

Last Week of the Big Sale of Semi-ready Tailored Clothes

For Less Than Present Cost of Reproduction

Our Spring Stock arrives soon—and with its coming ends the big Peace Benefit Sale—when we sell genuine Semi-ready Clothes at prices far below present wholesale cost.

Every garment in our store is a genuine "Semi-ready," every suit and overcoat was tailored in the Semi-ready Tailoring Shops; and no other store in St. John can show you a legitimate Semi-ready garment.

YOUTHS' AND BOYS' SUITS AND OVERCOATS
MEN'S SUITS, OVERCOATS AND ODD TROUSERS.

Each garment is a creation—a masterpiece of good tailoring, and you may bank on good wear and graceful style.



SEMI-READY SUITS.	
And sizes for tall men and short-statured men and this.	
Worsheds, Serges, Flannels, Tweeds, High Serges and Cheviots.	
Every suit fitted and finished to custom measure.	
\$14 Semi-ready Suits.....	\$15.00
\$20 Semi-ready Suits.....	16.50
\$25 Semi-ready Suits.....	20.00
\$30 Semi-ready Suits.....	23.00
\$35 Semi-ready Suits.....	25.00
\$40 Semi-ready Suits.....	28.00
\$45 Semi-ready Suits.....	30.00
SEMI-READY OVERCOATS AND ULSTERS.	
\$25 Overcoats and Ulsters.....	\$20.00
\$30 Overcoats and Ulsters.....	23.00
\$35 Overcoats and Ulsters.....	25.00
\$40 Overcoats and Ulsters.....	28.00
\$45 Overcoats and Ulsters.....	30.00

ENGLISH RAINCOATS.	
\$18 Trench Raincoats.....	\$18.00
\$20 Trench Raincoats.....	20.00
\$25 Trench Raincoats.....	23.00
BOYS' KNICKER SUITS	
Gentlemen High School Clothes in sizes to fit boys from 6 to 14 years of age.	
\$7.50 Boys' Knicker Suits.....	\$7.50
\$10.50 Boys' Knicker Suits.....	10.50
\$13.50 Boys' Knicker Suits.....	13.50
\$16.50 Boys' Knicker Suits.....	16.50
YOUTHS' SUITS	
\$15.00 Youths' Long Pants Suits.....	\$12.00
\$16.50 Youths' Suits.....	13.50
\$18.00 Youths' Suits.....	16.00
BOYS' AND YOUTHS' OVERCOATS	
\$15.00 Youths' Winter Overcoats.....	\$12.00
MENS ODD TROUSERS.	
During the Peace Benefit Sale we will give one dollar off every pair of odd trousers, starting at \$5 and.	
These odd trousers are tailored from old stock and are easily worth \$2 to \$3 a pair more than the label price on them.	

The Semi-ready Store

King and Germain

HERE'S WARMING, SOOTHING RELIEF FROM YOUR RHEUMATIC ACHES

For prompt relief from Rheumatism, Neuralgia, or Lumbago, you can depend on Sloan's Liniment. The warming, soothing, counter-irritant effect is the quickest way to overcome the inflammation, swelling or stiffness. A few drops go right to the sore part, draw the blood from the congested area and remove the cause of the ache.

The great penetrating power of

Sloan's Liniment makes rubbing needless. It is easier and cleaner to use than plasters or poultices. It does not stain the skin or clog the pores. A bottle of Sloan's Liniment is all you need for quick rest and relief from the pains of sprains, bruises, backache, stiffness, and most forms of rheumatic twinges. Generous size bottles at druggists everywhere. Made in Canada.

Sloan's Liniment

The World's

KILLS PAIN

30c, 60c, \$1.20.

Carter's Little Liver Pills

You Cannot be Constipated and Happy

A Remedy That Makes Life Worth Living

CARTER'S IRON PILLS

will greatly help most pale-faced people

STATEMENT OF BANK OF ENGLAND

London, Jan. 30.—The weekly statement of the Bank of England shows the following changes:

Total reserve increased £131,000; circulation increased £219,000; but

increased £449,811; other securities increased £1,395,000; public deposits decreased £604,000; other deposits decreased £4,970,000; notes reserve, increased £28,000; government securities decreased £7,041,000.

