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NTS WANTED EVERYWHERE for ar fast selling book, "World's Famous and Instrumental Music." We consider be the largest and most attractive e have ever offered at the low price h it is sold. A special feature is the e given with each book, entitling riber to buy up-to-date sheet music years at cost. Very best discounts who act promptly. Send 25 cents for outfit and full particulars, to Morrow, Publisher, 59 Garden John (N. B.) 3-22 d&w

D—A capable girl in a small . Apply to Canadian Drug Com- street.

WANTED—A few reliable men gs to appoint agents and sell our ousehold remedies. Good positions parties. The R. H. Co., 177 St. ontreal. 4-2-20-w

D—Delaware, Snowflake, Hebron, Dollar, Prolific and other white Quote prices per bush delivered au either in small or car lots. & Co., 23 and 24 South Wharf, St. B. w-tf.

—Reliable men for month and ses; $2.50 per day to reliable men locality introducing our goods, tacking show cards on trees, fences, along s, and all conspicuous places; steady em- ment to good honest, capable men; no erience needful; write at once for particu- rs. The Empire Medicine Co., London, nt. 3-26-yr-w

MEN WANTED throughout Canada and United States. Salary or commission—$840 a year and expenses, payable weekly, to good reliable men representing us in their district, introducing our goods, distributing large and small advertising matter. No ex- perience, only honesty required. Write at nce for instructions. Salus Medicinal Co., London, Ontario.

FOR SALE.

SALE—Two Thoroughbred Setter ps, 10 weeks old (bitches), Irish and lton (Laverick) Strain; splendid field $20 each, 2 for $40. Address P. O. Shediac, N. B. 4-9-11-w

OR SALE—I have a number of pure- d improved large white Yorkshire choice breeding. Will sell same for llars and upward, according to age delivery. Address Alfred E. Slipp, ampstead, N. B. 4-6-31-sw

E—There will be offered for sale c auction, at 2 o'clock p. m., on y of May, 1904, the Farm and the late James G. Hetherington in parish of Johnston, Queens well watered, good orchard, good d half mile from steamboat way station convenient. Daily on premises. Robert W. Hetherutor.

MONEY TO LOAN.

TO LOAN on city, town, village ntry property in amounts to suit rates of interest. H. H. PICKETT, 50 Princess street, St. John, N. B.

BY ARE THE GRADUATES OF dericton siness College, trained than those of most schools? BECAUSE, unlike business college men, the prin- al had had nearly TEN years prac- cal office experience before going nto business college work. Send for free catalogue. Address W. J. OSBORNE, Fredericton, N. B.

Our Flower Seeds Have Arrived.

Large and very fine assortment to choose rom. Seed Oats, Grass Seeds, Clover Seeds, orn, Barley, Black Tares, Flax Seed, Buck- heat, and all the other varieties. PRICES LOW.

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49c each. from $1.50 up. 54c Chewing Tobacco c per lb. ndlers from 30c per doz up. —AT— THE 2 BARKERS, LIMITED. 100 Princess Street.

Ayrshires by Auction.

N Wednesday, April 20th, commencing at 10 a. m., I will offer for sale by public tion at my residence, Sussex, 21 head pure bred registered Ayrshires, as fol- 9 cows, from three to ten years old; fer 2 year old in calf; 5 one year old s; 3 heifers 4 to 8 months; 5 bulls, 1 onths old. With the exception of two bove are registered in C. A. H. B. so offer 3 pure bred Yorkshire sows, mported stock. Farm only one and f miles from Sussex railway station. y intending purchasers will be met n by sending notice. Having sold my the sale will be without reserve.

W. A JEFFRIES, Sussex, N. B.

STOCKTON, Auctioneer

WHEAT ACREAGE IN MANITOBA THIS YEAR

Estimated 4,000,000 Acres Will Be Seeded.

peg, Man., April 11—(Special)—It ted that not less than 4,000,000 l be seeded in Manitoba this year. s are agreed that the crop will be er as a long hard winter is gener- precursor of a good wheat crop.

he married that rich widow she n resign from all his clubs." chap—and all he married her for could pay his club dues."—Puck.

NO MORE NARROW WAGON TIRES TO CUT UP COUNTRY'S ROADS

Legislature Agrees That Wide Tires Must Be on All New Vehicles Put on the Market After a Year—St. John Exempted from New Highway Act—Other Important Matters Dealt With.

Fredericton, N. B., April 8—The house met at 3 o'clock.

