STEAMSHIPS AND RAILWAYS

Special Low Rates
SECOND CLASS
DAILY
SEPT. 15th TO OCT. 15th
TO
British Columbia
AND
Pacific Coast Points

CANADIAN PACIFIC
FROM ST. JOHN
TO VANCOUVER, B. C.
VICTORIA, B. C.
PORTLAND, ORE.
SEATTLE, WASH.
NELSON, B. C.
TRAIL, B. C.
ROSSLAND, B.C., Etc
57.65
EQUALLY LOW RATES FROM AND TO OTHER POINTS

See Local Agent, or write W. B. HOWARD, D.P.A., C.P.R., ST. JOHN, N.B.

CANADIAN PACIFIC EMPRESSES AND OTHER STEAMSHIPS

FROM QUEBEC.
Empress of Ireland. . . . .Oct. 20
Empress of Britain.. . ..Nov. 3
FROM MONTREAL and QUEBEC
Lake Manitoba. . . . . .Oct. 12
Lake Champlain.. . . . . .Oct. 26
First Cabin.
EMPRESSES. $92.50
One Class (Second Cabin)
LAKE CHAMPLAIN. 50.00
LAKE MANITOBA. 50.00
Second Cabin.
EMPRESSES. 53.75
Third Cabin.
EMPRESSES 32.50
Other Boats.. . . . . .31.25
W. B. HOWARD, D.P.A., C.P.R.
St. John, N. B

Furness Line

From London	Steamer	From St. John
Sept. 7	Rappahanock	Sept 23
Sept. 19	Shenandoah	Oct. 3
Sept. 26	Queen Wilhelmina	Oct 10
Oct. 3	Kanawha	Oct 17

and fortnightly thereafter, dates subject to change.
Steamers have accommodation for a limited number of saloon passengers.
WM. THOMSON & CO.
Agents. St. John. N. B.

Scenic Route

THE STEAMER MAGGIE MILLER will leave Millidgeville daily (except Saturdays, Holidays and Sundays) at 6.45, 9 a. m.; 3.30 and 5.30 p. m. Returning from Bayswater at 7, 10 a. m., and 4.15 p. m.
Saturday at 6.45, 9 a. m., and 3, 5 and 6 p. m. Returning at 6, 7.30 and 10 a. m., and 3.45 and 6.45 p. m.
Sunday and Holidays at 9 and 10.30 a. m., 2.30 and 5.15 p. m. Returning at 9.45 and 11.15 a. m., 4.30 and 6 p. m.
JOHN McGOLDRICK, Agent.
Phone. 228.

Crystal Stream S. S. Co.

ST. JOHN TO FREDERICTON
and intermediate landings. Stmr. Majestic will leave her wharf Mon. Wed. and Friday at 8:30 a.m., returning alternate days.
WASHADEMOAK ROUTE.
Stmr. Lily Glasier will leave St. John Tues. Thurs. and Saturday at 9 a. m. for Island and intermediate landings, returning alternate days.
Freight received on wharf daily until 6 p. m.
H. HARDY, Manager.

HAVANA DIRECT

SS. Briardene Oct. 23
A Steamer Nov. 20
And Monthly Thereafter.
For space, etc., apply to
WILLIAM THOMSON & CO.,
Agents, St. John, N. B.

MANCHESTER LINERS

From Manchester	Steamer	From St. John
Aug. 26	Man. Merchant	Sept 11
Sept 30	Man. Mariner	Oct 16

These steamers also take freight for Philadelphia.
WILLIAM THOMSON & CO.,
Agents, St. John. N. B.

DOMINION ATLANTIC RAILWAY

S. S. Prince Rupert leaves Reed's Point Wharf daily at 7.45 a. m., connecting at Digby with trains East and West, returning arrives at 5.30 p. m., Sundays excepted.
A. C. CURRIE, Agent.