The proportion of the bank's reserve to liability this week is 20.13 per cent, last week it was 19.32 per cent. Rate of discount 5 per cent.

COMMON COUNCIL MET IN COMMITTEE

Amendments to Harbor Rates By-Law Presented — Proposed Exemption for Returned Soldiers — Other Matters.

At the committee meeting of the common council yesterday morning harbor matters and the proposed exemption for returned soldiers were under discussion. On motion of Commissioner Bullock it was decided to recommend to the council that motor trucks equipped with suitable fire extinguishers be allowed in the sheds at Sand Point, as the fire underwriters had agreed not to increase the insurance rates because of trucks using the sheds.

The matter of harbor rates was taken up and Commissioner Bullock presented the following amendments to the by-law:

1.—Section 36 of a by-law passed on March 12, 1917, is hereby repealed and the following section substituted in lieu thereof:

For all woodboats and other boats and undocked vessels having standing masts, and all scows or lighters coming into any of the slips or docks belonging to this City Corporation of Saint John, there shall be paid for slippage or dockage the sum of one cent per ton per day for every day such boat or vessel shall be in such slip.

1.—Section 37 of the said by-law is hereby amended by striking out the word "five" immediately after the words "that is to say" in said section and inserting instead thereof the word "fifteen."

2.—Section 38 of the said by-law is hereby repealed and the following section substituted in lieu thereof:

28. There shall be paid as slippage for all timber, logs, or spars, brought into any of the public slips of this City Corporation, the rates and prices following, that is to say:

For each and every log, spar or piece of timber, ten cents; and if such timber, logs or spars shall remain longer than twenty-four hours, there shall be paid an additional sum of five cents a day for each log, spar or piece of timber for every day such log, spar or piece of timber may remain over the first twenty-four hours as aforesaid.

4. There shall be paid as harbor master's fees for all vessels operating in the harbor, whether propelled by steam or otherwise, the following rates, that is to say: an annual sum according to the following scale, namely:

Under ten tons, \$10 per annum.
Over ten tons and under 50 tons, \$20 per annum.
Over 50 tons and under 90 tons, \$50 per annum.
Over 90 tons, \$100 per annum.

5. When horse or other power is used to assist in loading or unloading any vessel lying at or near a wharf, authority must first be had of the harbor master. When horses are employed at said work the charge will be \$2 per horse per day or part of a day, and for any other power the charge will be \$5 per day or part of a day.

6. For every car loaded and forwarded from the railway tracks on Water street, and for every loaded car brought on and unloaded on said tracks, the rate of \$2.50 per car will be charged, when wharfage rates do not apply.

Full wharfage rates will apply when goods or cargo are delivered from vessel, barge or scow directly into vessel or vice versa.

Section two applies to the top wharfage on lumber, increasing the rate from five to fifteen cents.

In section three the initial rate on floating timber is raised from five to ten cents.

The fourth amendment is made to include barges and other craft, which have escaped the tax imposed on tugboats.

The fifth section is a new tax. The second paragraph of the sixth section also is new.

The schedule was laid over for further consideration of the changes in rates on tugboats and other craft. Commissioner Bullock brought up the matter of a bathing scow for the west side and suggested that the wharf be built on the wharf at Inlandtown and the present scow be placed on the west side. He also suggested that the charge for this scow should not be borne by the harbor department. Commissioner Jones wanted to know if any provision was to be made for scow and the harbor department was given authority to sell it at public auction.

Mayor Hayes introduced the matter on exemption on incomes to returned men and suggested that incomes up to \$1,000 be exempted and \$1,000 exemption on all incomes up to \$2,500 for a period of five years. He said before the matter was settled the definition of a veteran would have to be settled, whether it included the men who had done home duty on Partridge Island, those who had been in England or only those who had been in France. It was decided to discuss the matter with the G. W. V. A. before taking any action.

