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REV. R. E. KNOWLES DISCLOSES SECRETS OF SCOTCH SUCCESS

Interesting Lecture Before Large Audience in St. Andrew's Church Last Evening—Outstanding Characteristics Love of Work, Sentiment, Devotion to Religion and Home Life.

In an interesting lecture, delivered in St. Andrew's church, last evening, under the auspices of the Women's Foreign Missionary Society, Rev. R. E. Knowles discussed the secrets of Scottish success, and accredited the people from the land of cakes and purple heather with the virtues except that of charity, which of course Scotchmen do not need to cover a multitude of sins. Scotchmen, he declared, were the most successful people in the world, and that because they had a passion for work, were deeply sentimental, profoundly religious and devoted to home life. Above their commercial intellect, their intellectual strength and their moral staunchness, Scotchmen's love for their religion and their home, stands out as their chief and dominant characteristic as the secret of their success in their manifold activities all over the face of the earth. Judge Forbes presided.

On rising, Mr. Knowles, who arrived a little late, apologized by saying, that it was a hard task to leave so delightful a home as that of Mrs. E. A. Smith's, even to address an audience of so much beauty and intelligence as had gathered to hear him. He didn't know, he said, whether his audience was Scotch, but he would know after the collection was taken up. Everybody should have one drop of Scotch blood in their veins. You couldn't flatter a Scotchman by paying him compliments. His opinion of himself was always better than anything you could say about him.

The Motherland. It had been said, Mr. Knowles continued, that wherever a man made his bread and butter there he should have his citizenship. But this was a commercial cry, and an unworthy one. Men though they made the most sumptuous living in a foreign land should not renounce their country any more than they should renounce their mother. Almost as strong as the ties of blood are the ties that bind Canadians to the mother land, a sentiment that could be, he thought, appreciated by the descendants of the men and women who put their allegiance before their worldly advantage and founded the city of St. John.

The speaker said, Mr. Knowles, he asked whether the Scotch had been successful in the right sense of the word, and he went on to describe the conception of what constitutes success prevailing among different classes, and different quarters of the world.

A young man takes a notion to write poetry. Some men are able to write poetry, but that God is really successful of success is to be a great poet. But presently he comes across Keats poems and realizes that he is on the wrong track.

Among women there was curious ideas of success. Usually they asked, Did she marry well?—the most blasphemous question that ever blistered human lips. But to be really successful, men must have more than riches, the royalty of love, the endowment of friends, the priceless treasure of kindly memories.

Most Successful Race. Taking the Scotch all round they have been the most successful of all races under the sun. They are found everywhere, in the legislatures, the banks, the great commercial houses, universities, churches, and even in jail. And everywhere they are men of distinction and leadership.

One secret of the success of the Scotch is their passion for work. Scotchmen have been trained to work to such an extent that work has become the law and momentum of their being. Most people worked in the hope of some day being able to do without work. They thought that the benediction of work. But the Scotchman has learned that what God has commanded must necessarily be beneficial—that work after all is a luxury.

One need not pity the girls who pounded typewriters all day. More pitiful were the daughters of the rich, whose delicate hands were crippled with the blood of murdered time, and those unfortunates whose chief activities were manifested in their devotion to bridge whist—one of the most pathetic and alarming symptoms of the time.

Some men spit on their hands to show their contempt for work. But the Scotch, owing to the climate and grinding soil of their native land had learned to love work—much as the settler in the west who weary of loneliness, takes to himself a wife to darn his socks and presently is smitten by the glory and beauty of love.

Sound Advice. The lecturer added that he wouldn't advise anyone to take a wife in the home of learning to love her as the Scotchman had learned to love work—through stern necessity. Love should be an explosion without a fuse. Any man who could tell why he loved his wife did not deserve one.

The Scotch, he continued, are the most sentimental people in the world. Yet they are always ashamed of it. Outwardly they are not given to manifestations of tenderness. Yet in spite of their self control, the sentiment of the Scotch grows deep and color the whole character and history of the race.

Often they disclose exhibitions of sentiment, or of their day. Yet everything depended upon sentiment, it was the driving wheel of existence. Their sentiment manifested itself in their devotion to the United States, chanted the psalms—though perhaps less because they appreciated the majesty and beauty of these songs than because their forefathers chanted them when they went forth to battle and died for their faith.

