

THE SHEPHERDS OF THE FLOCK, HOW THEY FEEL ABOUT THE FLOCK, AND THE FLOCK'S FEELINGS ABOUT THE SHEPHERDS.

Mon. J. D. Haas was greeted with prolonged cheering when he rose to speak, and the audience sang "For He's a Jolly Good Fellow." He thanked those present for their cordial greetings. He said that he would depart from his usual custom and speak from notes for he had definite statements to make and as every statement was backed by the government of Canada he wished to have them absolutely correct. He spoke as follows:

"Mr. President, and fellow members of the Conservative Party: I wish to express to you my very sincere thanks for the honor you have done me in sending me, in company with my esteemed friend and colleague, the Minister of Public Works, this banquet here tonight, and to tell you how heartily I appreciate the kind words in which the chairman has been pleased to refer to my services as a member of this constituency and to the Government of Canada, and to thank you for the enthusiastic manner in which you have received me here this evening."

"I do not intend tonight to indulge in any oratorical effort, or in any flights of fancy, but as two years have passed since you last did me the honor of electing me as a representative of this constituency, and as during those two years I have been a member of the Government of Canada, I will occupy the time at my disposal tonight in submitting to you certain facts and figures showing what the Government has done to advance the interests of New Brunswick and St. John, and in rendering an account to you, the stalwarts of the Conservative Party in this province, of the stewardship that has been entrusted to me."

"In the first place, I wish to remind you that, in season and out of season, since I have been a member of the Government of Canada, the Liberal press in the city of St. John, which is becoming, as time goes on, more and more accomplished in its capacity for mendacity and misrepresentation, has endeavored to create the impression in the public mind that New Brunswick interests have been neglected, and that what has been done in this province by the present Government does not compare with what was achieved under the Liberal regime. It only requires the presentation of a few facts and figures to absolutely set at rest any such contention, which is not only absurd but untruthful."

"Let me call your attention to the fact that the TOTAL CONTRACTS LET BY THE PUBLIC WORKS DEPARTMENT IN NEW BRUNSWICK FROM OCTOBER 11TH, 1911, TO NOVEMBER 14TH, 1915, WERE:

Harbors and Rivers ..	\$10,825,153
Public Buildings ..	587,780
Total ..	\$11,412,933

of which there were in SAINT JOHN, N. B.,

Harbors and Rivers ..	\$9,100,165.37
Public Buildings ..	414,542.00
Total ..	\$9,514,707.37

Moneys Expended.

"THE PUBLIC MONIES EXPENDED IN NEW BRUNSWICK BY THE PUBLIC WORKS DEPARTMENT DURING THE LAST NINE YEARS WERE:

1905-6	\$ 538,350.53
1906-7	371,968.56
1907-8	1,466,587.09
1908-9	901,178.35
1909-10	1,182,905.72
1910-11	1,600,575.82
1911-12	2,073,909.00
1912-13	1,622,234.00
1913-14 (6 mos.) ..	1,622,234.00

"I leave the year 1911-12 out of the comparison I am about to make as each Party was in power for about half of the year. The figures show that under the present administration in a year and a half there was expended in New Brunswick by the Public Works Department alone, \$3,696,143, while the largest amount expended under the previous Government was \$2,073,909.00. Mr. Pugsley was Minister of Public Works in any two consecutive years was: 1907-09 and 1908-09, \$2,367,775.45; and in 1909-10 and 1910-11, \$2,284,982.97."

"I have no hesitation in venturing the prediction that by the end of the present fiscal year the Public Works Department of Canada will have spent on public works in New Brunswick during the two years commencing April 1st, 1912, an amount equal to the double amount spent during the last two full years that the Liberal Party was in power and practically equal to their expenditure during their last four years."

How St. John Fared.

"From the expenditures in the Province as a whole I turn to the expenditure by the Public Works Department in St. John during the same period of years and find it was as follows:

1905-6	\$140,317.11
1906-7	142,508.60
1907-8	510,747.37
1908-9	246,613.57
1909-10	536,681.77
1910-11	602,244.49
1911-12	876,138.00
1912-13	1,419,325.00
1913-14 (6 mos.) ..	1,300,536.00

"Thus in the last eighteen months the Department has spent in this City and County \$2,719,861, as against \$1,338,926, the largest amount spent by the Liberal Government in any previous twenty-four months."

