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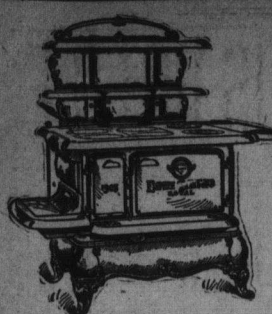
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public has confidence in our

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There is an entire absence of
deep carving in its ornamenta-
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offered in St. John. Do not fail to take advan-
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changes we expect to make in our business in
about two weeks a large amount of this stock
must be cleared out at once.

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Talking Machines. Violins.
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When you can get Pure TIGER
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A Public-Spirited Millionaire.

(Canadian Courier)

Gifford Pinchot has as good a
chance to dissipate the energies of a
constructive life as any other young
man in North America. He was born
a millionaire. But he neither went
in for spendthrift nor set out to
be a multi-millionaire. He is forty
years of age—and he is not married.
He had a highly practical education;
the sort of education that many a
young man in Canada nowadays is
beginning to get—a practical knowl-
edge of trees. Mr. Pinchot is an ex-
pert in forestry. He graduated from
Yale and afterwards studied forestry

in four European countries. He has
written several books on forestry and
the conservation of natural resources.
He is now chief of the United States
Government forest service. He has
been the prime mover in the project
to have the three North American
countries combine for the purpose of
conserving the natural resources of
the continent—and with this end in
view he visited Ottawa a few
weeks ago, just before the conference
was held at Washington. Mr. Pin-
chot is a good example of a rich man
who in spending his life in a public
cause runs better than a camel-
through-a-needle's-eye chance of get-
ting where a lot of rich men want to
get when they die.

A DRY DOCK
SCHEME FOR
MONTREAL

(Montreal Gazette.)

Major George W. Stephens, presi-
dent of the Montreal Harbor Commis-
sion, who arrived home yesterday
from Great Britain, accompanied by
Mrs. Stephens, confirms the report
that negotiations have reached an ad-
vanced stage for the construction of a
floating dock in the harbor of Mon-
treal. Major Stephens last evening
stated that he had returned more op-
timistic than ever as regards the fu-
ture of the port and the channel be-
tween Quebec and the national port
of the Dominion.

Speaking of the advent of the two
fine White Star boats, the Laurentic
and the Megantic, he said they would
be the largest steamers ever seen in
the port of Montreal, both being built
purposely for the Canadian trade. It
is passenger business, he says, which
these lines are after, and Major Step-
hens states that as soon as Montreal
is well equipped with a dry dock other
lines will no doubt follow the White
Star people. There is no port on the
other side having half the tonnage of
Montreal that does not possess one
or more dry docks. "To be sure," he
went on, "the Levis dock does good
work, but the trade of the port of
Montreal is growing and the capacity
of the down river repairing dock,
and if Montreal goes ahead in the
future as she has in the past, and we
believe she will, the matter will be
gone over with the harbor board, but he
hoped that further details would be
forthcoming at an early date. The
president could say, however, that a
reliable firm of dry dock builders
were quite ready to take hold of the
construction of a large dock in this
harbor, if necessary arrangements can
be made with the Government, and the
commission, and he added, that he
thought that the details would be
found to be a reasonable one, and a
profitable one also for the community,
as the dock which these people in-
tended to build would cost three mil-
lions of dollars.

The Canadian Government passed
an act some time ago guaranteeing
per cent. on all docks costing at least
a million and a half, and maybe this
may be modified as far as the port of
Montreal is concerned.

"Where will the proposed dock be
located?" Major Stephens was asked.
"I cannot answer that question at
present, but that detail will in all prob-
ability be settled within a very short
time."

Docks On The Other Side.
The Major then proceeded to say
that generally the docks on the other
side of the Atlantic are owned and
operated by a company. In Hamburg
one of the best equipped ports in Eu-
rope, eleven out of the twelve dry
docks are company concerns, and in
Liverpool they are divided, the larger
one, the Canadian dock, which is the
largest in the world, and a floating
structure. A graving dock suitable
for our purposes here in Montreal
would take six or seven years in build-
ing, while a floating dock could be
built and placed in commission within
eighteen months, consequently the
major believed that the solution was
what the pressing needs of Canada's
national port called for.

The president of the Harbor Com-
mission then proceeded to declare his
confidence in Montreal as the great
passenger port of the North American
continent. For instance, he said, there
was a bad year generally, but during
1907 there were more passengers car-
ried by Canadian ships to Canadian
ports than by the American lines to all
American ports outside New York.
Yes, and there is something else,
he added, to the credit of the Cana-
dian route. The two Empresses car-
ried more passengers to Canada than
the great Cunarders, the Mauretania
and the Lusitania, and the future held
out the greatest possible assurance for
the success of the St. Lawrence route
as compared with all others.

Major Stephens stated that it was
quite likely that the improvements
and the extensions which are projected
in the series of plans now being
prepared will be commenced during
the present season.

IN THE COURTS

City Court.

