

RAILWAYS.

CANADIAN PACIFIC

THE SHORT DIRECT ROUTE
ST. JOHN
TO
MONTREAL

Leave St. John 8:30 p. m.
Arrive Montreal 8:30 a. m.
CLOSE CONNECTIONS FOR
ALL POINTS BEYOND
NO CHANGES OR TRANSFERS.

NEW ELECTRIC LIGHTED SLEEPERS
ON CANADIAN PACIFIC
CALIFORNIA-ST. JOHN-MONTREAL TRAIN
THE BEST DINING CAR SERVICE

THE ONLY LINE OPERATING
COMPARTMENT CARS
MONTREAL AND OTTAWA TO TORONTO
MONTREAL AND TORONTO TO VANCOUVER

W. B. HOWARD, D.P.A., C.P.R.,
St. John, N. B.

INTERCOLONIAL
RAILWAY

AFTER OCTOBER 29TH.

Maritime Express

Will Leave St. John
18.30

daily except Sunday for Quebec
and Montreal making
connection

Benaventure Union Depot,
Montreal.

With Grand Trunk Train
for Ottawa, Toronto, Detroit,
Chicago and points west
and northwest

TRAVEL BY
YOUR OWN LINE

THE
INTERNATIONAL
RAILWAY

Utilizing CAMPBELLTON, at head
of navigation on the St. John River
VALLEY at ST. LEONARDS. At St.
Leonards, connection is made with
the CANADIAN PACIFIC RAIL-
WAY for EDMUNDSTOWN and points
on the TEMISCOUATA RAILWAY
also for GRAND FALLS, ANDOVER,
PERTH, WOODSTOCK, FRED-
ERICTON, ST. JOHN, and WEST-
ERN POINTS. Among the short-
est and cheapest routes for FISH,
LUMBER, SHINGLES, and FARM
PRODUCTS, from BAIE CHA-
LEURS and RESTIGOUCHE
POINTS to the MARKETS of the
EASTERN STATES. At CAMP-
BELLTON connection is made with
trains of the INTERCOLONIAL
RAILWAY. An Express train,
with superior accommodation for
passengers, is now being oper-
ated daily each way between CAMP-
BELLTON and ST. LEONARDS,
and in addition to the ordinary
freight trains, there is also a reg-
ular accommodation train carrying
passengers and freight, running
each way on alternate days.
THE INTERNATIONAL RAIL-
WAY COMPANY OF NEW
BRUNSWICK.

DOMINION ATLANTIC RAILWAY

S. S. Yarmouth 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. Sun-
days excepted.
A. C. CURRIE, Agent.

HEAD LINE

SAILINGS FROM ST. JOHN:
TO DUBLIN.

S. S. Ramore Head Jan. 7
S. S. Bengore Head Jan. 13

TO BELFAST.

S. S. Inishowen Head Jan. 12
S. S. Bray Head Jan. 30
Dates subject to change. For rates
and space apply
McLEAN, KENNEDY & CO.
WM. THOMSON & CO.,
St. John.

STEAMSHIPS.

ROYAL MAIL LINE

Winter Service between Halifax, N. S.
and Bristol, Eng.

ROYAL MAIL STEAMERS
"ROYAL EDWARD"
"ROYAL GEORGE"

Proposed Sailings
Royal Edward Jan. 24th, 1912
Royal George Feb. 10th, 1912
Royal Edward Mar. 20th, 1912
Royal George April 3rd, 1912

BOOK YOUR PASSAGE NOW.
Agencies in St. John, N. B., Geo. R.
Carvell, 3 King street; W. H. C. Mac-
Kay, 49 King street.

EASTERN
S. S. CO.

RELIABLE AND POPULAR ROUTE
BETWEEN

St. John and Boston
WINTER FARES
St. John to Boston \$4.50
St. John to Portland 4.00
Staterooms 1.00
STEEL & S. CALVIN AUSTIN,
Complete Wireless Telegraph Equip-
ment.

COASTWISE ROUTE.
Leaves St. John Thursday at 9:00
a. m. for Eastport, Lubec, Portland
and Boston.

Returning leaves India Wharf, Bos-
ton, Mondays at 9 a. m., and Portland
at 5 p. m. for Lubec, Eastport and
St. John.

City Ticket Office, 47 King street.
L. R. THOMPSON, T. F., and P. A.
WM. G. LEE, Agent, St. John, N. B.

HAVANA DIRECT

S. S. Nancy Lee Jan. 25.
A Steamer Feb. 20.
and monthly thereafter.

For space, etc., apply to
WILLIAM THOMSON & CO.,
Agents, St. John, N. B.

