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Had Boils On Neck and Arms.

Had Them Lanced But Got No Relief Until He Used
Burdock Blood Bitters.

Boils in themselves are not a dangerous trouble, but still, at the same time are very painful. They are caused entirely by bad blood, and for you to get rid of them it is absolutely necessary to put the blood into good condition. For this purpose there is no remedy that can compare with Burdock Blood Bitters. This preparation has been on the market for about 35 years, and has a reputation unequalled by any other for the making of pure, rich, red blood. Mr. H. J. Batten, Stratford, Ont., writes: "I have been troubled for several weeks with boils on my neck and arms. I had them lanced by the doctor, but as soon as one went others came. I tried all kinds of so-called remedies, but got no relief till I was advised to try Burdock Blood Bitters. I am pleased to say I am now quite free from those most painful things, and feel much better in every respect."

"Pleased to meet you," says Gripack Si-on Sport Page Today

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BUSINESS DULL ON THE STOCK MARKET

New York, N. Y., April 19.—Business on the stock exchange for the greater part of today's session was the dull and listless. Transactions in the first two hours barely totaled more than 100,000 shares and the remainder of the day was mainly downward. The market's heaviness during that period probably resulted more from the unpopularity of the speculative and professional interests than from any other causes. The feeling produced by the Titanic disaster has not been lightened by later developments and the financial community continues to feel a sense of deep affliction.

Another factor from which it was impossible to extract much comfort, was the status of the dispute between the eastern railway managers and the locomotive engineers.

Specialties gains of 3 1/2 points in Bethlehem common and 7 1/2 in the preferred were the conspicuous features. The movement in these stocks was associated with reports that the company is about to refund its obligations in such a way as to enable early resumption of dividends on the preferred stock. Final prices of stocks indicated some rallying, but the tone was steady with something of a rally in progress.

International Mercantile Marine issues were heavy, with a decline of 1 1/2 points in the bonds and a substantial fraction in the preferred stock, sending that issue to its lowest price in many weeks. There was nothing approaching liquidation in the marine securities, however, and public interest in them has never been very marked.

Supplementing recent statements dealing with this country's foreign trade came another official report today showing that cotton exports for the fiscal year ending June 30 next will exceed by approximately 2,000,000 bales, the highest exports of any previous year. The record was in 1907-08, 7,049,469 bales, while exports for the first months of the current year already aggregate 3,418,257 bales, thus while exports of the stable for 1911-12 are sure to break all records by a very liberal margin, their value in dollars will be materially less than last year because of the average lower price, the difference being about 4 1/2 cents per pound.

The return flow of cash from the interior points to a large cash gain by local institutions for the week. Money was abundant here today, but in moderate demand, another shipment of gold to South America was reported with an additional transfer of currency to San Francisco, the latter for fruit carrying purposes. Bonds were generally lower, with another decline in New York city issues, which sold at the lowest prices in many weeks. St. Louis, Southwestern Consolidated four was an exception to the general tendency rising 3 points some, which was later lost. Total sales, par value aggregated \$3,780,000. United States government bonds unchanged on call.

ALD. POTTS' RAGES CITIZEN'S TICKET

Land Tax Advocate Delivers Spirited Address at Well-Attended Campaign Meeting Held in North End.

Ald. Potts' campaign meeting, held in Temple of Honor Hall, North End, last evening, was evidently successful. John Russell, Jr., president, and there was a large attendance, standing room being at a premium. In vigorous language the champion of the land tax, criticized the claims of the citizens' ticket to represent the common people, and explained at length his civic policy and reasons for entering the present contest.

"The so-called citizens' committee," he said, "claims all the credit for starting the commission movement. I want to say that the movement started in the common council. Before the wonderful little clique in the board of trade woke up, I made a motion in the common council to have the city governed by five aldermen who would be given \$1,300 a year and devote enough time to the work to handle the city's business properly."

Continuing, Ald. Potts claimed that when the board of trade started their movement, they promised the people that the mayor and commissioners would devote all their time to the city's affairs, but that being empowered to draw up the charter, they had put no restrictions on the mayor and had given the commissioners a chance to run their private business on the side, a clear breach of faith. He said that when the question of selecting a slate came up, some of the younger men wanted to call a public meeting to choose candidates, but "the clique" objected, on the ground that a howling mob of citizens would not know how to select decent candidates. It was now being said that the old aldermen could not be trusted to give the commission form of government a fair trial, yet, he said, the clique tried to get at least two members of the present council to run on their ticket, to select decent candidates. It was now being said that the old aldermen could not be trusted to give the commission form of government a fair trial, yet, he said, the clique tried to get at least two members of the present council to run on their ticket, to select decent candidates.

Referring to the campaign literature sent out by the citizens' ticket, he said that before the primaries the circulars were signed by Mr. Barnaby, while those sent out since were signed by the four candidates.