In the City Court yesterday
judgment was given in the case of Hayes
vs. Douglas, in reference to a horse
bought from Thos. Hayes by the de-
fendant. A balance of \$25 on the
price of the plaintiff, and Dr. A. W.
MacRae, K. C. the defendant.

In the case of Curry vs. Patterson,
a case issuing out of a previous Kings
County Court suit, a non-suit was
granted. Mr. C. F. Inches for the
plaintiff, Mr. Herbert J. Smith for
the defendant.

The case of Shepley vs. Corber was
also concluded. In this case the
plaintiff sued for \$21 for three weeks'
pay. He was willing to allow \$12 off
the amount for board. Mr. Corber
maintained that he had kept the plain-
tiff during the winter, when there
was no work, so that a board bill of
\$26 would stand against any claim
the plaintiff would have. Shepley,
however, showed that during the win-
ter he had worked in Corber's plant
factory when needed and had also
done work about the house. In the
six months he had lived with Corber
he had received \$11.

His Honor suggested that Corber
give Shepley \$4 in settlement of his
claim. This suggestion was acted
upon and the case was settled. Mr. J.
Kelley appeared for the defend-
ant.

As the Twig is Bent.
(Harper's)

"I hope you were a good little boy at
your aunt's and didn't tell any story
lies," said his mother.
"Only the one you put me up to,"
replied the young hopeful.
"Why, what do you mean child?"
"When she asked me if I'd like to
have a second piece of cake I said,
'No, thank you; I've had enough.'"

MARINE NEWS

PORT OF ST. JOHN.

Arrived—April 15.

Tug Peleposcot (Am) 79, Swett,
from Bath, Maine, for St. Martins,
and cleared. In for harbor with tug.
Coastwise—Schr. Francis, 88, Gen-
ner, Bridgetown; Dorothy, Tupper,
Bridgetown; Haines Brothers, 46,
Thurber, Freeport; Schr. Ruby L, 42,
Baker, Margareville, and cid.

Cleared—April 15.

Coastwise—Schr. Yarmouth Packet,
Denton, Yarmouth; Havelock, James,
Welchpool.

British Ports.

Boston, April 15.—Arrived—Schr. A.
W. Perry (Br) from Halifax, N. S.;
str. Governor Cobb from St. John, N.
B., via Eastport, Lubec and Portland.
City Island, N. Y., April 15.—Bound
east—Bark Ethel Clark from New
York for Bear River, N. S. (and an-
chored here).

Glasgow, April 14.—Arrived—Str.
Cassandra from St. John, N. B.

Foreign Ports.

Brow Head, April 15.—Signalled—
Str. Empress of Ireland, from St. John,
N. B. and Halifax for Liverpool.
Fastnet, April 15.—Passed—Str.
Manchester Mariner from St. John, N.
B. for Manchester.

New York, N. Y., April 15.—Arrived—
Schr. Beth W. Smith, from Perth
Amboy for Calais.

Cleared—Barge Hamburg for Wind-
sor, N. S.

Salem, Mass., April 15.—Arrived—
Schr. T. W. Cooper from St. John,
N. B., for Fall River; J. Arthur Lord,
from New Haven for St. John, N. B.

Portland, Me., April 15.—Arrived—
Str. Governor Cobb from St. John, N.
B. for Boston (and proceeded).

Boothbay Harbor, Me., April 15.—
Sailed—Schr. Wm. Cobb, for Red
Head Beach; Ann Louise Lockwood
for Moncton, N. B.; Clara Jane for
Calais.

Charters.

Schr. S. M. Bird, 439 tons, from Phil-
adelphia to Calais, 31; Schr. Charles
H. Kiluck, 444 tons, from Philadelphia
to Salem, 80c.; Schr. Annie Louise
Lockwood, 266 tons, from New York
to Moncton, 11c.; Schr. Kyllakin, 1,976
tons, from Gulf to River Plate, p. t. late
April; British schr. G. M. Cochran,
219 tons, from Weymouth, N. S. to
New York at about 3.50; Norwegian
strm. Tallman, 1,178 tons, Gulf trade,
one or two round trips, p. t. prompt.

Notice to Mariners.

Portland, Me., April 13.—Stockton
Harbor: Seaboard Ledge gas buoy, 3,
heretofore reported withdrawn for the
winter, was replaced April 10, and the
first class unlighted iron spar buoy was
then withdrawn.

Range Lights: These lights were re-
lighted April 8 for the season of naviga-
tion.

Vessels in Port.

Steamers.

Virginian, 1200, Wm. Thomson and
Co.

Montcalm, 3,508, C. P. R. Co.

Athena, 5,903, R. Reford & Co.

Murcia, 1,552, Wm. Thomson & Co.

Peitling wharf.

Dominion, 2,581, R. P. and W. F.
Starr.

Barks.

Robertsons, 733, J. A. Likely.

Schooners

Schr. Tabatic, 99, A. W. Adams.

Walker's Wharf.

Schr. Annie Bliss (Am.) 275, harbor.