—THE—
International Railway
Now Open For Traffic
Uniting CAMPBELLTON, at head of navigation on Baie Chaleurs with the ST. JOHN RIVER VALLEY at ST. LEONARDS. At St. Leonards connection is made with the CANADIAN PACIFIC RAILWAY for EDMUNDSTON and points on the TEMISCOUATA RAILWAY, also for GRAND FALLS, ADDERDOVER, PERTH, WOODSTOCK, FREDERICTON, ST. JOHN, and WESTERN POINTS. Affording the shortest and cheapest route for FISH, LUMBER, SHINGLES, and FARM PRODUCTS, from BAIE CHALEURS and RESTIGOUCHE POINTS to the MARKETS of the EASTERN STATES. At CAMPBELLTON connection is made with trains of the INTERCOLONIAL RAILWAY. An Express train, with superior accommodation for passengers, is now being operated daily, each way, between CAMPBELLTON and ST. LEONARDS, and, in addition to the ordinary eight trains, there is also a regular accommodation train carrying passengers and freight, running each way on alternate days.
The International Railway Company of New Brunswick
January 3, 1911.

CANADIAN PACIFIC EMPRESSES AND OTHER STEAMSHIPS

FROM QUEBEC.
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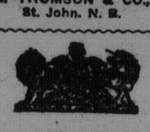
Other Boats.. . . . . .31.25
W. B. HOWARD, D.P.A., C.P.R.
St. John, N. B

EASTERN S.S.CO.

RELIABLE AND POPULAR ROUTE BETWEEN
St. John and Boston
AUTUMN EXCURSIONS
ST. JOHN
TO
Portland and Return. $6.50
Boston and Return. 7.00
Commencing September 16th and continuing until October 13th inclusive; good for 30 days from date of issue.
Complete Wireless Telegraph Equipment.
Coastwise Route—Leaves St. John at 9.00 a. m. Mondays, Wednesdays and Fridays for Eastport, Lubec, Portland and Boston.
Returning, leaves India Wharf, Boston, Mondays, Wednesdays and Fridays, at 9.00 a. m., and Portland at 5.00 p. m., for Lubec, Eastport and St. John.
City Ticket Office, 47 King Street.
L. R. THOMPSON, T. F. & P. A.
WM. G. LEE, Agent, St. John, N. B.

PICKFORD & BLACK LINE

ST. JOHN, N. B. TO DEMERARA.
S. S. Rhodesian sails Sept. 27 for Bermuda, St. Kitts, Antigua, Barbados, Trinidad, Demerara.
S. S. Cromarty sails Oct. 19 for Bermuda, St Kitts, Antigua, Barbados, Trinidad, Demerara.
For passage and freight apply
WILLIAM THOMSON & CO., Agents
St. John. N. B.



NOTICE TO MARINERS

On the 28th of September, 1911, the Trinity pattern bell buoy, anchored in 16 fathoms of water off Mispec, St. John County, N. B., was removed, and a cigar-shaped conical buoy, painted red and black vertical stripes, with "Mispec" in white letters was moored in the same position.
GEORGE H. FLOOD, Agent,
Dept. Marine and Fisheries.

DALHOUSIE NEWS.

Dalhousie, Oct. 5.—Rev. Mr. Sutherland of Escuminac, P. Q., occupied the pulpit of St. John Presbyterian church on Sunday at both services in the absence of the pastor, Rev. J. H. Kirk, who is spending his holidays in Nova Scotia.

Wm. Gallop and Arthur Arsenault are spending a week hunting on the waters of the Restigouche.

Thomas Murphy who has been a resident of Dalhousie all his life, was well known to the travelling public as the genial proprietor of the "Murphy's Hotel" has gone to Edmundston where he will make his future home.

W. S. Montgomery is at present in Ottawa.

Robert Lennox spent Sunday with friends in town.

Eddie Gaudet, commercial traveller, was in town over Sunday.

Mr. and Mrs. Harry McMillian, of Jaquet River, spent Sunday with Mrs. McMillian's parents, Sheriff and Mrs. J. E. Stewart.

