extraordinary mind. He appeared never to forget anything he cared to remember and assimilated information as the stomach assimilates food, retaining only the valuable. An incident will illustrate this remarkable quality of his mind.

When forming the "Code Napoleon" he frequently astonished the council of state by the skill with which he illustrated any point in discussion by quoting whole passages from memory of the Roman civil law. The council wondered how a man whose life had been passed in camp came to know so much about the old Roman laws. Finally one of them asked him how he acquired his knowledge.

"When I was a lieutenant," Napoleon replied, "I was unjustly placed under arrest. My small prison room contained no furniture except an old chair and a cupboard. In the latter was a ponderous volume, which proved to be a digest of the Roman law. You can easily imagine what a valuable prize the book was to me. It was so bulky and the leaves were so covered with marginal notes in manuscript that had I been confined 100 years I need never have been idle. When I recovered my liberty, at the end of ten days, I was saturated with Justinian and the decisions of the Roman legislation. It was then I acquired my knowledge of the civil law."

Car Shops Burned.

Amherst, N. S., Nov. 25.—The passenger car shops of the Rhodes-Curry Co here were destroyed by fire last night. The loss will total about \$150,000. A considerable amount of rolling stock and equipment was burned including four colonist sleepers for the Intercolonial railway valued at \$10,000 and twelve baggage cars for the Grand Trunk Pacific.

WEATHER FORECAST.

Forecast for Connecticut: rain in north, generally cloudy in south portion; Thursday cloudy, probably occasional rain; light easterly to southerly winds.

A long trough of low pressure extends from Kansas northeastward to the lake region. This area is producing cloudy weather with light rain in nearly all sections east of the Rocky Mountains. It will move slowly eastward and probably pass out the St. Lawrence valley on Thursday.

This vicinity will be on the southern edge of it during the next 24 hours.

Conditions do not indicate any decided change in the weather for this

BRYAN DROPPED

Got Less Votes In State Than He Did in 1900—Taft Beat Roosevelt.

Hartford, Nov. 25.—President-elect Taft polled a vote in Connecticut larger by 1726 than was cast for President Roosevelt in 1904, according to a canvass of the official vote here to-day. The official report of the election returns pertained only to the vote for president, congressmen, judges of probate and state senators. The vote for governor and other state officers cannot be canvassed until after the third Monday in December.

To-day's canvass shows that 5,759 less votes were cast for Mr. Bryan in Connecticut than in 1900. Mr. Parker polled in Connecticut in 1904 4,645 more votes than were cast for Mr. Bryan this year. Mr. Debs vote of 1904 was increased 570 and the prohibition vote increased 874. A summary of the presidential vote follows: total vote cast in the state for Mr. Taft 189,903; Taft's plurality over Bryan 44,560; Taft's majority over all 35,727.

SAVED FROM THE GRAVE.

How a Dream Rescued Woman From a Terrible Death.

Mr. Jones was a popular young business man in the city of B. His wife was a woman of strong emotion and most delicate perceptions. Between them there existed a rare sympathy which extended to all the faculties.

Mrs. Jones fell ill, and after a few weeks' agony, during which her husband waited on her with a constancy not often seen, she died—that is, she appeared to be dead. There was no question about it in the doctors' mind. A certificate was issued and an undertaker called in. But for the fortunate circumstance that Mr. Jones was opposed to embalming there would be no story to tell unless it were of another person apparently dead who was revived for a moment under the lunge of the embalmer's knife.

Saved from that fate, Mrs. Jones was laid out in her burial robe, placed in a coffin and on the third day was buried in a cemetery some distance away.

Her husband was greatly affected, so much that his relatives feared an attack of melancholia. His uncle, wishing to arouse his spirits and divert his attention, remained in the house the night after the funeral and was a valuable witness, as it proved, of an event so astounding as to be almost beyond belief.

For an hour or two that evening they talked chiefly about the dead and then went to bed. Mr. Jones, after tossing upon his pillow for a long time, fell into a troubled sleep. In the middle of the night he heard a voice calling his name, "George, George!" The tones were not familiar to him; they did not recall the voice of his wife.