PICKFORD & BLACK LINE

ST. JOHN, N. B., TO DEMERARA.
S. S. Rhodesian sails Dec. 24 for
Bermuda, St. Kitts, Antigua, Barba-
dos, Trinidad, Demerara.
S. S. Cromarty sails Jan. 15 for Ber-
muda, St. Kitts, Antigua, Barbados,
Trinidad, Demerara.

For passage and freight apply
WILLIAM THOMSON & CO., Agents,
St. John, N. B.

FURNESS LINE

From London. From St. John.
Queen Wilhelmina Jan. 20
Jan. 16 Rappahannock Jan. 31
Jan. 24 Sherandoah Feb. 10
and every ten days thereafter, dates
subject to change.

WILLIAM THOMSON & CO., Agents,
St. John, N. B.

MANCHESTER LINERS

From Manchester. From St. John.
Dec. 23 Man. Commerce Jan. 13
Dec. 30 Man. Importer Jan. 15
Jan. 6 Man. Trader Jan. 27
Jan. 13 Man. Mariner Jan. 29

Steamers marked thus take cargo
for Philadelphia.
Steamers have accommodation for
a limited number of passengers.
For space and rates apply to
WILLIAM THOMSON & CO.,
Agents, St. John, N. B.

ALLAN LINE

ROYAL MAIL STEAMERS
ST. JOHN TO LIVERPOOL

Turbine Triple Screw Steamers
VICTORIAN AND VIRGINIAN
And Twin Screw Steamers
CORSIKAN, TUNISIAN, GRAMPIAN
AND HESPERIAN.

Saloon \$72.50 and \$82.50
Second Saloon \$50.00 and \$52.50
Third Class \$31.25 and \$32.50

Sailings and further information on
application to any agent or
WILLIAM THOMSON & CO., Agents,
St. John, N. B.

J. SPLANE & CO.

Ship Chandlers & Commission Merchants.
Importers of Hemp and Manila Cord-
age, Bolt Rope, Wire Ropes, Duck, Can-
vas, Oakum, Pitch, Tar, Paints, Oils,
Ship Stores, Etc. Vessels supplied with
water.
Agents for Fraser Gasoline Engines.
61-63 Water St., ST. JOHN, N. B.

WHITE
STAR
DOMINION
LARGEST "CANADIAN"

WINTER SAILINGS FROM
Portland, Me., to Liverpool
(Via Halifax Westbound)

CANADA, Feb. 3. Mar. 9.
DOMINION, Jan. 13. Feb. 17.
TEUTONIC, Feb. 24. Mar. 23

Rates from One Class Cabin (14)
\$47.50; Third \$12.50.
According to Steamer and Destination.

Prepaid Tickets.
Send your friends in the Old Coun-
try White Star Dominion pre-
paid tickets. It will add to their
pleasure. For sale at all Agencies.

Summer Sailings—Season of 1912
now ready. Send for List.
W. H. C. Mackay, 49 King Street.
Wm. Thomson & Co.; J. T. Knight &
Co.; The Robert Reford Co., Ltd.

New Zealand Shipping Co.
Limited.

MONTREAL
and ST. JOHN
TO
AUSTRALIA and
NEW ZEALAND

Proposed Sailings:
From St. John, N. B.
SS. Wakarusa Jan. 17
SS. Karama Feb. 15
SS. Waimate March 15

To be followed by steamers at regular
monthly intervals.
Loading direct for Melbourne wharf
Sydney, Auckland, Wellington, Lytle-
ton, Dunedin.

Cargo accepted for all other Australas-
ian ports subject to trans-shipment.
Steamers equipped with cold stor-
age accommodation.
For rates of freight and all other par-
ticulars apply to the
NEW ZEALAND SHIPPING CO., LTD.
59 St. Peter Street, Montreal.

Agents at St. John, N. B.
J. T. KNIGHT & CO.

DONALDSON LINE

From Glasgow. From St. John.
Dec. 29 Marina Feb. 1
Jan. 13 Inland Feb. 8
Jan. 20 Kaituma Feb. 15
Jan. 27 Cassandra Feb. 15
Feb. 3 Athena Feb. 22

Freight and passage rates on applica-
tion.
THE ROBERT REFORD CO., LTD.,
Agents, St. John, N. B.

ELDER-DEMPSTER S. S.
LINE

FOR SOUTH AFRICAN PORTS

S. S. SKADUNA sailing from St.
John about January 20th.
S. S. MELVILLE sailing from St.
John about February 20th.
S. S. BENDU sailing from St. John
about March 20th.

S. S. CANADA CAPE sailing from
St. John about April 20th.

For passenger or freight rates, ap-
ply to
J. T. KNIGHT & CO., Agents,
Water St., St. John, N. B.