The Presbyterian cemetery is being renovated and a new steel fence is being put around it. This is a good step in the right direction, since cows are at large in our town again.

Frank Magee, of Moncton, is in town with his bride spending a few days with his brother, J. V. Magee. Mr. Magee was formerly connected with the Mercantile Co., and has a host of friends in town.

Mrs. H. B. Storer, who has been visiting her parents, Mr. and Mrs. Henry Bishop, of Bathurst, N. B., returned home this week.

Miss Minnie James leaves Saturday for Moncton where she will take a business course.

"Marvelous Recovery"

MONTREAL MAN SO ILL WITH DYSPEPSIA THOUGHT HE WOULD DIE.

Cured by Dr. Hamilton's Pills.

No more convincing evidence was ever put on paper than the following letter from one of Montreal's well-known citizens, Mr. D. R. Larose, of 338 Joliette Street.

"Permit me to write you a few words concerning Dr. Hamilton's Pills. I suffered from dyspepsia and indigestion for five years. I suffered so much that I could hardly attend to my work. I was weak and lost all courage. I enjoyed no rest until I decided to follow your treatment, after having read your advertisement in the paper. To my great surprise I immediately began to feel better. I am now using the second box and I feel so well that I want to tell you that I owe this great change to your famous pills. I recommend them to every person who is suffering from dyspepsia. Your grateful servant D. R. Larose, 338 Joliette St., Montreal, P. Q.

Let all who have weak stomachs and those who suffer with indigestion, headaches, biliousness, know they can be perfectly cured by Dr. Hamilton's Pills. Successfully used for many years, mild and safe, 25c. per box, all dealers, or The Catarrhozone Co., Kingston, Ont.

Mercantile Marine

DAILY ALMANAC.
Saturday, Oct. 7, 1911.

Sun rises. . . . . 6.34 a. m.
Sun sets. . . . . 5.50 p. m.
High water. . . . . 11.08 a. m.
Low water. . . . . 5.14 p. m.
Atlantic standard time.

PORT OF ST. JOHN.

Arrived, Friday, Oct. 6.

Schr J Arthur Lord, 118, Granville, from Fall River, Mass, J W McAlary, ballast.

Schr Henry H Chamberlain, (Am) 205, Wasson, from New York for Fredericton with a cargo of hard coal.

Coastwise—Strs Grand Manan, 180, Ingersoll, North Head; Centreville, 32, Graham, Sandy Cove and cld; Schrs Zonda, 6, Leaman, Lord's Cove; Margaret, 49, Simmonds, St George; Regina C, 36, Comeau, Meteghan; Eastern Light, 40, Morse, Grand Harbor and cld; Linnie and Edna, 30, Gaptill, Grand Harbor; Audrella, 7, Matthews, Back Bay; Tethys, 21, Johnson, Beaver Harbor.

Cleared—Oct. 6.

Schr Elma, 399, Hunter, for New York, St John Forwarding Co., 1,667,400 spruce laths.

Schr Audrella, (Am) Matthews, for Lubec, Me, master, 30 barrels sardine herring.

Coastwise—Str Connors Bros., Warnock, Chance Harbor; Schrs Tethys, Johnson, Freeport; Yarmouth Packet, Thurber, Yarmouth.

Sailed—Oct. 6.

Str Calvin Austin, Pike, for Boston via Eastport.

Schr Zeta, Smith, for Meteghan, NS.

Dominion Ports.

Montreal, Oct 5—Arrived—Montcalm from Bristol.

Sailed—Str Royal Edward, for Bristol.

Vancouver, Oct 4—Sailed—Str Empress of India, for Yokohama.

Quebec, Oct. 5—Arrived—Str Victoria, from Liverpool.

Halifax, Oct. 5.—Arrived—Schr Caledonia, from Perth Amboy; Austria, from Boston.

Cleared—Str Almeriana, Liverpool.