Still conceiving himself the victim of a dream, he again went to sleep. It was daybreak before the voice was heard again, and this time it could not be ignored. He recognized it at last as the voice of his wife in sore distress calling upon him. She cried:

"George! Save me! Save me, George!" He sprang out of bed, trembling all over. That despairing cry still rang in his ears. So real was it that, although he was awake and remembered perfectly the death, the funeral and all that happened in the preceding four days, he searched the room for her who had thrice called him by name.

Finding that he was alone, he rushed into his uncle's room crying: "Get up! Get up! We must go to the cemetery! She is alive! She is calling me!" The uncle, skeptical as he was by nature, was carried away by Jones' impetuosity. Both men threw on some clothing, and, while one harnessed a horse to a light buggy, the other procured spades. Thus equipped, they drove to the cemetery at a gallop. The sun rose as they leaped out at the grave and began to dig.

Mrs. Jones had been buried the previous afternoon. Her husband shoveled away the earth in a frenzy of energy. It was firmly fixed in his mind that she had been buried alive and that he might yet be in time to save her. Inspired by his nephew's excitement, the uncle dug with a vigor almost as great as Jones'.

Regimed and disheveled, they at last reached the coffin and wrenched off the lid. Jones shrieked. His wife was moving. She was trying feebly to turn over in her narrow bed. She gazed at him with eyes that saw not. She was unconscious of her situation.

He passed his arms about her and lifted her out. The two men removed her from the grave, placed her in the buggy and drove home. Physicians were called in. Under close medical care she slowly recovered. Every precaution was taken to guard her from the knowledge of what had happened, and all who were in the secret pledged themselves to silence lest the shock of that revelation might prove fatal to her, but the story leaked out later, when Mrs. Jones got about again.—Baltimore Sun.

HITCHCOCK'S VALET DEAD.

Picked Up In Street Unconscious and Strangely Injured.

New York, Nov. 25.—Herman Ruestke, the valet of Raymond Hitchcock, the comedian, who testified for the latter on his trial for the alleged abduction of little girl, was picked up unconscious on Broadway and died today in a police station.

He was bleeding when found and had internal injuries.

British General Dies in Canada.

Winnipeg, Man., Nov. 25.—General Sir Henry Wilkinson, who served with distinction in India and Afghanistan,

Hampson-Sellow Co would like to

ARCHBOLD LATE

His Examination Was Not Finished When Court Adjourned Until Monday.

THE STORY HE TOLD

New York, Nov. 25.—While public interest in the government's suit against the Standard Oil Co has waned to some extent since the completion of John D. Rockefeller's testimony there are several important witnesses yet to be heard. By no means the least of these is John D. Archbold vice president of the company, who followed Mr. Rockefeller on the witness stand. His examination was well under way when court adjourned last night. It is likely that several days will be required to complete it.

Mr. Archbold was late in arriving and his examination was delayed until nearly 11 o'clock. Moritz Rosenthal of counsel for the Standard Oil Co, developed from Mr. Archbold testimony regarding the early market for oil. At first he said the price of oil depended upon the jobber and retailer. He described the increase in the number of market stations for oil from 130 in the early days to 3,573 in 1906 which he said were established by the Standard. In the early days, Mr. Archbold said the jobber and retailer exacted extortionate profits which caused complaint and the Standard tried to get closer to the consumer. Oil was taken in bulk cars instead of barrels to the marketing centers where it was distributed to the consumer in wagons. This method he said not only increased the oil trade but cheapened the cost to the consumer.

Mr. Archbold was still on the stand this afternoon and his testimony was not completed when adjournment was taken until next Monday.

DEPUTIES USE GUNS

Fired on a Crowd of Striking Stokers at Perth Amboy.

Perth Amboy, N. J., Nov. 25.—A crowd of strikers from among the 900 employees of the National Fireproofing Co at Keasby, who went out on strike for higher wages last week, were fired upon by a squad of fifty special deputies. Four men were wounded, two of them seriously. The strikers, it is charged, threw stones through the windows of the plant and injured several men and women employed in the office.

THE TROLLEY PATRONS.

People Who Ride on Waterville Line Have a Grievance.