HAS ACCEPTED GOOD POSITION

T. Russell S. Smith, for Five Years Sales Manager for Soules Typewriter Co., Leaves for Important Position in Montreal.

T. Russell S. Smith, for the past five years sales manager for the Soules Typewriter Co. for the Maritime Provinces and Newfoundland, with headquarters in this city, will leave tonight for Montreal to assume his new duties as sales manager and director of the Smith Typewriter Co. of Canada Ltd., with head office in Montreal.



Mr. Smith who is thirty-two years of age, has risen to his present position by hard work and sheer ability.

Mr. Smith will regret his departure from the city, they will extend sincere congratulations on the promotion which has come to him, and wish him every success in his new field of labor. He is a maritime boy and in the years from 1902 to 1905 got his business education and start in St. John.

The next ten years were spent in the United States, at Boston, Springfield, New Haven, Conn., and Rochester, New York. In the year 1913 he returned to Canada as the sales manager for Soules Typewriter Co. for this part of the Dominion.

When it was decided by the Smith Typewriter Co. to open a Canadian factory, they cast around for a sales manager and director, and the record of Mr. Smith, who had proven his success as a progressive and aggressive representative, placed him in line for the new position, and as a recognition of past services he was offered and accepted the job.

Mr. Smith has an abiding faith in the future of the typewriter industry in Canada and sees ahead a big development both in use and the manufacture of these aids to modern business.

While here he took an active interest in the business life of the community. He was prominent in the Retail Merchants' Association and the Rotary Club, being one of the founders and original members of that organization. He is a member of the Masonic Fraternity and of the Knights of Pythias, and will be missed in these societies.

Mr. Smith expresses his regret at leaving the Maritime Provinces, but said a larger field and greater opportunities were a call which he had been unable to resist.

He will be succeeded by his younger brother, T. R. Smith, at the present time manager of the Halifax office of the Soules Co.

BOSTON-ST. JOHN ROUTE RESUMES

Steamer Aranmore Goes on Boston - Yarmouth Route Tomorrow—Northland Will Start Calling at St. John in March.

The local and provincial merchants will be pleased to hear that steamship communication between Boston and St. John is to be resumed.

The steamer Aranmore will start on the route between Boston and Yarmouth tomorrow, making two trips a week, and freight to and from St. John and other New Brunswick points will be carried across the Bay by packet steamers in the same manner as last year.

On the first of March the Eastern liner Northland will go on the route making St. John a port of call every week. In due time when the U. S. government releases the ships owned by the Eastern Corporation, it is expected that the routes between St. John and Boston via Eastport, Lubec and Portland will be resumed.

With the large new and up-to-date warehouse on the Eastern line pier at Reed's Point about completed, the company will be better able to look after passengers and freight than ever before.

SOLDIERS' WIVES LEAGUE MEETING

At Meeting Yesterday Committee Formed to Look After Soldiers' Dependents from Overseas Who Had Been in Hospital.

The formation of a committee to see that soldiers' dependents coming from overseas who had been in hospital in St. John are seen off on the train was one of the important items of business taken up at the regular meeting of the Soldiers' Wives' League held yesterday afternoon. Mrs. L. P. D. Tilley was made convener of the com-

RICH HARVEST FOR APPLE EXPORTERS

Great Prospects for Nova Scotia Next Year — Ocean Freight Dropped and Prices Jumped—C. P. R. Ships for Halifax.

In an interview with the Halifax Chronicle, Manning K. Ellis, of Port Williams, says: "Nova Scotia faces the greatest prospect next year of any apple-growing district in America. Apple growing has not been played up much in the press, but it is very interesting, and recently there have been extraordinary developments. Apples are fairly well cleaned up now. There are not over 40,000 barrels to go. Yesterday the freight rates to British ports was reduced from five dollars to three. The maximum price in England has been changed from 68s. 4d. per Nova Scotia barrel to 6d. per pound per weight, which would make the price per barrel fifteen dollars. This would give a possible return of eleven dollars per barrel, with a landing charge in England of one dollar.