Hon. Mr. Pugsley said he regretted to inform the house that the premier, owing to illness, was unable to be present. He had intended to deliver the budget speech today, but was now confined to his bed, being threatened with pleurisy and slight congestion. If the premier was unable to be in the house on Monday arrangements will be made by which the budget speech would be delivered by one of his colleagues. The government hope to conclude the work of the session by the end of next week.

Mr. Osman presented the petition of the Harvey & Salisbury Railway Company for a subsidy.

The speaker said this petition could not be received under the rules of the house.

Hon. Mr. Pugsley laid on the table the fifth number of the collections of the New Brunswick Historical Society.

At ½ o'clock the lieutenant-governor came to the house and assented to all the bills which the house had passed.

The house went into commission on the bill relating to the city of Moncton.

That Moncton Bill.

Hon. Mr. Sweeney explained that the sections of this bill had been passed except numbers four and five. The fourth section had been objected to because it gave the right to impose a license fee or tax on non-residents living outside who came into Moncton to work. This was opposed by two of the Westmorland members, but an agreement was arrived at amending the section by excepting persons employed in the Intercolonial railway workshops or on any government work, and also members of the learned professions. When the bill was referred back to the committee, sections four and five were struck out regardless of the wishes of those interested. He now moved that the arrangement which had been now made be carried out. This is not new legislation, for in 1870 the same right was given to the city of St. John, and in 1898 to the town of Campbellton. He knew of no good reason why Moncton should not have the same kind of legislation, although personally he might not approve of the principle upon which it is based.

Mr. Ryan said the amendment did not go quite far enough, for there were a number of men who lived in his neighborhood and who worked in the factories in Moncton who had as good a right to be excepted as those who worked in the railway workshops. If the section was not amended so as to include them he would oppose it.

Mr. Osman thought the principle involved in this legislation was a wrong one. We should not be building up walls around our towns and cities.

Mr King Calls it Class Legislation.

Mr. King said that this was class legislation and against the interests of the people of the province, and the fact that the people of Moncton were agreed upon it was nothing to the purpose if it interfered with the rights of persons who did not reside in Moncton. If this section passed it would place every contractor and every person who went to work in Moncton at the mercy of the town council. The fact that other towns had similar legislation was beside the question, for such legislation was bad in principle, and it was not necessary for the house to follow a bad precedent.

Mr Pugsley Opposed to Class Legislation.

Hon. Mr. Pugsley said he was opposed to a class of legislation which exempted any class of employes from taxation. He would support the bill because the members from Westmorland wished it.

Hon. Mr. Hill was opposed to both sections.

Mr. Morrison did not see why government employes should be exempt from taxation.

Mr. King thought that class legislation should not be passed. The members who advocated the bill were opposed to it on principle and did not advance one single argument in its favor, simply to sustain their prestige as legislators they want this legislation on sympathy. The original section is absolutely bad, but the amendment is worse. Such class legislation should not be passed on the statute book.

The original section was then carried.

Subsection two, to exempt the employes of the I. C. R. from taxation, was deferred. Progress was reported.

Mr. Whitehead presented the petition of the mayor and commonality of the city of Fredericton in favor of a bill to further improve the water system of that city. He also presented their petition in favor of a bill relating to the police system of the said city. The house took recess.

Bill to Repeal License Tax on Non-residents

The house resumed at 8 o'clock.

Mr. Osman introduced a bill to prevent the imposition of certain license fees. He explained that the object of the bill was to prevent legislation of a sectional character imposing licenses on non-residents who worked in a city, town or municipality, and to repeal all legislation permitting such licenses.

Mr. Legere presented the petition of T. M. Bacon and 170 other persons employed in Moncton against any legislation requiring them to pay licenses.

Discussion on Wide Tires.

The house went into committee on the highway bill, Mr. Copp in the chair.

Hon. Mr. LaBillois moved that the following be section 49 of the bill:—

1. After the expiration of one year from the date of the proclamation by virtue of which this act is to be brought into force, no action shall be brought or maintained to recover the price or value of any wagon manufactured, built or imported into the province of New Brunswick having an iron axle of 1½ to 1⅝ inches in width or for any wagon as aforesaid having an iron axle of 1⅝ inches or a thimble skein axle of 2½ inch diameter, unless the tires of said wagon be and are three-inch in width or for any wagon as aforesaid having an iron 3½ or 3¾ inches or 2½ and a thimble skein axle of 3½ or 3¾ inches in diameter, unless the tires thereof be and are 3½ and four inches in width or for any single horse, sloven wagon as aforesaid having an axle two inches in diameter unless the tires thereof be and are three inches in width, or for any two horse sloven, wagon as aforesaid having an axle 2½ inches in diameter unless the tires thereof be and are four inches in width.