British Ports.

Manchester, Oct 5.—Sailed—Str Kanawha, Kellman, for St John via Halifax.

Cardiff, Oct 3—Arrived—Str Manx Isles, Reside, St John, NB.

Liverpool, Oct. 4.—Arrived—Str Manchester Corporation, Foale, Montreal for Manchester.

Manchester, Oct 3.—Arrived—Str. Kastalia, Mitchell, Botwoodville via London.

Barbados, Sept 28—Arrived—Str Ocamo, Trinidad and sld. 27th for Antigua.

Liverpool, Oct 5.—Arrived—Str Virginian, Montreal.

Avonmouth, Oct 4—Sailed—Str Royal Edward, for Quebec, with 940 passengers.

Foreign Ports.

Portland, Me, Oct 4.—Sailed—Str Appenine, for Chatham, NB.

Perth Amboy, NJ, Oct 3—Arrived—Schr Annie M Parker, New York.

Sailed—Bark Savoia, Puerto Cortez.

City Island, Oct 4—Sailed—Str Nanna, Newark, NJ for Hillsboro, NB; bark Hector, Elizabethport for Halifax, NS.

Portsmouth, NH, Oct 4—Arrived—Schrs B I Hazard, Weymouth, NS for New York; Witch Hazel, St John, NB for do; Sarah A Reed, Portland, for do; Helen Montague, Cook, St John, 8 days.

New London, Conn., Oct 4—Arrived—Schrs Ann Louisa Lockwood, Philadelphia for Eastport.

New York, NY, Oct 4—Arrived—brigt Leo, Halifax; Schrs Noble H., Mahone Bay; Hibernia, Windsor.

Cleared—Bark Sidar, Davison, Port Greville; Schr Ida M Barton, Tower, New London.

Gloucester, Oct 4.—Arrived—Schrs Aldine, St John, NB for Bridgeport; Freddie Eaton, do, for Calais.

Hyannis, Oct 4.—Sailed—Schrs Lillian, Machias; Arthur J Parker, St John, NB.

Rockland, Me, Oct 4.—Arrived—Schrs William Jones, Bangor for New York; Hattie G King, do for do.

Boston, Oct 4—Arrived—Schr Mayflower, Stonehaven, NB.

Salem, Mass, Oct 4—Sailed—Schrs Henry H Chamberlain, from Perth Amboy, for Fredericton, NB; Charles L Jeqrey from New York for Boddoinham, Me.

Bridgeport, Conn, Oct 4.—Arrived—Schr Clifford I White, Machias.

Sailed—Schr Rescue, New York.

Saunderstown, RI, Oct 4—Arrived—Schr J L Treat, New York, for Boston

Philadelphia, Oct 4—Cleared—Str Frances (Nor) for North Sydney, and St Anns, CB.

Reports and Disasters.

London, Oct 4—Str Ixion (Dutch) from Batavia, for Liverpool, has been destroyed by fire near Engano, an island off the west coast of Sumatra. The str crew numbered 25, took to the boats but have not yet been reported as having landed on any point of the Sumatra coast.

Notice to Mariners.

Massachusetts—Boston Harbor—Northeast Grave whistling buoy, 1A, to be established about Nov 1, 1911 in the position of Northeast Grave gas and bell buoy, No. 1A which will then be discontinued.

STEAMER SENLAC SOLD.

At Halifax Last Thursday for $7,500. Other Shipping Notes.

Built only seven years ago at St. John specially for the south shore trade the steamer Senlac was sold at auction to G. C. Cook, trustee, for a fraction of what she cost. The owners hoped to get $15,000 for the steamer, but she went for $7,500.

When the Senlac was built for Wm. Thomson & co. in 1904 her engines alone cost $36,000. She was certified to carry 400 passengers, had a cargo space of 26,000 feet, bunkers for 70 tons of coal, sleeping accommodation for 80 persons, electric light, searchlight, Scotch marine boilers, etc., and can steam 11 knots an hour. Her tonnage is 1,016 tons, her length is 182 feet.