Many Scotchmen still ate porridge, not because they liked it, but because their grandfathers did. The Highlanders resembled the Indians, in their dignity, their loyalty to their friends, their concern for the rights of others, their fortitude and their courage. They showed their sentiments in their superstitions. What

PLANNING THE PATENT BOOT

Continued from Page 2.

Ald. Jones said he was pleased to hear the engineer suggest tar macadam. Orange street had been made with tar macadam and was a credit to the city.

The engineer's recommendation not to plank Ward street, was adopted and the remarking of the street was left over.

More Sprinkler Cranes.

Additional sprinkler cranes costing \$1200 were recommended by the engineer at the following localities: Peters and Coburg street, St. James and Cambridge street, Centenary church, Reed's Point, Peel and Union, Carsheds, Indiantown, foot of Main street, Cooper's corner, Marsh Bridge, Pitt and King, Brussels and Brunswick, Pitt and Beekman.

Ald. White said Douglas avenue was neglected by the watering carts. The avenue was a very dusty place and something should be done.

The chairman said it was the intention to use oil on Douglas avenue. The oil had already been ordered.

Ald. White said, "Until we get the oil, let us have some water."

On motion of Ald. L. Likely the recommendation was laid over for the present.

The engineer recommended that the timber retaining wall on the southern side of St. James and Charlotte street should be repaired with a stone wall at present \$2,000, that the timber wall on the southern side of King street West, near the W. C. R. Allan property be renewed in timber at a cost of \$800 and that the superincumbent wall on Union street West at the head of No. 4 berth be renewed and piles and caps placed to carry the sidewalk. The cost was \$600. In the Union street case the need of the work was urgent.

Ald. Baxter moved the adoption of the recommendations, the work at the head of No. 4 berth to be done first. This was carried.

W. B. Tennant protested against the proposed dredging of Union street slip. The engineer explained that the work done would be on the northern side of the slip and would not affect Mr. Tennant's property. J. S. Gibbon had asked that the northern side of the slip should be dredged. The bottom of the slip was uneven at the dredging and the dredging would improve it.

Ald. Elkin said the slip was but 50 feet wide and to meet Mr. Gibbon's idea would have to be dredged to a width of 35 feet. With this width dredged on the northern side of the slip, small vessels lying at the southern side might be endangered. The board should exercise care in any dredging to be done there. Unless dredged all across the slip would be dangerous.

Ald. Likely said the revenue from top wharfage from the ribbon wharf would be \$500 or \$600 per year if the dredging was done.

The harbor master said it would be a good investment.

The engineer said the cost of dredging Gibbons' side of the slip would be \$400 and for the whole slip \$500. All that was necessary to be done was the removal of about six feet of silt.

On motion of Ald. Likely it was decided to recommend the dredging of the whole slip under the supervision of the engineer and harbor master, care being taken not to undermine the wharf.

Ald. Baxter suggested that in the future all persons writing to the council should be notified as to the disposal of their business.

Frank J. Likely's tender for hard pine timber for the bridge at Reed's Point at \$35 per 1000 for hard pine and \$50 per 1000 for 6x10 birch was recommended for acceptance. Mr. Likely was the only tender received and the order has already been placed.

The engineer recommended a concrete retaining wall in front of David Lane's house at the corner of Duke and Lancaster streets, West End. The recommendation was referred back to the engineer and Ald. Smith.

The permanent work of the department were recommended for 10 days holidays.

The engineer was directed to communicate with the I. C. R. as to the agent as to the improvements to the foot bridge crossing the I. C. R. at the foot of Dorchester street.

Widening Charlotte Street.

Ald. Likely called attention to the widening of Charlotte street from the Dufferin Hotel to the North side of King Square. His plan was to remove the present sidewalk, move the building over the edge of the grass plot and use the path in King Square as a sidewalk. The engineer's estimate of the cost was \$5,000 but he thought it could be done for \$1,500. He moved that tenders be called.

Ald. Jones said the work had not been ordered and the money could be spent to more advantage in the repairs and street work.

Ald. Willet asked if the amount would be charged to the appropriation for Queens ward.

Ald. Elkin said the Queens ward could not afford a dollar for anything outside of the street work in the ward. He thought it should be a bond issue and if not he would oppose it.

