

PUBLIC NOTICE.

ORDER W. D. 3706

TAKE NOTICE that the Council of the Corporation of the City of St. Catharines intends to construct certain Pavements on the streets and portions of streets and between the points mentioned and described in the schedule hereto appended as Local Improvements, and intends to specially assess all or a part of the cost of each of the said respective works on the land abutting on each respective work. The estimated cost of each said respective work is shown in appended schedule for which the respective amount (estimated) as shown are to be paid by the Corporation. The estimated special rate per foot frontage is shown in the schedule together with the number of annual instalments in which the special assessment is to be paid.

A petition against any of the said respective works will not avail to prevent its construction.

NO.	NATURE OF WORK	STREET	FROM	TO	ESTIMATED COST	Special Rate per Foot Frontage	No. of Annual Instalments	Annual Rate per Foot Frontage
465	Concrete Pavement with integral curbs, 85 feet between curbs.	Ontario St.—The northerly limit of Welland Avenue.		The northerly limit of Elgin St. produced.	\$14,015.00	\$12,725.00	7	98c
466	Concrete Pavement with integral curbs, 30 feet between curbs.	Ontario St.—The northerly limit of Elgin Street produced.		The Niagara St. Catharines and Toronto Ry. Track	8,275.00	2,762.60	7	84c
467	Concrete Pavement 26 feet wide with integral curb on east side.	Ontario St.—The Niagara, St. Catharines & Toronto Railway Track		The northerly limit of Carlton Street	13,520.00	12,140.00	7	1,380.00
468	Concrete Pavement 24 feet wide with integral curb on southerly side.	Welland Ave.—The easterly limit of Geneva St.		The Niagara St. Catharines & Toronto Ry. and C.T.R. tracks	5,860.00	5,095.00	7	84c
469	Concrete Pavement with integral curbs 82 feet between curbs.	Welland Ave.—The Niagara, St. Catharines and Toronto Railway tracks and Grand Trunk Railway Tracks.						
470	Concrete Pavement 18 feet wide without curbs.	Welland Ave.—The easterly limit of Niagara Street.		The westerly limit of Niagara Street	5,705.00	4,290.00	7	90c
471	Concrete Pavement with integral curbs, 24 feet between curbs.	Russell Ave.—The easterly limit of York Street.		The easterly limit of Berryman Ave. produced	19,250.00	16,445.00	7	59c
472	Concrete Pavement with integral curbs, 24 feet between curbs.	Russell Ave.—The easterly limit of Geneva St.		The westerly limit of Lake Street	7,220.00	5,735.00	7	90c
473	Concrete Pavement with integral curbs, 24 feet between curbs.	Maple Street—The easterly limit of Catherine Street.		The westerly limit of Niagara Street	16,880.00	14,295.00	7	90c
474	Concrete Pavement with integral curbs, 24 feet between curbs.	Beech St.—The easterly limit of Lake Street.		The westerly limit of Geneva Street	13,480.00	9,615.00	7	90c
475	Concrete Pavement 26 feet wide. Curbs already built.	Catherine St.—The northerly limit of Welland Ave.		The westerly limit of Catherine Street	13,480.00	11,945.00	7	90c
476	Concrete Pavement with integral curbs, 26 feet between curbs.	Catherine St.—The northerly limit of Beech St. produced.		The northerly limit of Beech Street produced.	12,400.00	8,885.00	7	85c
477	Concrete Pavement with integral curbs, 24 feet between curbs.	Page Street—The northerly limit of Queenston Street.		The end of existing pavement, a point distant approximately 800 feet north.	8,780.00	6,944.00	7	96c
478	Concrete Pavement 24 feet wide. Curbs already built.	Richmond Ave.—The northerly limit of Queenston Street.		The southerly limit of Welland Avenue	15,408.00	14,030.00	7	90c
479	Concrete Pavement 24 feet wide. Curbs already built.	Centre Street—The easterly limit of Court Street.		The Niagara St. Catharines and Toronto Railway right of way a point distant approximately 1.40 feet north.	10,215.00	9,510.00	7	78c
480	Concrete Pavement with integral curbs, 19 feet between curbs.	Court Street—The northerly limit of Church Street.		The westerly limit of Geneva Street	4,510.00	3,665.00	7	78c
481	Concrete Pavement with integral curbs, 24 feet between curbs.	Court Street—The southerly limit of St. Paul Street.		The southerly limit of Welland Avenue	6,850.00	5,170.00	7	73c
482	Concrete Pavement with integral curbs, 26 feet between curbs.	Calvin St.—The southerly limit of Church Street.		The westerly limit of Geneva Street	1,850.00	1,200.00	7	90c
483	Macadam Pavement, 22 feet wide. Curbs already built.	Vine Street—The southerly limit of Erie Street produced.		The northerly limit of Queenston Street	2,480.00	1,855.00	7	77c
484	Macadam Pavement, 24 feet wide. Curbs already built.	Bellevue Terrace—The northerly limit of Mincek Street.		The southerly limit of Welland Avenue	3,925.00	3,135.00	7	56c
485	Concrete Pavement 18 feet wide without curbs.	Court Alley—The easterly limit of Academy Street.		The 3rd of the existing pavement a point distant approximately 230 feet northerly.	1,800.00	1,505.00	7	61c
486	Concrete Pavement 18 feet wide without curbs.	Helliwell's Lane—The southerly limit of Church Street.		The westerly limit of Court Street	4,030.00	2,455.00	7	43c
487	Concrete Pavement 14 feet wide without curbs.	Henrietta Street—The northerly limit of Westchester Avenue.		The northerly limit of King Street	3,015.00	1,864.00	7	43c
				A point distant approximately 540 feet northerly, plus 156 feet of 9 feet pavement in circle at Ridley College Lower School	3,237.00	3,237.00	none	55c
TOTAL					\$191,575.00	\$157,946.00	\$28,629.00	