Law in Effect in 1914.

2. From and after the first day of January, in the year of our Lord, 1914, no persons shall use or employ for draft purposes on any highway any wagon or wagons having axles of the dimensions as above specified unless the tires of said wagon or wagons are of the dimensions above specified. The owners or persons in charge of any such wagon or wagons shall for every offence against this subsection incur on summary conviction on complaint of any person, a penalty of $5.

Hon. Mr. LaBillois said during the recess he had consulted the agents of large manufacturers in the west, and also manufacturers in the province, and this section agreed with their views.

Mr. Flemming Objects.

Mr. Fleming said that when the bill was before the committee he had pointed out that the width of the tire was greater than was in the interests of the public or of the manufacturers. This section did meet the views of many local men, and was objected to by three manufacturers in Woodstock, one in Andover, and the agent of an Ontario firm whom he had consulted on the subject.

Hon. Mr. LaBillois said he had taken the opinion of Massey-Harris Company, Frost & Wood, and other manufacturers and they agreed with this section.

With regard to the benefit of wide tires, the best test on this subject had been made in the United States by the university of Missouri. He read from the Engineering News, an American railway journal, an account of tests, showing the value of wide tires.

The section was then put and agreed to.

Hon. Mr. LaBillois moved that the following be section 56 of the bill:

The provisions of this act generally shall apply to all cities, towns or parishes or parts thereof, but only insofar as the same are consistent with any special or local laws concerning highways in force in any such city, town, parish or part thereof provided that when any such special or local law may be in force, the chief commissioner may appoint one or more special commissioners for the purpose of expending all such moneys as may be set apart by the said chief commissioner from a provincial grant for expenditure upon the highways in such localities.

Mr. Flemming—That means that the county of St. John is exempted?

Hon. Mr. Pugsley—It applies equally to any city or town that has a special local act.

Mr. Flemming—Every municipality in the province is taxed and the money handed over to the chief commissioner except St. John. Why have the government exempted St. John?

Dr. Ruddock—Fairville and St. Martins are towns and they work under a special act and spend large sums for keeping up their sidewalks. In Fairville they expended $1,500 on sidewalks last year. It is for the sake of these sidewalks that they desire to continue under their special act.

Mr. Morrison—The amount that is expended is no reason why St. John should be exempted.

Hon. Mr. Pugsley—The section is not limited to St. John, but includes every place where there is a special highway law. In St. John county they have a law which applies to the four parishes and they spend every year from four to $5,000 in the parish of Lancaster, and in such a case it is not desirable to interfere with local conditions.

Mr. Hazen Favors St. John's Exemption.

Mr. Hazen—I do not find any fault with the government for exempting St. John; indeed it would be an outrage if they did not. In St. John they have a local highway act, the business of the roads being managed by a board consisting of the councillors, and they assess for the maintenance of the roads. I am only sorry the bill does not go further and exempt every county. The more it is talked about the more unpopular it becomes. This exempting of St. John is for the purpose of avoiding the unpopularity which the bill would occasion in that constituency. St. John is not the only county that has large towns and important centres of population and they all should be treated in the same way.

Highway Act Agreed To.

Hon. Mr. Pugsley—The honorable gentleman seems to realize the fact that this government knows how to meet the wishes of the people. We have also sounded public opinion and throughout the province there is an almost universal feeling in favor of the highway act. If the act proves to the defective in any particular we will be ready to amend it. All we desire is to pass a highway law that will keep the roads and bridges in good condition and make it certain that the public money will be properly expended. The section was then passed and the bill agreed to. The house again went into committee on the bill relating to the city of Moncton, Mr. Grimmer in the chair.

Hon. Mr. Pugsley moved that section 4 be reconstructed. This was done and he then moved that section 4 be struck out.

Hon. Mr. Sweeney moved that section 4 be amended by exempting from its operation persons in the service of the I. C. R. or employed upon any public work of the dominion or members of the learned profession.

I. C R. Employes' Clause Carried.

Hon. Mr. Sweeney's amendment, that section 4 be adopted with the amendment exempting the I. C. R. employes was then carried on the following vote:

Yeas—Hon. Messrs. Pugsley, Farris, Sweeney, Robinson, Messrs. Copp, Ryan, Hazen, Robertson, Morrisey, Legere, Burgess, Martin, Poirier and Gogain.