"I was told," he added, "on good authority, that Mr. Barnaby, their godfather, has experienced a change of heart and is not so proud of his infants now."

The speaker declared that the members of the citizens' ticket were not putting up the money which was being expended so freely to secure their election and that if they were put in charge of affairs at city hall, they would not be independent, but would have to do as they were told by their bosses and the men who put up their campaign funds. "In fact," he said, "Mr. Barnaby had told the ticket that the clique would be a godfather to them and see that they handled affairs as the clique wanted them handled."

"It is a funny thing," he added, "that some of these gentlemen, who are hailed as the saviours of the city, did not come forward when the aldermen were paid only \$200 a year. It is a ridiculous thing that these men are not able to tell the citizens how they are going to effect a single improvement in the affairs of the city. I don't pretend to know everything, but I think I know more about the city's affairs than they do. It may be said I am out for the salary, but I am ready to enter into an agreement with the other candidates, to give \$2,000 of my salary to charity if elected."

After referring to the Board of Trade's venture into civic politics under the name of the tax reduction association, Ald. Potts dealt exhaustively with his criticisms on behalf of the land tax, claiming that he was only in the fight because the legislature, at the instance of T. H. Estabrook and a number of lawyers representing the big estates, had turned down the land tax bill on the ground that a new government was taking control of the city and that it was up to him to prove that the people were with him. He pointed out the various ways in which he thought the adoption of the land tax would remedy the leasehold evils and enable the workers to secure better housing accommodation. He said it was significant that the big real estate companies were supporting the citizens' ticket and trying as hard as they could to defeat him.

His address was listened to with marked interest, and his various points greeted with applause. About the middle of the meeting Ald. McDougall entered the hall, was given a cordial reception and invited to the platform, and at the conclusion of Ald. Potts' speech, was called upon for a few words.

The death of the council made a characteristic address. He said he had no quarrel with the members of the citizens' ticket, but said it was peculiar that some of them who had asked formerly to come forward and save the city, had always been too busy, or could not afford to serve the public. He claimed that with his long experience he could "deliver the goods" better than men who had never served the city till they offered a \$2,000 salary, and said that the men who had served the city in the past should not be required to step out now at the behest of a small body who did not know what they were going to do.

He said the claim put forward by the citizens' committee that the common council was no good, was unwarranted, because St. John was able to sell its bonds to better advantage than Montreal, Toronto, or the Provincial Government. That showed the city government was not so bad, why did not the members of the Board of Trade run for aldermen and show us how to manage things when the salary was \$200?

He would not attempt to give an account of his long service, he was content to let his record speak for itself, but among other things he had been training new aldermen for over a quarter of a century (some of them were now big men in other cities), and was willing to stay on the job for a while yet.

WIFE OF THE P.M. TALKS TO WOMEN

Tells What Dodd's Kidney Pills Did For Her.

Lower Caranquet, Gloucester, N. B., April 19.—(Special)—Mrs. Jos. O. Chasson, wife of the police magistrate here, who for two years has been practically an invalid, is again in the best of health, and she is telling her friends how quick and complete was her cure when she took Dodd's Kidney Pills.

"My illness," Mrs. Chasson says, "was caused by a strain and for two years I was a sufferer. My back ached, I was always tired and nervous, there were dark circles under my eyes and after sleeping I had a bitter taste in my mouth."

"I had a pressure and sharp pain on the top of my head, I was always thirsty and my skin had a harsh, dry feeling. I was often dizzy, I perspired easily and my perspiration had an unpleasant odor."

"Almost from the first dose Dodd's Kidney Pills helped me and by the time I had finished the first box I was a well woman."

Mrs. Chasson's symptoms showed that the trouble was her kidneys. That's why Dodd's Kidney Pills cured her so quickly.

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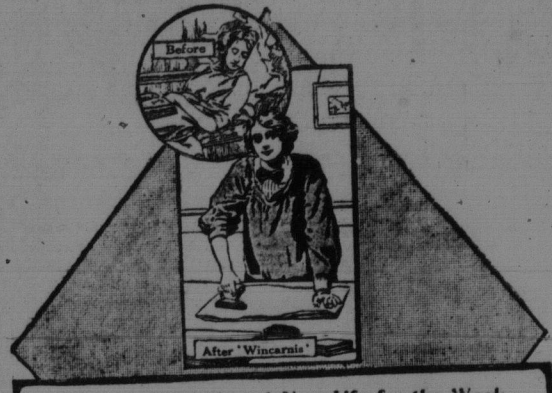
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New York, N. Y., April 19.—The Titanic's crew has been transferred aboard the Red Star liner Lapland, where they will stay until wanted for the official inquiry. They were forbidden to give out interviews.