"The record stands as follows:

Conservative Government, eighteen months	\$2,719,861
Liberal Government, twenty-four months	1,338,926
Excess by Conservatives ..	\$1,380,935

"Or in other words the expenditure in this community by the present Government in one year and a half has been nearly two and a third times as much as that of the previous administration."

tration in the two full years which show the greatest expenditure in St. John by a Liberal administration during the period I have mentioned, and with the full year's expenditure included up to the 31st March next the comparison will be decidedly more unfavorable for those who have boasted about the generosity of the Liberal Party so far as this community is concerned and have exalted the services of the Liberal representatives in the past."

APPROPRIATIONS — NEW BRUNSWICK.

"Now if you will look at the appropriations made for New Brunswick for the single year 1913-14 you will find that they amounted to \$4,863,280. Contrast this with the total appropriations made for the province during the last seven years of the Liberal rule, which amounted to \$8,582,341. It thus appears that the appropriation made by Parliament during the present year for public works in New Brunswick was more than one-half of the total appropriation made by the Public Works Department under the Liberals during a period of seven years, and the average appropriation made by the Conservative Party for the same period in New Brunswick during the past two years has been \$3,696,241, an average of \$1,228,048 per year, against the average of \$1,228,048 per year of the seven years of Liberal Government."

"I now turn to the appropriations for the City and County of St. John, which for the present year amounted to \$5,622,250, while the total amount of the same during the last seven years of the Liberals were in power was \$3,857,501, or an average of \$565,357 per year. The appropriations made by the Conservatives for this port in one year were nearly equal to those provided by the Liberals in seven. I may further add that the appropriations made for this City and County during the past two years averaged \$2,529,640, as against an average of \$551,071 under Liberal management in the same period from 1905 to 1911."

"The figures I have quoted so far have reference only to the expenditures of the Public Works Department, and I have gone into them somewhat in detail, as it is the chief spending department in which this community is interested. At the same time, however, there are other Departments of Government in which this province and St. John are also largely interested."

Mr. Hazen's Department.

"These include the Department of Marine and Fisheries, which spends large sums of money in the province every year, and which at the present has unfinished contracts under way to the amount of about \$200,000. These include the construction of wharves on the West Side of the harbor, for which the contract price is \$189,000, and which when completed will be one of the most modern and up to date marine depots to be found anywhere."

"The Meteorological Observatory on Douglas Avenue.

The Fish Hatchery at Little River.

The Nipisiguit Hatchery.

New lighthouses at Leonardville, Baywater, McColgan's Point, and extensive repairs at Grand Rock Light."

Alterations to the light at the Machias Seal Island costing about \$20,000.

A telephone line connecting Carleton Place with Miscou for life saving purposes and work at New Mills Point, South West Head, Swallowtail, Partridge Island, St. John harbor, Grand Anse, Richibucto Head and other places."

The Railway Department.

"The Railway Department too is expending large sums of money in the Province, including betterments on the I. C. R. stations at Bathurst and Hampton and other points, for ferry terminals at Cape Tormentine, at a cost of about \$600,000, freight sheds at Fredericton, bridges on the Canada Eastern branch of the I. C. R., and subsidies during the first half of the present year to the St. John and Quebec Railway, amounting to over \$285,000."

Department of Agriculture.

"The Department of Agriculture has been alive to the necessity of improving the quarantine facilities at St. John, and a laboratory building and houses for officials, including a boatman, caretaker and bacteriologist, have just been completed, and further desirable improvements to the station, by the delivery by the former Government, will be made in the early future."

"Other public expenditures might be referred to as evidence of the desire of the Government to deal fairly and justly with the people of this Province and City, but I have already ingested as long upon this topic as the time at my disposal justifies me in doing. The expenditures and appropriations have all been made in the public interest and not for the sake of mere local or political effect—all are fully justified, and it is the intention of the Government in the future as in the past to spend the revenues of the country where they will do the most good in the way of developing our great resources and of enabling our citizens to get their products to the markets of the world by the cheapest and most expeditious routes."