Nays—Messrs. Hill, Osman, Carpenter, King, Flemming, Loggie, Morrison and Smith.

Coverdale Exempted, Too.

Mr. Ryan then moved an amendment that the provisions of the section shall not apply to Coverdale in Albert county. It was a tie vote, as follows:

Yeas—Hon. Mr. Farris, Messrs. Osman, Carpenter, Ryan, Flemming, Smith, Loggie, Hartt, Morrison, Burgess.

Nays—Hon. Messrs. Sweeney, Pugsley, Robinson, Messrs. Hazen, Robertson, Morrisey, Legere, Martin, Gogain.

It was carried by the casting vote of the chairman.

Hon. Mr. Sweeney moved that section 5, providing for the exemption of the city bonds from taxation, be reinserted in the bill. He thought if the bonds of St. John were exempted from taxation, Moncton bonds should be exempted also. This section should be allowed to go through.

Tax Exemption of Municipal Bonds a Mistake.

Hon. Mr. Pugsley hoped that the committee would not pass this section. The feeling of the legislative was that a great mistake had been made in granting exemption to St. John city bonds. If the legislature exempted all civic and municipal bonds the result would be to give them a higher value in the market than provincial bonds. It was also wrong in principle.

Mr. Robertson did not agree with the attorney general. He hoped that from the standpoint of the benefit that St. John had received from the exemption of its bonds Moncton would have the same benefit. He thought provincial bonds might be exempted as well to place them on a level.

Hon. Mr. Pugsley thought the proceedings very irregular. On looking up the report he had found that the house had already struck out this section and, therefore, a motion for reconsideration was necessary.

Hon. Mr. Sweeney moved that the section be reconsidered.

Hon. Mr. Hill thought it was very unwise and injudicious to exempt bonds from taxation as bondholders are generally well off.

Mr. Hazen agreed with the honorable member that it would be bad legislation to exempt bonds from taxation. It was giving local bonds a preference in the market over provincial bonds, which was very improper.

Mr. Morrison did not think that the bonds should be exempt.

House Votes Against Exempting Moncton's Bonds.

Hon. Mr. Sweeney's motion was then lost in the following vote:

Yeas—Hon. Mr. Sweeney and Robinson, Messrs. Copp, Robertson, Morrisey, Legere, Clair, Martin and Burgess.

Nays—Hon. Messrs. Pugsley, Farris, LaBillois and Hill, Messrs. Osman, Carpenter, McIlatchy, Gogain, King, Tweeddale, Hazen, Fleming, Smith, Loggie, Hartt and Morrison.

The bill was agreed to as amended.

MARRIAGES.

SCHMIDT-FURLONG—In the Church of St. Leo, Dorchester (Mass.), on April 11, Kathleen, daughter of Thomas Furlong, of St. John (N. B.), to Edward Schmidt, of Montreal.

DEATHS

FRENCH—In this city, on April 7, Isabella French, aged 74 years.

MULLEN—In this city, on the 7th inst., Alice, wife of John Mullen, leaving husband, son and three daughters to mourn her loss.

GARNETT—In Boston, on Wednesday, April 6th, Margaret, widow of the late Peter Garnett, of Garnett Settlement (N. B.), aged 89 years three months, leaving five sons and two daughters. Sons—Patrick, Robert, Matthew, Joseph, George, Douglas; Mrs. Kenney of Boston; Mrs. Oscar Godsoe, of St. John, forty-two grandchildren to mourn their loss.

STERLING—In this city, on April 8th, Julia, wife of William Sterling, aged 42 years, leaving a husband, three sons and two daughters.

O'CONNOR—On 9th April, Dennis, fourth son of the late Philip O'Connor, aged 47 years.

KELLY—In this city on April 9th, Harold Frederick, infant son of Maggie and John E. Kelly, aged one year and twelve days.

FLYNN—In E. Boston, April 8, Mary A. Flynn (nee McNeil), aged 28 years, beloved wife of James J. Flynn.

(Cape Breton and Prince Edward Island papers please copy.)

McNAIR—At Charlestown (Mass.), April 8, Ellen Theresa, widow of Michael McNair.

(Provincial papers please copy.)

DRURY—On April 8th, at the residence of her daughter, Mrs. C. H. Leonard, Sarah, widow of the late John Drury, in the 76th year of her age, leaving three sons and three daughters to mourn their loss.