THE MARITIME STEAMSHIP CO., Ltd.
Commencing Jan. 28, and until further
notice the S. S. Connors Bros. will run as
follows:
Leave St. John, Lawton Saw Company's
wharf, on Saturday, 7:30 a. m., for St. An-
drews, calling at Dipper Harbor, Beaver
Harbor, Black Bay, Black Bay or Le-
tete, Deer Island, Red Store, St. George.
Returning, leave St. Andrews Tuesday
for St. John, calling at Letete or Black
Bay, Black Harbor, Beaver Harbor and
Dipper Harbor. Tide and weather per-
mitting.

Agent: THORNE WHARF & WARE-
HOUSING CO., St. John, N. B. Connors,
Black's Harbor, N. B.
This company will not be responsible for
any debts contracted after this date with-
out a written order from the Company
or Captain of the steamer.

WINTER TOURS

TO NASSAU, CUBA AND
MEXICO.

ELDER-DEMPSTER LINE

From St. John the 6th of Each Month.
42 days round trip \$90 and up
WILLIAM THOMSON & CO., Agents.

WM. LEWIS & SON,

Contractors, Iron Work, Bolts, For-
gings, Fire Escapes.

BRITAIN STREET, St. John, N. B.
Phone, Main 738. House Phone,
Main 2082-21.

Noted Hotel Bankrupt.
Boston, Jan. 13.—The proprietors of
the Crawford House have filed volun-
tary petition in bankruptcy in the
United States district court. The
liabilities are stated to be \$96,268,
and the assets \$6,800. A receiver has
been appointed to carry on the busi-
ness. The Crawford House had been
for a generation the favorite stop-
ping place of people from the mar-
itime provinces. It stands at Scollay
Square at the corner of Court and
Brattle streets.

CITY COUNCIL DECIDES TO
ADVANCE THE FERRY RATES

Continued from page 2.

Ald. Potts defended the flat rate,
saying that it had made the assessors
discover property which had never
paid taxes before.

Ald. Wigmore moved that considera-
tion of the ferry appropriation be
laid over till the council decided on
the recommendation of the treasury
board to raise the ferry tolls, and this
was adopted.

School Board Estimates.
The school board's estimates were
the subject of a discussion.

Ald. Hayes said the city was obli-
ged to give the school trustees what
they asked for, but he moved that
their estimate be cut by \$4,000. He
thought the school trustees should
practice economy as the other boards
would have to do.

Ald. Potts thought the city should
get some check on the school board.
Ald. Russell said the board could
require the city to pay for interest,
debentures, repairs and furniture and
an amount not over \$125,000 a year.

Ald. Potts said the city must have
had poor representatives when the
school board secured such powers.

Ald. Elliott said the school board
should be remodelled. As it was now
constituted, the board was autocratic
and something should be done to pro-
tect the citizens from its reckless ex-
travagance. He thought the board was
putting up too expensive buildings for
a city like St. John.

Ald. Hayes said the members of the
school board were gentlemen with
some stake in the community, and no
doubt did the best they could. He did
not think the people grudged money
spent in providing the city with a first
class school equipment.

Ald. Russell said the school trust-
ees were among the heaviest taxpay-
ers in the city. They were not anx-
ious to throw money away. They did
a good deal of work and their only
complaint was abuse. They had to
increase salaries, because the west
was crying out for teachers. Prices of
supplies were also going up. He
thought Ald. Potts should be the last
man to cry out about extravagance.

Ald. Potts said he would take hold
expenses \$10,000, but he had increased
the expenses \$10,000, but he had increased
the expenses an extra \$10,000 while
chairman of the ferry committee.

Ald. C. T. Jones thought the school
board was doing good work and should
be upheld by the citizens.

Ald. McGoldrick defended the school
board. "If Ald. Elliott ridicules the
school commission, what will he do
about the new commission coming in
in April?" he asked.

Ald. Hayes' motion to cut the school
estimate by \$4,000 was adopted.

The Ferry Increase.

The council then took up the sec-
tion of the report on the ferry
board recommending that the future
books of tickets for passage over the
ferry be sold with 40 tickets for 50
cents instead of 50 as at present, and
that the general fare for one passage
over the ferry be increased from 2 to
3 cents.

Ald. Smith objected to increasing
the price for book tickets, but said
he was willing that the rate for single
tickets should be raised from 2 to
3 cents. He moved that they con-
tinue to sell 50 tickets for 50 cents,
but raise the single tickets from 2 to
3.

Ald. Wigmore said they estimated
that the three cents fare to transi-
ent would increase the revenues by \$4,000.
Ald. Potts thought the difference be-

Nasal Discharge Proves
Catarrh is Active.