People who live in Waterbury and work in Waterville and Oakville are talking of forming an association to fight the trolley company. They claim that the accommodation is wholly inadequate and that when one complains he gets nothing but back answers. Yesterday morning things were lively in the center and for a time it looked as though the tilt would end in blows. The motorman refused to allow anybody to stand on the front platform, but as they had no place else to hang on they refused to step down and out. Then somebody higher up was appealed to who informed the passengers that they would have to get off the front platform because the state law forbids them to allow passengers to ride there. The passengers refused to leave and the trolleyman insisted that they should and both were about ready to tear into each other when the matter was adjusted by making room for the outward bound folks on the inside. When the car reached Willow street it was bound out Watertown way, the motorman opened the door and let as many as could crowd in jump onto the platform and remain there until they reached their destination. When the car reached a point where employees of the new rolling mill alight the jam was so great they couldn't get out and they had to engage in another scrap in order to have the car stand long enough to give them time to fight through the crowd and drop off. The passengers are blaming everybody and some go so far as to charge all the public officials and the newspapers with cowardice or indifference towards the rights of the people on these public carriers. They want more room and a more satisfactory schedule and they are of the opinion that the mayor and board of aldermen have the power to inquire into what this corporation is doing and have such abuses as exist removed as far as such a thing is possible if the state law forbids the presence of passengers on the front platform the people who had to get off yesterday wonder why the law does not apply at Willow street as well as in Exchange place, but leaving this aside, they state that everybody knows to be true, that nobody would care to ride with the motorman if he could find a seat inside. The whole trouble, they claim, is due to the fact that the company does not put on a sufficient number of cars. And as a consequence men and women are up in arms and unless something is done to remove the source of complaint there will be trouble before the opening of the new year, as near as we are on to it.

BOSTON MAN WINS

Made About Fifty-Two Miles An Hour During the Race at Savannah.

Race Course, Savannah, Ga. Nov. 25.—Prepared for the starting of the first car at 11 o'clock and the others at half minute intervals thereafter, fifteen tidy little racing machines, stripped of the last ounce of excess weight, lined up to-day for the first international light car race ever held in America.

The sun began to force its way through the fog bank shortly after 10 o'clock and half an hour later the fog had disappeared as if by magic. Preparations for the start were rushed.

Cars numbers 1 and 2 were lined up together at the start at 10:45 a. m. The other cars were ranged in regular intervals on either side of the course prepared to go to the starting line in pairs. The crowd was rapidly assembling and the old stand seating nearly 7,000 people was well filled.

Car No. 1, the French S. P. O. was sent away at 11 a. m. and the international light car race of 196 miles was on.

Fifteen seconds after the French car had started the Italian Lancia No. 2, went flying after the leader. It was just 11:08 when the last of the fifteen starters had been set into motion.

There came a wait of nearly four minutes for the return of the first car around the course. It proved to be the Lancia, No. 2, which had passed the S. P. O. four and a half miles from the start.

The second car to complete the first lap was the Chalmers, No. 3. Then came the Buick, No. 8, which evidently had made up more ground than any of the other contestants.

The Isotta and the Cameron were next to show, followed in turn by Chalmers, No. 10, Buick No. 11 and Maxwell No. 9.

The first accident reported was to Chalmers car No. 13, which ran into a tree after turning out of White Bluff road. No one reported hurt.

William J. Hilliard of Boston driving the Italian entry, Lancia won the race, making approximately 52 miles an hour for the entire distance of 196 miles. His time was 223 minutes and 33 seconds. Buick, No. 8 was second and Chalmers, No. 10, was third.

Knocked From Car.

Middletown, Nov. 25.—Benjamin F. Raymond of Hartford, a freight brakeman, was knocked from the top of his car by the roof of a brick shed while switching in the brick yards between here and East Berlin on the New York, New Haven & Hartford railroad early to-day and received injuries from which he died a few hours later at the hospital here. The sheds are built over the track for some distance at this point, and Raymond as a result of being struck, fell under the wheels. Both legs and one arm were severed, and he was immediately brought to the hos-

SOLDIERS TOO LATE

Mob Got Negroes and Lynched Them While Train Was En Route.

Tiptonville, Tenn., Nov. 25.—The special train bearing a detachment of troops ordered to this place by Governor Patterson to check last night's lynching arrived at 12:30 this morning. The train was stopped several miles from this city and boarded by Sheriff Haynes, who told them of the lynching.