O'CONNELL—In this city, on the 10th inst., Annie, second daughter of Bartholomew and Mary O'Connell, in the 24th year of her age, leaving father, mother, four sisters and three brothers to mourn.—[Boston and Michigan papers please copy.

CRAWFORD—At his late residence, 705 Main street, James Crawford.

(Boston and New York papers please copy.)

HOPKINS—In this city, April 10th, John Hopkins entered into rest, in his 64th year, a native Bristol, England, leaving a wife, three sons and one daughter to mourn their loss.

CALLAGHAN—In this city, April 10th, at the General Public Hospital, Bernard Callaghan, in the sixty-seventh year of his age, leaving one brother and four sisters to mourn their loss.

WEATHERDD—In Everett (Mass), April 10, Isaac Purrington Weatheredd, 47 years 9 months 14 days.—[Moncton (N. B.) papers please copy.

SHIP NEWS.

PORT OF ST. JOHN, N. B.

Arrived.

Friday, April 8.

Schr Coral Leaf, 374, Barhouse, New York, J. W. Smith, coal.

Coastwise—Schr H Mayfield, 74, Merriam, Parrsboro; stmr Westport, III, 49, Powell, Westport; schrs Gazelle, 47, Duffy, Meteghan; Lloyd, 31, Anderson, Parker's Cove.

Saturday, April 9.

Stmr Alcides, Horsbrough, Glasgow, Schofield & Co.

Stmr Dahome, West Indies via Halifax, Schofield & Co.

Coastwise—Schrs E M Olive, 13, Harkins, fishing, and cld; tug Lord Kitchener, 110, Stevens, St Martins; schrs Oronhyatekha, 21, Phinney, Campobello; Rolfe, 54, Hatfield, Port Greville; Agness May, 91, Kerrigan, St Martins.

Sunday, April 10.

Stmr Lake Erie, Carey, Liverpool, C P R, mdse and pass.

Monday, April 11.

Stmr Aurora, Ingersoll, from Grand Manan, Cambobello and Eastport.

Cleared.

Friday, April 8.

Schr Domain, Wilson, City Island f o, Stetson, Cutler & Co.

Schr Onward, Wasson, New York, A Cushing & Co.

Schr Lena Maud, Giggey, Portsmouth, A Cushing & Co.

Schr H M Stanley, Flower, Weymouth, A Cushing & Co.

Coastwise—Schrs Temple Bar, Gesner, Bridgetown; Yarmouth Packet, Shaw, Yarmouth; Wood Bros, Golding, St Martins; Souvenir, Robichaud, Meteghan; L M Ellis, Lent, Westport; Helen M Mills, Advocate Harbor; Lloyd, Anderson, Annapolis; Silver Wave, McLean, St Martins; Hazel Glen, Nickerson, Anapolis.

Saturday, April 9.

Stmr Monmouth, Birchman, Bristol, C P R.

Stmr Bavarian, Macnicol, Liverpool via Halifax, Wm Thomson & Co.

Stmr Concordia, Martin, Glasgow via Liverpool, Schofield & Co.

Coastwise—Schr Abana, McDonough, St Martins; Agnes May, Kerrigan, St. Martins.

Monday, April 11.

Stmr Dahome, West Indies via Halifax, Schofield & Co.

Coastwise—Schr Oronhyatekha, Phinney, Back Bay; stmr Brunswick, Potter, Wolfville.

Sailed.

Stmrs Monmouth for Bristol, and Bavarian for Liverpool via Halifax.

CANADIAN PORTS.

Halifax, N S, April 8—Ard stmr Canada, from Liverpool

Sld—Stmr Numidian, Main, for New York.

Ard—Stmrs Rocalind, from St John's (Nfld); Florence, from St John's (Nfld); Numidian, from Glasgow; braquentine Culdoon, from Carabelle (Fla.)

Halifax, N S, April 10—Ard stmr Halifax, from Boston.

Halifax, April 11—Ard, stmrs Beta, Jamaica, Turks Island Bermuda; Senlac, St John via ports.

BRITISH PORTS.

London, April 8—Sld stmr Montrose, for Halifax and St John (N B.)

Oran, April 6—Sld stmr Ackworth, from Genoa, etc, for Portland.

London, April 9—Sld stmr Evangeline, for St John and Halifax.

Lizard, April 9—Passed stmr (supposed) Gulf of Ancud, Halifax for London.

Queenstown, April 10, 9.25 a m—Sld stmr Campania, from Liverpool for New York.

Liverpool, April 9—Ard stmr Etruria, from New York.