The Senlac, some years after she was built, was run into by the Red Cross liner Rosalind. She was repaired and up to a year or more ago she was running in the coasting trade from Campbellton. Lately she has been laid up. She is now lying at the Dartmouth Cove.

There was little competition at the sale. The steamer will require repairs to put her in running order and she is still too valuable to make it worth the while of the junk dealers to purchase her.—Halifax Herald, Oct. 6.

Furness line steamship Kanawha, Captain Kellman, left London last Thursday for St. John via Halifax with a general cargo.

It is officially announced at the Canadian Pacific Railway headquarters that the company's two new steamships which are being built on the Clyde for their Pacific service will be named the Empress of Asia and the Empress of Russia.

American schooner Henry H. Chamberlain, Captain Wasson, arrived from New York yesterday with a cargo of hard coal for Fredericton. The schooner will be towed up river to that port. After discharging the vessel will probably load lumber or laths for a port in the United States by Alex. Gibson Co.

British schooner Elma, Captain Hunter, cleared from this port for New York with a cargo of 1,667,400 spruce laths, shipped by the St. John Forwarding Company.

Furness line steamship Shenandoah now in port from London, brought a large general cargo, including 3,132 chests of tea for city merchants.

Articles were opened at Portland, Me., on Thursday for the schooner Ruth Robinson, bound for St. Martins to load lumber.

The British bark Sirdar, Captain Davison, cleared from New York last Wednesday for Port Greville, N. S.

Allan Royal Mail steamers Virginian, eastbound, and Victorian, west bound, arrived yesterday afternoon at Liverpool and Quebec respectively.

Eastern line steamer Calvin Austin, Captain Pike, reached port Thursday evening from Boston via Maine ports, taking the place of the Governor Dingley, which has been hauled off for a general overhauling at East Boston, on the completion of which she will be put on the Boston-Portland run for the winter, taking the place of the Ransom B. Fuller. First Pilot Newcomb and Chief Officer Daley of the Governor Dingley, came down in the Austin. The former will spend a vacation at Shediac and the latter at Digby.—Portland Argus.

Captain W. H. Smith, of the schooner Willena Gertrude, lying at Windsor ready to sail for New York, was in Halifax last Thursday in search of men, but was unable to secure any.

The steamer Royal Edward left Avonmouth last Wednesday at 5 p. m., for Quebec with 80 first, 310 second and 550 third. She also has 524 bags of mail and 820 tons of cargo.

George C. Cook proposes forming a company at once to operate the steamer Senlac on a weekly service from Halifax to Hawkesbury, Hastings, Georgetown, Souris, Eastern Harbor and three ports on the Magdalen Islands.

Although the apple shipping season has only been opened about five weeks there has already been in the vicinity of 200,000 barrels of apples shipped from Halifax so far this season.

PORT OF ST. JOHN

Steamers

Murcia, 1,694, Wm. Thomson & Co.
Shenandoah, 2492, Wm. Thomson & Co.

Schooners

Abbie and Eva Hooper, 276, N Y, R C Elkin.
Cora May, 117, N. C. Scott.
E. Merriam, 331, A. W. Adams.
Luella, 99, C. M. Kerrison.
Irma Bentley, 392, master.
J. Arthur Lord, 118, J. W. McAlary.
Jessie Lena, 279, R. C. Elkins.
Lord of Avon, 225, R. C. Elkin.
Ladysmith, 597, A. W. Adams.
Lucia Porter, 285, P. McIntyre.
Mineola, 270, J. W. Smith.
Nellie Eaton, 99, A. W. Adams.
Orozimbo, 120, A W Adams.
Peter C. Schutz, 273, A. W. Adams.
Peerless, 278, repairing, R C Elkin
Romeo, 111, P. McIntyre.
Two Sisters 85, C. M. Kerrison.
Wm. L. Elkins, 229, J. W. Smith.
Wanola, 272 J. W. Smith.