"The work of the United Fruit Companies is worthy of mention. They protect the grower. The buyers are profiting largely by the big prices. However, when the embargo was lifted, the co-operative companies had nearly built the supply on hand, while most of the independent farmers were sold out, the speculators benedicting thereby. The co-operative companies are thus able to return to their members six to nine dollars against the two to three dollars per barrel which outsiders get.

"Next season the C. P. R. has guaranteed all the boats necessary to handle all the apples that we can give them. Mr. Bosworth, chief of the C. P. R. Ocean Steamship Service, promised this to Mr. Graham, of the D. A. R., in an interview last week. The ships will come to Halifax instead of St. John, and this will greatly benefit the port.

"Quantities of apples are being picked up in the local markets and re-shipped to England, 1,000 barrels were brought from Sydney for the steamer Gleneden. The local market is over-supplied, but the lifting of the embargo changed this, and since then prices have jumped four dollars per barrel. It is not pleasant for the grower, but it means prosperity for the grower."

It is estimated that one Wolfville group of apple exporters will clean up a quarter of a million dollars, while one or two others stand to net \$100,000 since the lifting of the embargo.

mittee, and lunches will be provided, transportation arranged for and everything possible done to send the women on their way comfortably. A committee from the Red Cross and Soldiers' Wives League will be in charge of this department of the work.

Mrs. George F. Smith presided at yesterday's meeting, and among the other business which was brought up was the reading of letters, one from R. Ritchie thanking the league for a donation of money to the Returned Soldiers' Reception Committee, reports on the sending of ice cream to the soldiers who were patients at the F. R. Hospital, and the hearing of appeals to form circles to sort sphinx-moss and societies of Thrift Stamp savers. How the league had appealed to form circles to sort sphinx-moss and societies of Thrift Stamp savers. How the league had appealed to form circles to sort sphinx-moss and societies of Thrift Stamp savers.

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"Romper" Shoes FOR CHILDREN

The "Romper" Shoe is a combination of wearing quality and style and are made on "Nature Shaped" lasts.

A Good Shoe for Children must give good wear and fit properly so as to give the foot perfect comfort and allow for the foot to grow. We pride ourselves on our system of fitting Children's Shoes as well as the NATURE lasts on which our "Romper" Shoes are made.

There is sense in good shoes for children—health and studies demand dry and warm shoes.

Sizes 8 to 10 1/2 \$3.25 Sizes 11 to 2 \$3.50

Bring your children into one of our stores and let us demonstrate the superior qualities of "Romper" Shoes.

"Proper Fitting Shoes for Children."

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Also Manufacturers of Sheet Metal Work of every description. Copper and Galvanized Iron Work for Buildings a Specialty.

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I can place your exports on the Cuban market. Correspondence invited.

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Job Printing of all kinds promptly attended to.

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ST. JOHN, N. B.

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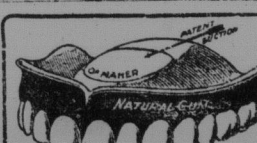
BARNES—At Vancouver, B. C., Jan. 29th, Elizabeth M. Barnes, aged 91 years, widow of the late William Barnes, of Hampton, Kings County, and eldest daughter of the late Captain Allan McLean of St. John. Notice of funeral later.

MURPHY—At North Devon, on January 29, 1919, Patrick J. Murphy, aged 64 years.

Funeral from the residence of his brother, Rev. Father Murphy, North Devon, to St. Anthony's Church, North Devon, Friday morning, at 8.45, for Solemn High Mass of Requiem. The remains will be brought to St. John and conveyed to the Cathedral for burial service at 3 o'clock Friday afternoon. Interment in the New Catholic cemetery.

FLOOD—At St. John County Hospital, East St. John, on January 30, Mrs. Elizabeth Evening (Eva), beloved wife of John James Flood, daughter of John W. Jamieson and adopted daughter of Morton L. Harrison, leaving her husband and two children.

Funeral from residence of Morton L. Harrison, 57 Celebration street, Saturday, February 1, at 2.30 p.m.



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