"Nothing can be more unwise than for a Government to spend money simply for the temporary benefits that such expenditure may bring to the community with which the money is expended, which such money is paid to be constructed, and I am glad to say that the expenditures that have been made in St. John and in this Province, and the works for which provision has been made, are all of importance from the general standpoint, and will accrue to the public benefit of Canada."

An Important Question.

"I now come to a consideration of a question which is of great importance to St. John and to other parts of Canada, and of even greater importance to the country at large. For many years millions upon millions of dollars have been spent for the purpose of building railways running from west to east and from east to west, for the purpose of giving transportation facilities to the people living on our western

prairies and in other parts of Canada, so that the products of the country which are being produced every year in ever increasing volume may find their way to markets both at home and across the seas. In order to reach the latter markets it is necessary and desirable that these products should be shipped from Canadian ports, but during the fifteen years that the Liberal Party was in power they neglected to make provision for the purpose of providing at the seaboard and at the Great Lakes adequate terminal facilities for handling and shipping these products."

Equipping the Great Ports.

"The foreign trade of Canada is increasing with enormous rapidity. Last year it amounted to over one billion dollars and when the present Government came into power it found itself face to face with the necessity of providing adequate terminal facilities on the Atlantic and the Pacific, and on the Great Lakes, for the purpose of handling the commerce in and out of the country. To this the Public Works Department has addressed itself, and I may clearly claim, with energy, and the result is that large appropriations have been made for harbor facilities at St. John and Halifax, Quebec and Montreal, in the east; at Vancouver and Victoria on the Pacific; at Port Arthur, Port William, Collingwood and other places on the Great Lakes."

As to St. John.

"The complaint has been made that we have not the facilities at St. John for properly handling the great traffic that is coming to the Atlantic seaboard. This criticism is undoubtedly well founded, but when critics of the present Government go further and blame the Government for that state of affairs, their complaint and criticism is not well founded and it may be fairly claimed is made for partisan purposes only. The responsibility for this state of affairs attaches to the Liberal Government which though in power for fifteen years took no adequate steps for the purpose of relieving at the seaboard the congestion that was bound to come and of providing the facilities for the purpose of overcoming that congestion. At the same time, however, there are other Departments of Government in which this province and St. John are also largely interested."

"The adequate equipment of the great national ports of this country has been a matter of special consideration and attention by the present Government since it assumed office. The great works which are now being carried on both on the Atlantic and the Pacific Coasts for this purpose are a sufficient evidence that the Government is not only inspired by good intentions, but that it has unflinching determination to carry out the project of affording facilities which will enable them to compete on at least equal terms with any ports on this continent."

"It is a well known fact that last winter during the latter part of the port season the St. John harbor was not sufficient to handle with the despatch that is desirable the vessels that were brought here and undoubtedly the same state of affairs will exist during the present winter. For this state of affairs the Liberal Government is directly and solely responsible. It is the duty of the Government of this province being alive to their duties and responsibilities they would have begun years ago to prepare for the winter season by the construction of a port and export trade, that it was clearly evident was coming to the Atlantic port."

Sailings from St. John.

"I have had prepared a statement showing the number of sailings that there will be from St. John during the winter season of 1913 and 1914. That statement is as follows:

Sailings.	Days in port.	Total days.
C. P. R., Liverpool	7	7
C. P. R., London	17	17
C. P. R., London	17	17
Allan Line, Liverpool	12	7
Allan Line, London	7	7
Manchester Line, London	21	7
Furness Line, London	12	4
Munson Line, Havana	5	3
Under the contract for the carriage of mail and passengers by the St. John and Quebec Railway	6	14
New Zealand Shipping Co., N. Z. and Australia	5	14
Belgian Line, Belgium	7	4
Dublin	7	4
Donaldson Line, Glasgow	23	8
Sailings	120	*905

*—Average. **—Berth days.

"From these figures it is apparent that there is but a narrow margin between the accommodation required for the steamers and that which can be provided by the existing facilities. For this state of affairs I have said the present Government is in no wise responsible. As soon as it came into power it took prompt and energetic measures to provide in the future and as speedily as possible for accommodation for ships and passengers. Such betterments, however, are not of mushroom growth, though one might get that idea from reading the Journals of the Opposition Party in this City, and time is necessarily occupied in their construction."