Glasgow, April 9—Sld stmr Mongolian, for New York.

London, April 10—Ard stmr Cambrian, from Boston.

Liverpool, April 9—Sld stmrs Winifredian, for Boston; Ulunda, for St John's (Nfld), and Halifax; 10th, Iberian, from Manchester for Boston.

Kinsale, April 11—Passed, stmr Dominion, Portland for Liverpool.

Glasgow, April 9—Sld, stmr Tritonia, St John.

Lizard, April 11—Passed, stmr Montcalm, Antwerp for Montreal.

Glasgow, April 11—Ard, stmr Lakonia, St John and Halifax via Liverpool.

Cape Town, April 11—Ard, stmr Canada Cape, St John.

Delagoa Bay, March 15—Sld, bark Regin, Dalhousie.

FOREIGN PORTS.

Boston, April 8—Ard stmrs St Gotham, from Progresso (Mex); Vittoria, from Matanzas.

City Island, April 8—Bound south stmr North Star, Portland (Me); schrs James L Maloy, St John; Pardon G Thomson, do; Otis Miller, do; Hattie C, do; Harry Knowlton, do; Abbie S Walker, Vinal Haven (Me); Merrill C Hart, Stonington (Me); Sarah C Smith, Portland; Abbie Ingalls, do; Henrietta Simmons, do; Alaska, Edmunds (Me); Francis Goodnow, Long Cove (Me); Carrie C Ware, Machias; J Frank Seavey, Stonington; J Nickerson, Fall River; S M Bird, Boston for Rondout; Wilson and Hunting, New Haven for Norfolk.

Newport News, April 8—Sld schrs James R Drake, Boston; James W Paul, Jr, Bangor; Harry Barnett, Boston; Sarah W Lawrence, Providence.

Norfolk, Va, April 8—Cld schrs Florence M Penley, for Bangor; Charles Davenport, for Bangor; Dalight, for eastern port.

Sld—Schr Ellen M Golder, Boston.

New Haven, Conn, April 8—Ard schr Rebecca N Huddell, St John.

New York, April 8—Ard schrs Gypsum Queen, South Amboy for Windsor; William Marshall, from Washington (D C); Willie L Maxwell, Norfolk; Jennie D Bell, from Patchogue; Florence A Barren Island for Bangor; Ellen E Baxter, South Amboy for Bar Harbor.

Sld—Schrs Annie, for Savannah (and returned); John R Halladay, for Virginia; Chas H Hirsch, for Brunswick.

Anchored in Bay for Harbor—Schr Peter C Schulz, for Savannah.

Stonington, Conn, April 8—Ard schr T W Allan, from Calais.

Perth Amboy, N J, April 8—Sld schr Lotus, for St John (N B.)

Savannah, April 8—Sld schr Bessie Parker, for St John (N B.)

Vineyard Haven, Mass, April 8—Ard schr R D Bibber, from Newport News for Bangor.

Sld—Stmr Lancaster, from Philadelphia for Bangor with two barges for Portland.

Passed—Stmrs Manhattan, from New York for Portland; North Star, from Portland for New York.

Boston, April 10—Ard stmrs Cere (Ital), from Genoa; Boston, Stanwood, from Yarmouth (N S); Olta (Nor), from Louisburg (C B); schr Edgar W Murdock, from Philadelphia.

Sld—Schrs Wellfleet, for Jacksonville; D D Haskill, for Fernandina; Clara A Donnell, for Norfolk; Jennie French Potter, for coal port; Alice E Clark, do; Baker Palmer, do; Helen Thomas, do; Henry L Peckham, do; Harold B Cousins, southern port; Rebecca G Whildin, eastern port; Susan Stetson, for Vinal Haven; Reuben Eastman, for Bangor; Valdare, for Bear River (N S); L T Whitmore, —; Lillian, eastern port.

Bootbay Harbor, Me, April 9—Ard schr Margaret C, from St John.

City Island, April 9—Bound south, schr Praulien, St John via New Haven.

Eastport, Me, April 10—Sld tug Gypsum King, towing barges; Gypsum King and Gypsum Empress, St Andrews for Windsor.

New London, Conn, April 10—Ard schr John J Perry, from Perth Amboy for Rockland; Ida May, from Port Reading for Frederickston.

Sld—Schr Hunter, from New York for St John (N B.)

New York, April 10—Ard stmrs St Paul, from Southampton; Umbria, from Liverpool; LaLorraine, from Havre.