Ald. Baxter said before tenders could be called for, the board should be reasonably sure the work would be undertaken. The council's opinion should first be obtained.

Superintendent Winchester said the cost of removing the present sidewalk would be \$1,200, while the work could be completed for less than \$500.

Ald. Likely changed his motion to read that the board recommend the work to the council.

Engineer Murdoch said steps would be necessary from the square path to the sidewalk on the North and South sides of the square. It would be necessary to move the curb basins and poles and lay 1050 square yards of pavement and asphalt the path on King Square. The cost of the whole work would be close to \$5,000.

The board made the recommendation.

Ald. Baxter asked that the engineer should report on the extension of St. James street to Lancaster street, to the South of Queen Square. He also asked that the roadway of the North-eastern corner of the square should be improved and loose rock removed.

The engineer, in reply to a question from the chairman as to the supply of paving blocks, said he had none of his own except what was in stock last fall. He had decided to modify his specifications for blocks as it was

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difficult to get blocks on the present

specification. He was also improving

the crosscutting plant and believed

now he could crosscut the blocks at

less cost than elsewhere. To Ald.

Likely he said there was no curbing

tender but there was no urgent need

for any.

Ald. Jones moved that the matter

of providing sanitary conveniences on

Market Square and on the North side

of King Square be made the subject

of inquiry and report by the engineer.

This was adopted.

Ald. Smith asked for a crossing

from Union street west to Middle

street.

The chairman said the crossings

would all be attended to as soon as

possible.

Ald. Likely asked for an asphalt

crossing across Union street in front

of the High school.

The engineer asked if it would not

be advisable to treat that section of

Union street with tar macadam.

Both sidewalks were recommended.

It was decided that the board should

meet on Thursday afternoon at three

o'clock to consider the tenders for

street paving which close at 4 o'clock

today.

IN THE COURTS

COUNTY COURT CHAMBERS.

Bond vs. Moscovitz.

Hearing on the return of the sum-

mons in the case of the H. E. Bond

Co., Limited, vs. Joseph Moscovitz,

calling upon the plaintiff to show

cause why the venue should not be

changed from St. John to Madawaska,

was had before Judge Forbes in

county court chambers, yesterday

at 11 o'clock. Mr. J. H. A. L. Fair-

weather for the plaintiff, showed

cause; Mr. W. A. Ewing, K.C., contra.

After listening to argument of counsel,

his honor dismissed the summons

with costs to be costs in the cause.

This is an action for \$324, being balance due for goods sold and delivered. The suit will be tried at the August sittings of the county court. Messrs. Steeves and Lawson of Andover are the attorneys for the defendant.

PROBATE COURT.

Estate of Hon. J. D. Lewin.

Passing of accounts in the estate of the Hon. J. D. Lewin was commenced in the probate court yesterday.

HOTELS.

Royal.

A. E. Wallace, Geo. P. Trites, Rothery, Geo. Henderson, Halifax; M. Ayer, Bangor; W. D. McKay, Fredericton; R. S. Low, Sydney; A. B. Bentley, St. Martin; John Knight, Montreal; G. King, Chipman; O. P. Wilbur, Moncton; Mrs. Albert Sinclair, Miramichi; S. A. Cutting, Boston; J. Parkin, Toronto; Fred G. Bliss, Dr. and Mrs. C. R. last fall. He had decided to modify his specifications for blocks as it was

DEATHS

O'Connor.—In this city on the 29th inst., John O'Connor, in the 90th year of his age, leaving one daughter and two sons to mourn.

Funeral on Tuesday at 2.30 p. m., from his late home 151 Prince Wm. St. Friends respectfully invited to attend.

Rafnie.—On May 30th, Andrew Rafnie, aged 69.

Funeral from his late residence, 150 Wright street, Wednesday, June 1st, at 2.30 p. m. No flowers by request. Jones.—In this city, on the 30th inst., Frances, wife of Samuel B. Jones.

Funeral on Wednesday morning at 8 o'clock from her late residence, 12 Edgbert Road, Requiem High Mass at 8.30 at the cathedral. Friends invited to attend.

IN MEMORIAM.

Entered into rest, May 31, 1909, Mrs. Elizabeth Steven. "If leadeth me beside the still waters."

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