Emily F. Northam, 315, A. W. Ad-
ams.

Helen Montague, 214, J. McIntyre.

Harold J. McCarthy, 251, J. W.
Smith.

Isalab K. Stetson, 271, R. C. Elkin.

Oriole, 124, J. Spilane & Co.

R. Bowers, 373, R. C. Elkin.

Schr. E. Merriman, 331, Reicker.

W. E. and W. L. Tuck, 395, J. A.
Gregory.

Witch Hazel, 228, C. M. Kerrison.

V. O. Goodman, 308, F. C. Beattie.

Schr. Manuel R. Cruz, 253, Pettin-
gill wharf.

Vessels Bound to St. John.

Steamers

C. P. R. Line

Montezuma, London, April 3.

Allan Line.

Tunisian, Liverpool, April 8.

Furness Line

Shenandoah, London, April 1.

South African Line

Bendu, Liverpool, to sail April 8.

Manchester Shipper, Manchester.

German

Willehad, at Hamburg, to sail April

16.

Vitalia, Mobile, April 9.

Barks.

Affhelm, Rosario, March 20.

John S. Bennett, at Barbados.

Mouney, British, to sail for Yarmouth
Westland, Tenerife, March 23.

Marine Notes.

The Allan Line steamship Virgin-
ian, will sail tonight for Liverpool
via Halifax. This is the last trip for
the Virginian will make from St. John
this season. Her next will be to Mont-
real. She will take away with her
about 160 passengers and 24000 bush-
els of grain.

The Tunisian which is due in Hal-
fax today and the Victorian, will be
the last ships of the Allan Line to
sail from here this season.

The Furber Line steamer Shen-
andoah left St. John's, Newfoundland
yesterday for Halifax and St. John.
The Manchester Shipper is due here
Saturday from Halifax.

The Norwegian bark Sigra, 549 tons,
which has been laid up at Tonsberg
since August, sailed on 2nd April for
some port in Canada.

The Empress of Britain was re-
ported 320 miles east of Halifax 6 a. m.
yesterday. She was due there at mid-
night last night and is due here to-
night at 7 o'clock.

The schooner Ben Bolt will sail for
West Indies on Thursday with a cargo
of fish and lumber shipped by H. and
N. B. Lewis and the Yarmouth trad-
ing Co. She will be commanded by
Capt. Crosby.

The Prince Arthur arrived at Port-
land at nine o'clock on Friday morn-
ing. Capt. Kinney planned to sail from
there for Bermuda last Monday.

Nova Scotia bark Ethel Clark, Capt.
Emenan, left Tuesday from New
York for Bear River, N. S.

INVENTOR DIES
WITH FAME
IN GRASP

(Montreal Herald.)

Within a few days of the conclu-
sive trial of the invention of his life
—the Lacoste ship-brake—Mr. Louis
Joseph Lacoste, died yesterday at
ternoon, at his residence, 474 Lafon-
taine Park.

It was claimed for the brake that it
would stop a boat forging ahead at
road speed in little over its own
length. Several trials—among them
the Canadian Government boat, Euro-
ka—were made on the St. Lawrence
and the invention proved so success-
ful that a company was floated to
place the invention on the market.
During the few years which have
passed since then, Mr. Lacoste spent
his spare time bringing his invention
nearer and nearer to perfection.

Finally, but a short time ago, the
brake was taken up by the American
Government. Messrs. Cramp, of Phil-
adelphia, were commissioned to con-
struct Lacoste brakes for the Indiana
—one of the most powerful cruisers
in the fleet—and the trial is fixed for
next month.

The eldest son of Sir Alexander Lac-
oste, the deceased, was born in 1869.
In 1893 he married Mlle. Bertha Fol-
ey, daughter of the proprietor of the
Journal of Commerce. Mr. Lacoste,
with four children, survives.

For ten years the deceased inventor
occupied the position of secretary of
the Judges of the Court of Appeal
which he resigned a year ago to de-
vote his whole time to his invention.
The remains were transferred yester-
day to the house of Sir Alexander
Lacoste, 191 St. Hubert street, whence
the funeral will take place on Friday
morning, to St. James church, St.
Denis street, leaving the house at 8.30.

Schooner Daisy Linden reported
wrecked at Bermuda, on the passage
from Barbados to St. John, with a
cargo of molasses for the Crosby Mol-
asses Co., was owned by David Sprout
of Digby. She is insured for \$2,500
and the cargo is covered. Mr. Sprout
had \$300 worth of molasses on board
himself.

Schooner Annie A. Booth, before re-
ported ashore at Nanset, reached Bos-
ton Wednesday, with sails blown away
and the crew in peril. Captain Melvin
said the schooner's experience dur-
ing the night was hazardous. After the
schooner was floated, the south-
west gale was so violent, that instead
of heading to the westward, as was
his intention, Captain Melvin was
forced to put his vessel about and scud
before the gale. The sails were blown
away, and the crew, including the
wreckers from Chatham, were in con-
stant danger of being washed over-