VESSELS BOUND TO ST. JOHN

Steamers

Kanawha, London, Oct. 5.
Man. Mariner, Manchester, Oct 1.
Queen Wilhelmina, London, Sept 26

PERSONAL.

Robert Strain returned from Montreal at noon yesterday.

M. F. Mooney came in on the Montreal train at noon yesterday.

George W. Fowler, M.P., of Sssex, was in the city yesterday morning.

Mr. and Mrs. George M. Bailey left yesterday for a visit to Montreal.

Thomas Nagle returned to the city on the Montreal express at noon yesterday.

Mr. and Mrs. A. J. Sollows reached the city on the Atlantic express at noon yesterday.

Urban J. Sweeney returned to the city yesterday on the Boston train after spending six months in New York.

W. C. Bauer and L. J. Philips returned from a shooting trip Thursday, bringing 36 woodcock and 50 partridge.

Miss May Robinson returned to Boston yesterday morning, after spending two months with her sister, Mrs. W. C. Bauer, 4 Summer street.

Hon. A. D. and Mrs. Richard of Dorchester, a few days ago went to Montreal, where Mr. Richard will enter a hospital to undergo an operation.

Mr. and Mrs. T. J. Holohan, who have been spending a vacation with the parents of the latter, Mr. and Mrs. McSorley, St. John West, returned to their home at Townsend Harbor, Mass., per S. S. Calvin Austin yesterday morning.

George Bury, general manager of the C. P. R. western lines, has been appointed vice-president and general manager of the western lines in succession to Sir William Whyte, recently retired.

The interest in the sale of jewelry in the Irving store at 55 King street, does not seem to wane. The sale of this stock offers an opportunity for people to secure Christmas presents of superior quality at an outlay of about half the usual.

HOW THE BATTLE OF SEPTEMBER 21 WAS CONDUCTED

Entire Campaign Showed Good Leadership and Management, with an Excellent Official and Unofficial Organization.

Ottawa, Oct. 6.—Now that the Conservative party has time to survey the campaign from which it has emerged victorious, it begins to dawn upon it that there was uncommonly good leadership and management. Mr. Borden accepted from the outset the great issue which the government so fatuously presented to him, and the boldness and sagacity of his decision now receives its vindication. He showed skill, patience and courage in the long parliamentary fight. His tour of the prairies, with his splendid frankness to the grain growers, probably was the one incident which had the greatest influence upon the result. The country with a sort of gasp realized that it at last had a man honest enough and resolute enough to face an influential audience and to defy it rather than yield his principles.

Mr. Borden's leadership was supplemented by remarkably good organization. The local organizing work was excellent, particularly in British Columbia, Manitoba and Ontario; Hon. Frank Cochrane's exertions were characterized by a rare efficiency, while Hon. Robert Rogers and Hon. Richard McBride delivered the goods as in 1908.

These local organizations were bound together in team play by the central agency at Ottawa. Conservative prospects have improved steadily since Mr. Perley took the office of Chief Whip and proceeded to systematize the work of the party, his particular province being the outside work rather than the technical details of strictly parliamentary management.

When the campaign began Mr. Perley strengthened his organization by enlisting the services of an Ottawa legal firm, Travers Lewis, K.C., and J. F. Smellie. These gentlemen opened an office which became the centre of the campaign, taking over the general direction when Mr. Perley had to repair to his own riding; dealings between candidates and headquarters were systematized and expedited, Mr. Sifton's tour was managed, and the emergencies of the campaign were handled from here. The "bottling up" of the Ministers, upon which the Liberal press is beginning to comment, was one piece of generalship which emanated from Ottawa. Thus the whole campaign, well led, was also carefully and methodically managed.