The Courtenay Bay Work.

"On the 25th March, 1912, less than six months after the members of the Government were sworn into office, a contract was entered into with Norton Griffiths & Company for the construction of a harbor at Courtenay Bay for a sum of \$7,500,000. It is claimed that this work has not proceeded as rapidly as it should have done. There, no doubt, have been delays, but at the same time it is well to bear in mind that the breakwater in connection with the contract called for, and that the contractors assert that they will have the whole work finished within the time specified in the contract. In order to hurry on this work,

however, arrangements are now being made by which it will be completed in a shorter time than specified, and the contractors are assembling at St. John a fleet of vessels and plant so that the work of dredging will be proceeded with the utmost expedition."

A Grit Lie Nailed.

"The story circulated to the effect that the work was proceeding slowly because the Government was not prepared to advance money to the contractors and the Public Works Department, as I have already stated, is now taking effective steps with the full co-operation of the company holding the contract to have the work driven through to an early completion as possible."

The West Side Wharves.

"On the 12th December, 1911, two months after the Government assumed office, a contract was entered into between the Public Works Department and Mr. Connolly for the construction of wharves on the West Side for the sum of \$760,285, and on July 24th, 1913, another contract was entered into with the same contractor for the construction of further wharves on the West Side for the sum of \$575,284. In less than two years after the present ministry assumed office contracts for work on the West Side to the amount of \$1,335,569 had been entered into. In connection with work of this sort some delay seems to be inevitable, and I am sure that the Minister of Public Works who has been in charge of the work since he took office for himself today, and who we are all so glad to see in the city of St. John, will do his utmost to have those wharves completed in time for next season's business, and will make arrangements to meet the increasing development that is taking place. The Government, to relieve possible congestion, is now constructing grain conveyors at a cost of upwards of \$150,000, and will enter the wharves when in office refused to undertake."

C. N. R. Line to Come Here.

"I spoke a few moments ago of a statement showing the number of sailings that there would be from the port of St. John during the winter season of 1913 and 1914. Most of those sailings are of vessels that are freight carriers and which will give very great employment to labor. In addition to the vessels carrying His Majesty's mails, the Virginian and the Victorian, of the Allan Line, and I have very great pleasure in believing that the Government will be able to add to the list of vessels that in addition to the Virginian and the Victorian, carrying the overseas mail from St. John, the two Royal Canadian Mounted Police vessels, the Royal George, of the Canadian Northern Line will during the coming winter sail directly from St. John to Great Britain. The first of such sailings will take place on December 3rd, and this will add still further to the number of sailings from this port."

"While the discussion concerning the matter has been carried on in the main in a fair and temperate manner, it has not been without the fact that there are citizens who have been influenced not by consideration of the good of St. John and the good of Canada, but purely by party consideration, and I regret very much that the most conspicuous person and the greatest sinner in this respect has been the gentleman who represents the city of St. John in Parliament, and was formerly a Minister of the Government of Canada, a Government which neglected the local interests of St. John, and which, by building the National Transcontinental through the centre of the province from Grand Falls to Moncton, and instead of following the valley of the St. John, the course undoubtedly intended by nature for such a railway, sidetracked St. John, and the country to millions of dollars of unnecessary expense. Had he at that time shown the interest in St. John which he professes to have at present, he would have raised his voice in protest against the construction of the road by a route so inimical to the interests of the city and province generally, and would have made his powerful influence felt in a way that might have had some effect in determining the choice of a proper route."

Where Was Pugsley Then?

"We remember that when Mr. Blair resigned his seat in the Cabinet as a protest against the construction of the National Transcontinental he received no sympathy from Mr. Pugsley or his then associates in the Legislature of the country, and that he was now so disturbed over the agreement entered into with the C. P. R. that he did not even say in the House of Commons that he was in support of the man who had been his leader for so many years."

A Blow at St. John.