Sld—Ship Maria Teresa, for Anjer (for orders); barques Westfield, for St Simon (Ga); Allegro, for Marseilles; brig Curacoa, for Curacao.

Portland, Me, April 10—Ard stmr Turcoman, from Bristol (Eng); barque Carrie Winslow, from Philadelphia.

Sld—Stmr Southwark, for Liverpool; schrs Governor Ames, for Norfolk; Annie E Geele, Myra Sears and Emma W Day, for eastern ports.

Cld—Schrs Annie M Allan, for St John (N B); Clara and Mabel, for New Harbor.

Ard Sunday—Stmrs Canada, from Liverpool; Unique, from Louisburg (C B); North Star, from New York.

Salem, Mass, April 9—Ard schrs Canning Packet, from Lynn for Weymouth; Valdare, from Boston for Bear River.

Reedy Island, Del, April 9—Passed down schr Caledonia, from Philadelphia for Halifax.

Boston, April 11—Ard, stmr Sachen, Liverpool; Nantucket, Baltimore; Indian, Philadelphia.

Below—Bark Rebecca Crowell, from Port Jobos (P. R.); schr Henry B. Fiske, from Brunswick (Ga).

Sld—Stmr Pottsville, from Philadelphia for Portland; schrs Chas G Endicott, coal port; J Holmes Brinsdall, do.

City Island, April 11—Bound south, stmrs Rosalind, St John's (Nfld) and Halifax; schr Annie A Booth, St John.

Delaware Breakwater, April 11—Passed out 10th, schr Caledonia, Philadelphia for Halifax.

New London, Conn, April 11—Ard, schrs Rowena, New York for St John; Ida Frances, New York for Portland; Mary Weaver, for Bath; Catherine, for an eastern port; Decorra, do for Machias; Winnie Lawrey, Edgewater for Winter Harbor.

New York, April 11—Ard, schrs George Churchman, Norfolk; Thelma, Cabin Bluff; Edith H Lymington, Wilmington; Nellie Louise, San Blas; Margaret B Roper, Jacksonville; Arthur C Wade, Mobile; Hattie Dunn, Brunswick; Cohasset, Port Dauphin; General Adelbert Ames, Brunswick for New Haven; Adele Thacker, Savannah; J S Terry, Perth Amboy for Westerly; Montana, Wilmington (N C); Thomas L James, City Point (Va).

Passed—Stmrs Waccamaw, Philadelphia for Portland; Georgetown, do for do; schrs Maude Palmer, Norfolk for Boston; Joseph G Thomas, Newport News for do; Abbie & Eva Hooper, Weehawken for do; William Cobb, Norfolk for Eastport; Charles H. Wolston, do for Portland; Normandy, Darien for Bath.

Hong Kong, April 7—Ard, stmr Athenian, Portland, April 11—Ard, stmr Hungarian, Glasgow; Hurona, Shields.

Cld—Schrs Mattie J Alles and Fileman, New York.

Sld—Stmrs Catalona, Louisbourg; Hilda, Parrsboro.

Vineyard Haven, April 11—Ard and sld, schrs William Lorman Roberts, Linekins Bay for Norfolk.

Ard—Schr Hunter, Port Reading for Bar Harbor.

CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of Chas. H. Fletcher and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhœa and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

GENUINE CASTORIA ALWAYS

Bears the Signature of Chas. H. Fletcher.

The Kind You Have Always Bought

In Use For Over 30 Years.

THE CENTAUR COMPANY, 77 MURRAY STREET, NEW YORK CITY.

ANOTHER BIG STRIKE AT SYDNEY, N. S.

Men on Construction of Coal Washing Plant Go Out for Higher Wages.

Sydney, N. S., April 10—(Special)—More than 300 men, employes of Hayl & Patterson, the constructing firm for the new coal-washing plant of the Dominion Iron & Steel Company, went out on strike Saturday forenoon. The strike originated with Italian labor, who number more than 100, and soon spread to other employes. These Italians, many of whom were armed with stilettos and revolvers, stood at the entrance of the works and threatened violence to other laborers, should they go to work, and their threats proved effective. The cause of the strike was a demand for wages, which, they alleged, had been promised them—$1.50 for laborers and $1.60 for concrete men. They were given $1.25 and $1.35 respectively. Shortly after the men made their demand General Superintendent P. A. Von Aueberg offered the laborers 13 cents per hour and concrete men 14, but this was not satisfactory, and all work was suspended.