Mention should also be made of two unofficial agencies which contributed heavily to the result. The Canadian National League, an organization composed largely, if not entirely of the dissenting Liberals, did excellent work, partly in the matter of speaking, but more particularly in the preparation and circulating of reading matter. The pamphlet "The Road to Washington" was exceptionally effective.

The campaign among the British-born, which Arthur Hawkes initiated, cut very deep. An old-country Liberal himself, Mr. Hawkes appealed with peculiar force to new-comers from Great Britain who had Liberal antecedents. In the heat of the campaign angry Liberals charged him with making a sectional appeal; but as a matter of fact the propaganda was directed towards arousing in recent immigrants from Britain a sense of ownership and interest in Canada and her problems; while in any case in a country where appeals are made to Americans, to non-English-speaking voters, and to innumerable other elements in the community, there is something peculiarly insolent and ungrateful in the cry that attention must not be paid to Englishmen.

On the whole, it was a happy example of brave and honest leadership, of prudent and sound organization and of effective assistance from independent quarters.

BRIEF LOCALS

Actuarial Examinations.

An examination will be held November 15, for an assistant in the actuarial branch of the government. The salary is $1,000 to start with.

Souvenirs.

The city has just received as farewell gifts from the Earl and Countess Grey, large autograph portraits of each. These will be framed and hung in City Hall.

Columbus Day.

The St. John Council Knights of Columbus, will hold a literary and musical entertainment in their rooms Coburg street, next Thursday, Columbus Day.

Fire At Weymouth, N. S.

Blackadar's mills at Weymouth, N. S., were totally destroyed by fire on Wednesday. The cause of the fire is not known. The damage, it is said, will be in the vicinity of $25,000.

A Quick Recovery.

William Harrison, who drank a dose of creosote, which is deadly poison, instead of medicine, at his boarding house, 63 Paradise Row, late Thursday night, has recovered from any danger resulting from the accident.

In The Police Court.

In the police court yesterday Scott Scribner accused of theft from the S. S. Champlain, was allowed to go, James Laughy and James F. McGuire, charged with selling liquor to an Indian, were remanded. James Jones, charged with assault by his wife, was allowed to go.

A Heavy Loss.

W. R. Finson, of the United States headquarters in St. John, was one of the heaviest individual losers in the recent fire at Ashland, Me. A block of stores belonging to him was wiped out by fire and as, owing to the lack of water and fire fighting facilities, the insurance rates were prohibitive, the loss is total.

Handsome Sum Raised.

A pie social was held on Thursday evening at the home of Mr. and Mrs. J. McCarthy, Harbor View. A large number of persons were present from Prince of Wales and Musquash. The sum of $154 was realized which will be donated to Rev. John Carson in connection with the Catholic mission at Musquash.

Completing World Tour.

Rev. and Mrs. D. Cathels, of Hawick, Scotland, who have been in St. John on a visit to their son, L. P. Cathels, left St. John yesterday morning for Boston, whence they will sail on Tuesday on their return to the Old Country. They are completing a tour around the world.

Home for Incurables.

The Board of management of the Home for Incurables, met Thursday afternoon. There were twenty-eight patients altogether in the home and two more were admitted at the meeting. The Ladies Aid Association will hold a tea and sale in the Stone Church school room, Oct. 24.

WEDDINGS.

Weir-Trask.

On Wednesday evening, Sept. 27, a very interesting wedding took place at the home of Mr. and Mrs. Edward Trask, 4374 Washington St., Roslindale, Mass., when their eldest daughter, Leta H., was united in wedlock with Stanley J. Weir, of Digby, N. S. To the strains of Lohengrin's Wedding March, the bridal couple, attended by two flower girls, entered the parlor and stood beneath an arch, which was very tastily decorated with clematis, hydrangeas, and asparagus ferns.

The bride was beautifully gowned in handsome embroidered batiste, with veil and orange blossoms and carried bride's roses.

The very impressive ceremony was performed by Rev. Floyd Carr, pastor of the Roslindale Baptist Church. The wedding march was played by Miss Marion L. Harvey. The flower girls were, Alice Howarth and Helen G. Harvey.