J. ALBERT PAX,
City Clerk.

St. Catharines, June 11, 1919, H.H.S.

CANADA'S RAILWAY GIANT

A handsome tribute to Lord Shaughnessy was paid by the C.P.R. shareholders at the annual meeting today. Mr. Huntly R. Drummond moved the following resolutions:

Resolved:—That there be inscribed in the record of this meeting an expression of the appreciation of the shareholders of the grant service rendered to the Company and to the Dominion of Canada by the Rt. Hon. Lord Shaughnessy who has recently retired from the Presidency and assumed the Chairmanship of the Company.

The outstanding position held by the Canadian Pacific Railway in the markets of the world has in the respect and affection of Canadian people provides the greatest of all tributes to the services with which Lord Shaughnessy has directed the affairs of the Company, but the shareholders cannot let this occasion pass without the further tribute of their thanks for the services he has rendered during the thirty years with which he has been associated with this enterprise.

Through Lord Shaughnessy's financial skill and executive ability, an immense transportation system has been built up and consolidated with such efficiency and economy that the Canadian people have enjoyed efficient service at moderate rates, have seen their resources developed beyond all expectation and have been encouraged during normal years by a steady flow of immigration, while the financial returns of the Company itself have amply justified the confidence placed by investors in Canadian industry and management.

It is particularly gratifying to the shareholders that under Lord Shaughnessy's Presidency the Canadian Pacific Railway Company should not only have rendered such signal services to the cause of the Allies during the recent Great War, but should also have maintained its efficiency and financial standing in the face of the direst conditions created by that war. The shareholders consider it due largely to his far-sighted policy that under such circumstances the Canadian Pacific Railway Company should not only have required no assistance from the Canadian Government but should

actually from his reserves have been able to provide such a vital aid to the Government in maintaining the high standard of Canadian credit.

The shareholders deeply appreciate and honour the spirit of self-sacrifice with which Lord Shaughnessy has discharged the arduous duties of the Presidency during the anxious years of the war in spite of physical disabilities. They rejoice that these disabilities have been ameliorated and that with renewed vision he can once more enjoy the beauties of that Canadian landscape which the Canadian Pacific Railway has made accessible to his world.