According to Sheriff Haynes statement the lynching of the three negroes occurred about 8 o'clock last night. He stated that he had just left the telephone, conferring with Attorney General Caldwell at Union City, when he saw a number of men assembling about the streets. Hurrying toward the jail he was notified that the mob, about 150 strong, had stormed the building and, bursting in the doors, covered the six guards with their weapons. Securing the prisoners the mob, according to the sheriff, took them in a wagon out of the city.

Several hours later the sheriff says he was informed that the negroes had been hanged at a point five miles from Tiptonville. No effort was made to follow the mob, it being deemed futile.

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CITY NEWS.

Every new shade in neckwear 25c and 50c at Upson, Singleton & Co's.

The public and parochial schools closed to-day until Monday. Tomorrow, Thanksgiving day, all the banks, the Bronson library and other public institutions will be closed. The Waterbury Business Men's association has voted to close at noon so that very few if any of the stores will be open in the afternoon.

Roller skating is again being revived in this city. Any night of the week you may visit the Casino and see the crowds that are enjoying the sport at this popular rink. Saturday night of this week will be the first big night of the season at the rink when the management will offer valuable prizes for the most graceful couples which appear on rollers. The contest is open to anyone in the city.

Frank Sackett was arrested this morning in a freight car near the railroad station and is charged with trespass. The police think Sackett is a suspicious character for on him was found a skeleton key, a device for picking locks and a few other articles which lead them to believe he may have committed a few burglaries in the state. In his pocket also was a cap evidently in his pos-

STEAMER FIRE

It is Thought That About 200 Passengers Met Death in The Flames.

WILD SCENE ON BOARD

Valetta, Island of Malta, Nov. 25.—Nearly 200 persons, passengers and crew of the Ellerman line steamer Sardinia, are believed to have perished to-day when the steamer was destroyed by fire just after she had sailed for Alexandria, Egypt. The Sardinia was scarcely a mile off Grand Harbor when the first sign of fire appeared, but with a strong wind to fan the flames the whole ship soon was ablaze and the passengers and crew had scarcely a chance for their lives. There was a wild scene of panic on board as the rapidly spreading flames drove the passengers to the rails and many of the excited ones, not even waiting for the boats to be lowered, plunged into the sea. Scores are believed to have been drowned. Others, trapped by the fire, were literally roasted to death or smothered without a chance for life.

Many craft were in the harbor at the time of the disaster and a number of tugs and other swift small vessels rushed to the assistance of the imperiled liner. A high sea and half a gale, however, made it impossible for them even to approach the Sardinia and they could render little aid.

The Sardinia left Liverpool November 14 with a cargo of general merchandise for Mediterranean ports. Her crew numbered forty-four and about twenty first class and six second class passengers embarked at Liverpool. Most of her other passengers undoubtedly were Levantines, Maltese and Egyptians. Many of these people cross on the steamers of this line from Malta to Alexandria. It is their custom to pitch their tents on deck for shelter during the four days' trip. The decks are cluttered and this condition undoubtedly made the orderly clearing of the ship very difficult.

Up to 3 p. m. fifty bodies had been brought ashore from the Sardinia.

The latest reports say that one hundred and twenty-three passengers were either burned to death or drowned and that seventy were rescued.

THE WATER SUPPLY

Prospect Reservoir Empty—East Mountain Has Good Supply.

Mayor Thoms, Superintendent Kennedy of the water works, City Engineer Cairns, Commissioners Ewell, Hook and Walker of the department of public works, and representatives of the press, visited the East Mountain this afternoon and looked over the whole territory. They found that the East Mountain supply is holding out well, but the Prospect reservoir is almost empty, the only water in it being a small stream in the center of the basin. The condition of this reservoir was such that it was decided to take steps to have it cleaned out, if not all of it as much as possibly can be done at this time. It is a veritable mudhole with stumps of trees sticking up here and there that should have been removed long ago.

The board of public works often talked of doing this job, but it never was done. It is now the city got hold of it, and now is a most opportune time to take hold of it. The damp weather cheered the mayor and commissioners somewhat, and they feel that they will be able to tide things along until it rains without pumping from the Mad river.