"The building of the National Transcontinental by the route that was adopted instead of by the valley of the St. John was the greatest blow struck at St. John by the Canadian Government. It was a blow that was felt by the people of Confederation, and I cannot help questioning the good faith of my friend, Dr. Pugsley in the course he has taken at the present time, when I compare it with his action in regard to the National Transcontinental Railway. It would have been to have talked of resigning his seat in the Local House then and entering the Federal side by side with Mr. Blair, and to have resigned at present. His suggestion at the present time is that of a partisan, made for partisan purposes, having more regard for the welfare of the Party to which he belonged than for the country which he represents in Parliament."

HALIFAX AND ST. JOHN.

"I have always taken the position that nothing could be more unfortunate for both Halifax and St. John than the creation and maintenance of a feeling of jealousy between them. These ports should stand together for the maintenance of the common interests of the Maritime Provinces. With the enormous development that is going on in Canada, and the great increase of our imports and exports, there is being developed a business that will tax both ports to their utmost capacity and it does not require a prophetic vision to foretell that the time is fast approaching when the ports will have to be developed on our Atlantic seaboard. As the representative of this Province and City I deprecate, as I know you deprecate, any feeling of jealousy or antagonism between these two sister cities, to each of which a great future is now open and for each of which there will be available a splendid and ever-increasing trade which doubtless will tax in the near future the greatly increased facilities which are now being prepared. The great seaboard cities of Canada are united by the strong tie of a common interest to preserve for our own ports and transportation lines the enormous stream of Canadian commerce, the volume of which is continually increasing with the marvelous growth and progress of our country."

The Right of St. John.

"I do not think that the people of St. John or of any other community can logically contend that the C. P. R. has no right to have its freight haulage to Halifax if it desires to use that port, but they have an undoubted right to insist that this should be done upon terms and conditions that will not discriminate and are justifiable from the public standpoint."

"It is fair to say that Mr. Guelish, who is a railway man of experience, has distinctly stated on many occasions that the rate charged the C. P. R. is a fair and proper one for hauling its trains to Halifax, and is a higher rate than charged the Canadian Northern for hauling its freight from Montreal to Halifax during the past few seasons although the distance from Montreal to Halifax is much greater than the distance from St. John to that city."

An Equal Division.

"As matters stand at present four mail steamers will sail from St. John this winter and four will sail from Halifax. The rate of the ports will be taxed to their utmost. There will be as much, if not more, employment for labor in this port as in Halifax. It is simply playing the game of politics for him at his dictation at the present time. The same unreasonable partisanship on the part of the Senate caused them to defeat the Branch Railway Bill, which was designed to confer authority upon the Minister of Railways to acquire branch lines of the Intercolonial in Quebec and the Maritime Provinces. And that worse than all their unreasonable partisanship caused them again at the dictation of Sir Wilfrid Laurier to reject the bill for giving effective aid to the naval forces of the Empire, and which on its introduction was received with applause and acclaim not only throughout Canada but throughout the British Empire."

"Each of these subjects, however, in its turn affords material for a more lengthy speech than it is possible for me to make here tonight."

What the Government Has Done.

"The Government, although it has only been in power two years, has settled the Manitoba boundary question and the question of the boundaries of Quebec and Ontario, and has done so on broad constitutional lines and in a way that has met with the universal approval of the people of the country. It has made a large provision of money for the development of the ports of Canada, provided terminal facilities for our grain, and reduced the freight rates, including the most ample and generous provision ever made since confederation for carrying on the different public services of the country, and at the same time has reduced the public debt and maintained the credit of Canada at a high standard."

RECIPROCITY.

"In 1911 the Liberals went to the country on a policy of reciprocity with the United States. That policy was opposed by the Conservative Party and by the people of Canada very largely irrespective of politics. For some time after the elections were over the Liberals claimed that a mistake had been made and that the country would live to see the day when it would regret its action in not having endorsed the policy entered into at Washington by Mr. Fielding and Mr. Patterson on behalf of the Canadian Government. Time, however, has justified the action of the Conservative Party. Not long after the election there was published a long and letter written by President Taft to Mr. Roosevelt, in which it was declared that the result of the pact would be to make Canada an adjunct of the United States. This was not a mere personal letter but a State document, read and discussed in the Cabinet of the United States before it was sent out, and in addition to that we have had the action of Congress reducing the United States tariff so that Canada today is getting practically the benefit of the thing the country would have got under the reciprocity pact without making any sacrifice in return, of its political status or business interests."