Renewed Health and New Life for the Weak
A prominent feature of Wingarnis is its extraordinary power in restoring health strength, vigor, vitality and new life to sufferers from Weakness, Anemia, Sleeplessness, Exhaustion, Brain-fog, Low Vitality, Nervous Troubles, etc. You can actually feel Wingarnis doing you good. Will you try just one bottle?

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FORD

Judge Ford Quality Yourself

Visit the automobile show, check up our claims for Ford Quality by Ford Cars themselves. See for yourself the original and exclusive features that have made FORD Model T the most popular and serviceable car in the world. Here are a few facts about Ford cars that you can verify for yourself:

Marvelous simplicity in design. Few parts, but every part in harmony with scientific principle.

Made throughout of Vanadium Steel, scientifically heat-treated, the strongest of all known steels under tensile stress, and against vibration and shock.

Ford Magneto built into the motor. No weight on moving parts, assuring durability, economy and long service.

Ford spring suspension. The axles are attached to the car at the extreme point of the springs, thus giving the utmost flexibility, smoothness in riding, and least wear on tires.

Ford Rear Axle—Look at it, no weight but its own to carry; think of the saving in wear this means to the rear tires.

Simplicity in operation. The movement of the car may be controlled by the feet, the hands need never be taken from the steering wheel.

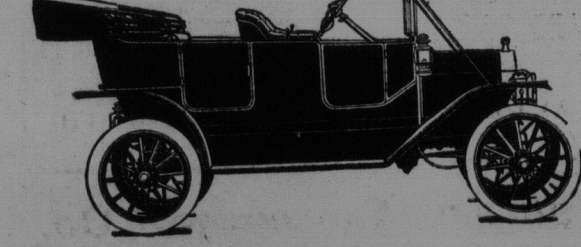
Light Weight. FORD Model T is the lightest in weight of any four-cylinder car in the world, size,

power and capacity considered. It has 60 pounds to the horsepower.

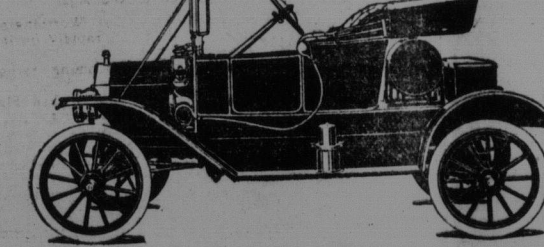
Accessibility. Every part of the mechanism of FORD Model T is easily accessible.

Cheapest to Maintain. FORD Model T is an economical car to keep. It goes from 25 to 20 miles on one gallon of gasoline. It is equally economical with oil, and gives from 5000 to 8000 miles on one set of tires.

No Ford Cars are Sold Unequipped. When you buy a Model T you get a whole car.



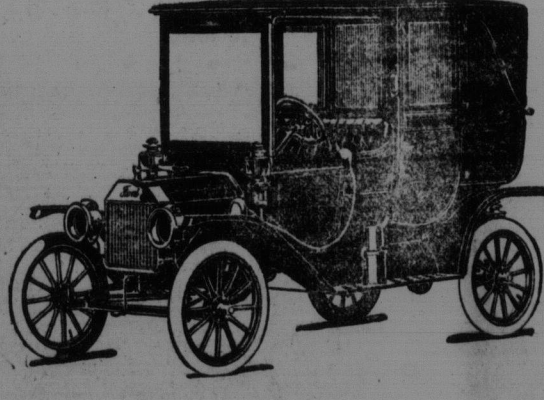
\$850 FORD Model T Touring Car. 4 Cylinders, 5 passengers, completely equipped as follows: Extension Top; Speedometer; Automobile Brass Windshield; Two 6-inch Lamps; Generator; Three Oil Lamps; Horn and Tools; Ford Magneto built into the motor.
This splendid Touring Car for \$850. F. O. B. Walkerville, Ontario.



\$775 FORD Model T Torpedo. 4 Cylinders, 2 passengers, completely equipped as follows: Extension Top; Speedometer; Automobile Brass Windshield; Two 6-inch Gas Lamps; Generator; Three Oil Lamps; Horn and Tools; Ford Magneto built into the motor.
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\$875 FORD Model T Delivery Car. 4 Cylinders; the regular Vanadium Steel constructed chassis which has made the FORD Model T world-famous; Steel Body, giving roomy interior. Capacity, 750 pounds of merchandise. Complete equipment as follows: Automobile Brass Windshield; Speedometer; Two 6-inch Gas Lamps; Generator; Three Oil Lamps; Horn and Tools; Ford Magneto built into the motor.
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\$1100 FORD Model T Town Car. (Foredoor detachable.) 6 passengers, completely equipped as follows: 20 horsepower car, completely equipped with Speedometer; Two 6-inch Gas Lamps; Generator; Three Oil Lamps; Horn and Tools.
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