Other Changes Coming

Paris, Nov. 25.—The appointment of Count Jacques Adolphe de Chambrun, who is a captain of artillery to the post of military attaché at Washington in succession to Major Fournier, probably will be followed shortly by other changes in the personnel of the embassy. The count married Miss Clara Longworth, sister of Congressman Nicholas Longworth. Captain de Chambrun is considered an exceptionally capable officer but his appointment is due chiefly to his American connections through his wife.

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COUNTING THE DEAD

Arkansas Was Swept By Storm Leaving Dead and Dying in Many Places.

Little Rock, Ark., Nov. 25.—The known dead number sixteen while unconfirmed reports declare that six other persons lost their lives as a result of the storm which swept parts of this state Monday. Verified reports place the number of injured at twenty-three, three probably fatally. The known dead:

Mrs. John Rosson and three children, near Ozark.

Dick Hill, farmer, near Mulberry. Mrs. Hawkins, near McNeil.

Mr. Beshan, wife and eight children, near Watululu.

Probably fatally injured: John Rosson, near Ozark. Mrs. L. A. Hill, near Watululu. Mr. Jackson, farmer, near Van Buren.

Reports last night which were to the effect that the tornado was most severe at Piney, were not substantiated to-day. Later reports showed that no one was killed at that place.

Several freak acts of the tornado were reported. Near Hot Springs and Berryville school houses were lifted off their foundations and moved, but the pupils and the teachers inside escaped unhurt.

STRENGTH OF AN EAGLE.

Wonderful Power in the Bird's Claws and Legs.

While I cannot give any positive proof of how much a bald eagle can carry, I should suppose, declares a writer in Forest and Stream, that he could carry at least as much in proportion to his weight as a hawk or a horned owl. I have the recorded weight of a male bald eagle weighing nine and a quarter pounds and a female weighing twelve pounds.

A horned owl will weigh from four to five pounds, and I have several times known one to carry off a large house cat. One cat was very large, and the owner told me he could hear the cat cry as he was being carried off. Now, any one who will weigh a large house cat will find it to weigh at least ten pounds.

I have seen a goshawk carry off a hen fully twice its own weight, and I have taken from a marsh hawk a very large chicken which would weigh more than twice what the hawk would. The marsh hawk is one of our weakest hawks, but he had carried this chicken over a quarter of a mile. My belief is that if a hawk or horned owl can carry more than twice its weight (and I know positively that they can) then an eagle could, if occasion required, do as much in proportion to his weight, which would be to carry eighteen or twenty pounds.

Once when an eagle, shot through the body with a rifle ball, lay on his back I up ended a long road skid and dropped it on him. Before it reached him he stretched up and caught it in his claws and held it the length of his legs above him. I walked up on the skid and stood above him, and he easily held me and the skid, which I should judge would weigh more than twenty pounds. I took pains to be weighed the same day and weighed 119 pounds. Put a stick in the claw of a wounded eagle and let him grasp a small tree with the other, and a man must be stronger than I ever was to take the stick from him.

The Consultation.

First Doctor—This is a most mysterious case. I can't make anything out of it.

Second Doctor—Hasn't the patient any money?—Puck.

TOO LATE TO CLASSIFY.

LOST—Gold pocket diamond chip on; contains two pictures. Lost between Hotel Connecticut and Grand. Finder leave at Democrat office and receive reward. 11-25-3

BAKING POWDER

12c lb. can.

Every can bears this legend: Guaranteed under the Food and Drugs act of Congress, June 30, 1906.

Best Teas 25c lb
Best Coffees 20c lb
None higher.

EASTERN TEA IMPORTERS Co

89 South Main St. Up One Flight.

Try a Democrat want ad.

We're Enthusiastic About Our PARLOR FURNITURE.

A lot of new suits have just been opened up. Prices range from \$45 to \$175 for 5-piece suits. Three piece suits from \$27 to \$125. Splendidly made and in the most approved taste in the upholstering work.

Lots of odd rockers and chairs if you don't care for parlor suits. Come in and see us about a new Glenwood.

The Hampson-Sellow Furniture Co.

116-120 Bank Street.

Roller skating is again being revived in this city. Any night of the week you may visit the Casino and see the crowds that are enjoying the sport at this popular rink. Saturday night of this week will be the first big night of the season at the rink when the management will offer valuable prizes for the most graceful couples which appear on rollers. The contest is open to anyone in the city.

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