FINANCIAL CONDITIONS.

"The outstanding economic feature of the past year and in fact of the past two years has been the continued financial stringency. This stringency has been world-wide and by no means confined to Canada or to this continent. Its causes are well understood and may be briefly stated as follows:

1. The unusually large demand for capital, both fixed and circulating, throughout the world. There has been great development in the Orient in connection with the modernizing of China and Japan which has called for large expenditures of capital for undertakings of various kinds such as railroads, tramways, electric and other plants. Capital has been called for in unusually large amounts from India, Egypt, Argentina and other South American states. United States, while not a borrower as a Government, has been a heavy borrower in European money markets for its corporate enterprises. Canada has been calling for capital for governmental, municipal, railway and industrial purposes at the rate of between two and three hundred million dollars per annum for the past five years. In addition to this worldwide demand for fixed capital, commercial enterprise has called for enormous sums as working capital. In a word, there have been good throughout the world. This is seen in the trade returns of Great Britain and all other countries."

The Cost of War.

2. There has been a great and unproductive expenditure of money in wars during the past fifteen years. Among these may be mentioned the Russo-Japanese war, the Boer war, the Balkan war, and recently the terrible struggle in the Balkans, the cost of which is now troubling the minds of many statesmen and financiers."

Better Conditions Coming.

3. The cost of military and naval armaments, especially in Europe. The British expenditure upon the navy alone is not likely to abate for many months to come, after which easier money may be looked for with a diminished trade throughout the world."

The Partisan Senate.

"It is to be regretted that the bill for assisting in good roads was ditched for partisan reasons by the Senate of Canada, a body which is not responsible to the people, and the great majority of whose members owe their appointments directly to Sir Wilfrid Laurier. He has shown himself by the introduction of the Bill for the improvement of Highways and the Advancement of Agriculture, to have been true to his election pledges and to be in sympathy with the wants and requirements of the people of the country. Although the late Government was in power for years it never lifted a finger to improve the condition of the roads throughout the country, and its aid to agriculture was of a meagre and niggardly description."

COMMERCIAL CONDITIONS.

"A year before the present Government came into power the total trade of Canada (imports and exports) was about \$750,000,000. During our first year this had increased to \$850,000,000 and during the last fiscal year to over one billion dollars, the greatest trade by far in the history of the Dominion. Notwithstanding the money stringency, which is always restrictive of trade, it appears now that our total trade for the present fiscal year will substantially exceed that of last year. It is probable, indeed it is certain, that we shall experience a degree of trade restriction and possibly declining revenues during a part of next year, but any apparent setback of this character will only be temporary. It is gratifying to note that in addition to having the greatest harvest in our history, this year we shall also have our greatest crop of fish. The fisheries catch on the Atlantic and Pacific has been good and the prices fair."

FINANCES OF THE DOMINION.

"During our first year in office the revenue was sufficient to pay all capital and current expenditure and effect a reduction of \$100,000 in the national debt. During last year, the revenues being exceptionally large, the national debt was reduced by twenty-five million dollars. This year it would appear that we shall be able, notwithstanding our unusually large estimates, to at least pay our way. In connection with our capital expenditures it is to be borne in mind that we have adopted the policy of the development and improvement of our harbors and waterways and the construction of elevators and other facilities for the transport of grain and the accommodation of shipping, and have been called upon to spend enormous sums of money in aid of the Canadian, Northern and Grand Trunk Pacific Railways."

The Grand Old Party.

"The Conservative Party is one of which we have reason to be proud. It is the great historic party of Canada, the party which brought about the confederation of the British North American Provinces, and in spite of the construction of the Liberal Party, it has constructed the Canadian Pacific Railway, making possible the idea of a united nation in the Dominion of the Pacific, and which in 1879 introduced the policy of protection to Canadian industries, lifting manufacturers from their poverty and affording them larger markets and more remunerative employment, and giving largely increased home markets to the farmers, the fishermen and the business men of the country, and the result of the last two years I think conclusively shows that with Mr. Horden as Prime Minister the reputation of the party will not suffer, that it will be true to its glorious traditions and as patriotic and as progressive under his leadership as it was under that of Sir John Macdonald."

(Continued on page 12.)

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