There were about 75 carpenters on the works. They had been getting from 17 to 20 cents an hour. When the laborers went out they demanded an increased to 25 cents an hour, but later returned to work for 22½ cents an hour.

It is under stood that the employes of the steel company will make a formal demand for a further increase in their wages very shortly.

RECENT CHARTERS.

Coal for St. John and Fredericton—Lumber Fixtures of Local Interest.

S. S. Benedict, Halifax, 35s., West Coast of Britain, deals.

Stmr. Daventry, Bathurst, 33s., W. coast England, deals.

Bark Niobe, St. John to Waterford, 37s. 6d., deals.

Barque Robert S. Besnard, St. John to Buenos Ayres, $3, lumber.

Br. stmr. Tugela, 2148 tons, Gulfport to Three Rivers and (or) Montreal, lumber, etc., p. t.

Br. schr. Greta, 146 tons, New York to Sackville, sand, $1.25.

Schr. R. D. Spear, 299 tons, New York to St. John, coal, 80 cents. Schr. Sebago, 254 tons, same. Schr. Lotus, 90 tons, same.

Br. schr. Genevieve, 124 tons, New York to Fredericton, coal, $1.30. Schrs. Otis Miller, 98 tons, same. Schr. Priscilla, 102 tons, same; and back to Vineyard Haven, f o, lath, p. t. Schr Ida May, 119 tons, New York Yarmouth, corn, 3 cents per bushel.

Schr. Keewaydin, 187 tons, St. John to Fall River, lumber, p. t.

Bark F. B. Lovitt, 544 tons, Philadelphia to Yarmouth, coal, owners account.

Schr. Gypsum Queen, 609 tons, Wentworth (N. S.) to Staten Island, plaster, season charter, $2. Schr Gypsum Empress, 723 tons, same. Schr. Calabria, 530 tons, same. Schr. Ontario, 825 tons, same.

Schr Preference, 243 tons, Elizabethport to St. John, coal, 80 cents. Schr Fraulien, 149 tons, same.

Schr. Abbie Keast, 96 tons, Pt. Reading to St. John, coal, $1.25.

Dan. stmr. Nordboen, 1547 tons, Hopewell Cape to W. C. England, deals, 35s. April.

Ger. stmr. Consul Horn, 1596 tons, (corrected), Miramichi to W. Britain, deals, 40s. May.

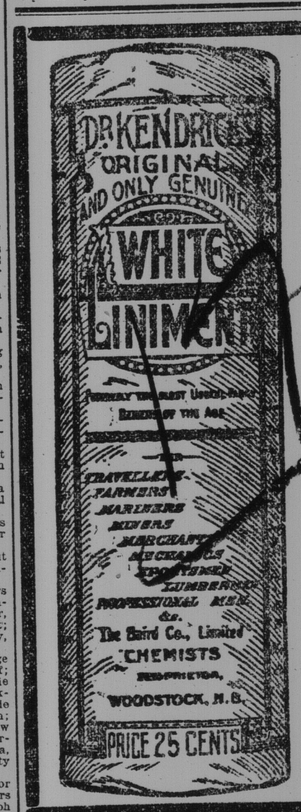
Bark F. B. Lovitt, 544 tons, Yarmouth (N. S.) to Buenos Ayres, lumber, $8.50; option Rosario, $9.50.

Bark Northern Empire, 865 tons, Tusket Wedge to Buenos Ayres, lumber, $8.

To Settle Grain Rate War.

New York, April 11.—A meeting of railroad presidents will be held within a few days for the purpose of bringing to an end, if possible, the grain rate war between the eastern trunk lines.

The insurance losses have been adjusted in the recent fire at Short's livery stable. Mr. Short's loss has been fixed at $210, while the owner will get the $600 on the building



USE

UPPER MAGAGUADAVIC, N. B.
THE BAIRD CO., LTD.,

Dear Sirs,—For seven years I was troubled with a sore foot. I was to the head doctors of the Boston Hospital, also to several other doctors, but they could do nothing to cure it. I tried everything I could think of, and was just about giving up when I thought I would try KENDRICKS LINIMENT. I had not used quite one bottle before my foot was entirely well. Father keeps a store, and he would not be without Kendricks Liniment. He recommends it highly to everybody.

Wishing you every success with the medicine, I remain,

Yours truly,
CORA MAY WILSON.

KENDRICKS

I have been troubled for a number of years with Rheumatic Pains in my knees. KENDRICKS LINIMENT made a complete cure and I can highly recommend it.

MRS. T. LEDWELL.
Georgetown, P. E. I.

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