When the prospect of peace enabled him to hand over the more active duties of the Presidency with clear conscience to a younger man, it was with genuine pleasure that the shareholders heard of Lord Shaughnessy's decision to remain as Chairman of the Company, not only because they realized that the Company was thereby retaining to have the benefit of his counsel and advice, but also because they are proud to retain as their titular head one who is held in such universal honour.

The shareholders trust that the indomitable spirit which has been so characteristic of Lord Shaughnessy's whole splendid career will be rewarded with many years yet to come of health, prosperity and happiness.

Moved by:

Huntly R. Drummond,
Seconded by:

Colin Campbell.

Lord Shaughnessy replied: I appreciate most heartily and thank you, Mr. President and fellow shareholders, for the complimentary remarks referring to myself in the President's address, and in the Resolution adopted by the meeting. I would be lacking in candour if I failed to admit great pride in the progress of the Company during my Presidency and in the present splendid position, physical, and financially, and equal pride in the faith and confidence of the shareholders who, with marvellous unanimity, responded to calls for new capital by subscribing for additional issues of stock, even on occasions when in deference to popular clamour the issue price was less favourable to the subscribers than it might properly have been.

My predecessors, Lord Mount Stephen and Sir William Van Horne, who carried the responsibilities of the Chief Executive through the periods of construction and the first few years of operation, had a most difficult task as is well-known to our senior colleagues on the Board of Directors, Mr. Angus, Sir Edmund Osler and Mr. Matthews, but it was my good fortune to become President just when the tide was turning, and when Canada was coming into her own.

The expansion of the company's business and the consequent increase of traffic compelled capital expenditure on a large scale to furnish improved transportation facilities presently required, and to anticipate the future, and the money for these purposes was provided year by year from 1909 to the outbreak of war.

The policy of your Directors was bold and forward.

There was never any hesitation, and looking back over that period they are justified in the conviction that few, if any mistakes were made, and that conviction is I am sure shared by the great body of the Canadian people and of the Company's shareholders.

It was, fortunate indeed that when the time arrived to transfer the responsibilities of Chief Executive to younger and more vigorous shoulders your Directors had available for the post a man so capable, so energetic, so conscientious and so well versed in matters relating to the Company's policy as the new President, Mr. Beaty. I shall not hurl back at him such compliments as he paid me in great profusion, but I may be permitted to say that he enjoys the complete confidence and respect of the Directors and of the Canadian people. The shareholders' interests could not be in safer hands.

After so many years of business and personal association it was somewhat of a wrench to my fellow-Directors as it was to me to alter our relations by permitting me to retire from the Presidency, but they felt as I did, and as I hope you feel, that it was best for the future of the Company.

GRAIN GROWERS CALL CONVENTIONS FOR ALL THEIR FEDERAL RIDINGS

REGINA, June 11.—Grain Growers conventions have been called as follows by the Executive of the Saskatchewan Grain Growers' Association: Qu'Appelle on June 10 at Walseley; Assiniboia on June 10 at Estevan; Weyburn on June 11 at Weyburn; Moose Jaw on June 12 at Assiniboia; Maple Creek on June 13 at Shaunavon; Swift Current on June 14 at Swift Current; Saltcoats on June 17 at Melville; MacKenzie on June 18 at Canora; Last Mountain on June 20 at Nokomis; Battleford on June 23 at Wilkie; North Battleford on June 24 at North Battleford; Saskatoon on June 25 at Saskatoon; since Albert on June 26 at Prince Albert; Kindersley on June 28 at Rosetown; Regina on June 29 at Regina.

Another chapter in the history of the Grain Growers movement in their fight against the tariff and for better economic conditions is commenced by the announcement from the central office of the Saskatchewan Grain Growers' Association that the schedule for Grain Growers' conventions in every Federal constituency in the province has been completed. The whole of the convention will be held during this month, commencing at Walseley for the Qu'Appelle constituency, and terminating with a double convention on Saturday, June 28, at Rosetown and Regina.

In view of the existing dissatisfaction with the Budget proposals of Sir Thomas White and the declared views of Mr. D. D. McKenzie, the Opposition Leader at Ottawa, the Grain Growers are talking seriously of separate political organization.