The bride was the recipient of many beautiful and useful gifts.

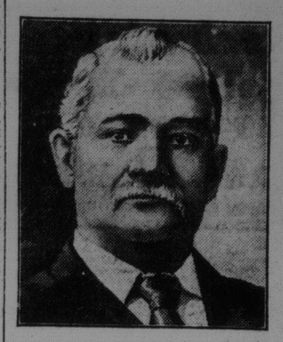
The groom is one of Digby's promising young business men. Mr. and Mrs. Weir, are spending a short honeymoon in Vermont, after which they will locate in Digby, N. S.

THOUGHT IT WAS CANCER

"Fruit-a-tives" Completely Restored Me

Sydney Mines, N. S., Jan. 25th, 1910.

"For many years I suffered tortures from Indigestion and Dyspepsia. Two years ago, I was so bad that I vomited my food constantly. I also suffered with Constipation. I consulted physicians, as I was afraid the disease was cancer, but medicine gave only temporary relief.



I read in the 'Maritime Baptist' about 'Fruit-a-tives' and the cures this medicine was making, nd I decided to try it. After taking three boxes, I found a great change for the better and now I can say 'Fruit-a-tives' has entirely cured me when every other treatment failed, and I reverently say "Thank God for 'Fruit-a tives'."

EDWIN ORAM, Sr.

"Fruit-a-tives" sweetens the stomach, increases the actual quantity of gastric juice in the stomach and ensures complete digestion of all sensible food. "Fruit-a-tives" is the only medicine in the world made of fruit juices.

50c. a box, 6 for $2.50, or trial size, 25c. At all dealers, or from Fruit-a-tives Limited, Ottawa.

THE BRITISH SYSTEM

(From The Cleveland Press.)

Canada says "No," she will not have reciprocity. It is a most unexpected, a startling result. But the action of Canada on the question of freer trade with the United States is of no consequence whatever, compared with another aspect of the matter.

Canada has given the finest exhibition of the majesty of democratic rule which the world has seen in many a day. After 16 months' pulling and hauling, with special interests on both sides working overtime, the congress of the United States finally ratified the agreement which had been entered into between the executives of the two countries.

The question went to Canada, but not to her Parliament. It went to ALL the people of the Dominion. It was a national referendum. The issue was discussed at every crossroads, at every fireside. All of the people were legislators. Rich and poor, high and low, proud and humble, stood absolutely equal. Each citizen was as free to debate the issue and pronounce his verdict as a senator or a representative or a president in the United States. And Canada said "No" where her admirable Premier and his Government said "Yes."

Canada did more. She recalled the Premier and his Government and reversed his policy. She took from the seat of power the champion of reciprocity, Laurier, and raised in his place the opponent of reciprocity, Borden.

A great day for Canada! A great day for the world. Not because it saw the defeat of a particular measure of legislation, but because it asserted the right of the many to rule the destinies of a great nation.

"There is no higher law on earth than the will of the majority."

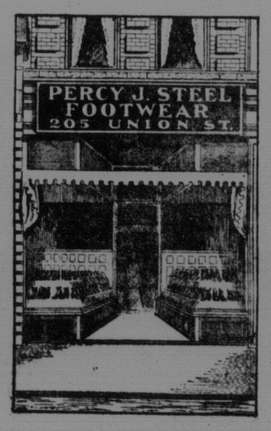
BOOTS FOR GENTLEMEN

At this Closing Out Sale you will find 130 pairs of Men's $5, $5.50 and $6 Boots on Sale

At $3.65 a Pair

Some of these boots have slight damage received in factory.

Open this evening till 11.30 p. m. Extra clerks to give prompt service.



Others are just odd pairs, the ends of lines sizes of which are broken.

You will save money on all your footwear requirements at this Closing Out Sale.

This Is The Place

Percy J. Steel, Better Footwear, **205 Union St.**