AGED TRIPLET IS DEAD

COBourg, June 11.—John Henry Macklin, one of triplets born more than 65 years ago, of Haldimand Township, is dead at his residence at Hagerman's Corners. The other two: Thomas R. Macklin of Fenelon, Haldimand township, and W. L. Hamilton township, both respected farmers, other brothers are George of Fenelon and Fred of Southern Nebraska.

FINANCIAL

Business was heavier and prices stronger on the mining market.

It is expected that dividends on Donic will be resumed next January.

Six Canadian war bond issues made new high quotations on the Toronto

SECURITY

A Savings Bank Account not only provides an assurance for the present, but guarantees you security in the future.

To save is to succeed—

THE CANADIAN BANK OF COMMERCE

In The Hills Above Ice River

Please, Mother! It's Nasty! Give Me a Candy Cascaret!

TO MOTHERS! Instead of the dreaded dose of castor oil, drops, calomel or pills, give your children Cascarets and save money, worry and trouble. Children love Cascarets because they taste like candy. Nothing else acts so gently but surely on the child's little stomach, liver and bowels.

When one of the kiddies has a white tongue, tainted breath, sour stomach or a cold; when cross, bilious, fussy, constipated, remember, a Cascaret quickly "works" away the nasty bile, sour fermentations and poisons should always be the first treatment given. Cascarets never gripe, the tender bowels, never injure, and never disappoint the worried mother. Each 10 cent box of Cascarets contain directions for children's dose from one year old and upwards. Also for adults.

THIS man is not carving his name on a stump. By looking closely through sticks and stones, Bruin, one will identify the claws on the downbeat right forepaw as those of a good sized black bear. So the human operator is removing a handsome black coat from a sleek, fat faller bull moose that ventured its innocent ignorance out on the open in search of such interesting changes as a diet of berries. He did not know that men with guns were creeping up the slope toward him. So the wind was sweeping down from the peaks above and the only scent that tickled his keen nostrils was that of the fresh, sweet snow that was strewn waiting the peak above Ice River, north of the C. P. R. transcontinental line.

So the bear walked along with an investigating nose close to the slope and stones he turned over with great paws. He paused at a log that had fallen betwixt him and the fire which had swept the side in the decades past, and he turned it over with an ease that spoke highly of strong claws and big muscles; he found some grubs and he licked them up; he started to investigate a snail that gorged on the luscious berries and watched the deer and moose as they too gorged themselves on the rich foods that suited their cravings as satisfactorily as berries satisfied his.

—L. V. K.

40,000 GALS. WINE ORDER FOR DRY AREA

Sydney, Australia, June 11.—An order was received recently from a Canadian dry district for 40,000 gallons of wine to make medicinal preparations.

DUKE TO VISIT KINGSTON

KINGSTON, June 11.—The Duke and Duchess of Devonshire are to pay a visit to the city and the Royal Military College on Sunday, and on Monday the Duke will lay the cornerstone of the new educational building at the R. M. C.

SALADA

DA

Packets Annually

"TO-DAY"

\$8,600,000 over \$155,000,000

MONEY

is not convenient to get the money by registered mail and are operated in withdrawals can

CANADA

A. H. Kilby, Mgr.
F. E. Pace, Mgr.
H. C. Parrott, Mgr.

IAN BANK

ERCE

bank has been opened. This bank has now sign countries, and is in excellent service.

W. Conolly, Manager
Falkner, Manager
F. W. Wilson.

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earn interest on our Savings principal and can be obtained. Open an

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R. G. W. CONOLLY, Manager
S. H. FALKNER, Manager
F. W. WILSON, Manager

avings Company

ST. CATHARINES

NO. 98.

END OF THREE PER CENT INTEREST PER ANNUM, upon the money, has been declared for the inst. and that the same Company, 26 James street, July 2nd, 1919, to shareholders Company at the close of the inst.

ER, Sec'y-Treas.

NG BANK

DA

trust your money out of

JOURNAL

Kellogg's

TOASTED CORN FLAKES

MADE IN CANADA

The Genuine-Original Kellogg's TOASTED CORN FLAKES

Are sold in the red, white and green package only. Refuse substituted imitations of the "Just as Good" variety and

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