THE PURE BALSAMIC ESSENCES
OF CATARRHOZONE AF-
FORD SUREST AND
QUICKEST CURE

Catarrh is a certain to cure be-
cause its head vapor is carried with
the breath direct to the seat of the
chest, nose or throat trouble. Being
composed of the purest balsams and
pine essences, it immediately allays
irritations, facilitates the ejection of
mucus, soothes and stimulates the
lungs and bronchial tubes. The mar-
vel of the age in curing winter ill-
ness—that what thousands say about Ca-
tarrh is true, nothing so sure
to cure, and to those in fear of change-
able weather—those who easily catch
cold—those who work among lung-
chilling surroundings, or where dust
impure air, fog, or damp can af-
fect them, let them get Catarrh and use
it several times daily—it will cure
every time.

BAD CASE CURED IN TWO DAYS.
"I was unfortunate enough to catch
a bad cold in a draught in a draught
in my bare head," writes Miss Nora
E. Jamieson, well known in Sangre
Grande, Td. "An acute condition of
catarrh developed in my nostrils, and
for three days my eye and nose ran
most copiously. The usual remedies
entirely failed to relieve. I read in
The Mirror newspaper about Catarrh-
ozone, and sent to Smith Bros., drug
store for a dollar outfit in two days
the Catarrh was cleared out my nostrils,
cured the sneezing, coughing, and all
traces of catarrh."

Large size Catarrh-ozone, sufficient
for two months' use, guaranteed, price
\$1.00; smaller sizes 25c. and 50c. Be-
ware of imitations, and substitutes,
and insist on getting "Catarrh-ozone"
only. By mail from the Catarrh-ozone
Company, Buffalo, N. Y., and King-
ston, Ont.

Suffered Greatly
With Her Heart.

Became So Weak At Times
Could Hardly Walk.

Many people may be unaware of
having anything wrong with their heart
until some excitement, overwork, or con-
finement in an overheated or over-
crowded room, or public building makes
them feel faint and dizzy.

On the first sign of any weakness
of the heart or nerves, flagging energy
or physical breakdown, you should
not wait until you case becomes de-
perate before you avail yourself of a
perfect cure by using Milburn's Heart
and Nerve Pills.

Mrs. D. McGilvery, Bathurst, N.B.,
writes:—Just a few lines to let you know
what Milburn's Heart and Nerve Pills
have done for me. I suffered greatly
with my heart and became so weak
at times I could hardly walk. A friend
of mine advised me to try your Pills,
which I did, and soon found great relief.
They are the best medicine I have ever
taken for heart trouble."

Price 50 cents per box, or 3 boxes for
\$1.25, at all dealers or mailed direct on
receipt of price by The T. Milburn Co.,
Limited, Toronto, Ont.

Between 3 cents and 1 cent would in-
duce parties to peddle book tickets
to travellers, making the city would
not get as much revenue as now.

The mayor thought the city could
define conditions regarding the sale
of the tickets that would prevent ped-
dling.

Ald. McLeod opposed the increase
of the single fares. He held that the
city should be assessed for the deficits
in the ferry service. He moved that
the whole section be struck out.

Ald. Hayes thought the amendment
of Ald. Smith would make everybody
buy books, and thus reduce the re-
venues. In 1911 about 600,000 two cent
fares were collected and 1,200,000
book tickets, making the revenues
from each kind about equal.

In reply to a question Ald. Hayes
said the treasury board had consid-
ered the question of raising the rates
of the ferry, and came to the conclusion
that it would be inadvisable as any
illegitimate increase in the tolls for
teams would not materially affect the
revenues.

Ald. Scully said the increase of the
single fares would be a hardship to
workmen. They did not always
have 50 cents to buy books and the
books would be destroyed before they
used up the tickets.

Ald. J. B. Jones said the sugges-
tions left him at sea. It was not cer-
tain that increased tolls would mean
more revenue.

The amendments of Ald. McLeod
and Smith were turned down and the
original motion to adopt the section
was approved. Those who voted against
the increase of the tolls were: Ald.
McLeod, Scully, Smith, J. B. Jones
and McGoldrick.

A motion to approve the recommen-
dation of the treasury board that \$1,000
be granted the ferry service was
adopted.

An order was passed authorizing
the usual levy of \$750 on the insur-
ance companies for their share of the
upkeep of the salvage corps.

Ald. Kierstead moved that the board
of works be authorized to advertise
the sale of the city's dredging scows.
Ald. Elliott—I rise to a point of
order. What is the hurry to sell the
scows? Such a proposition should
come before the council in a regular
report of the board of works and not
in this manner.

The mayor—the point of order is
well taken.

Ald. Kierstead said he had forgot
to report to the board of works.
The council then adjourned.

THORNE LODGE MEETING.

The Thorne Lodge meeting held
yesterday afternoon was well at-
tended. The lodge was opened by
DeWolfe gave a recitation and Thomas
Spencer rendered vocal and flute
solos.

H. J. Smith addressed the meeting
and dealt in a forcible and logical
manner with the liquor evil. If the
church and temperance society get
on common ground and together assail
the licensed traffic, it must soon go
down, he believed.

He spoke of the greater reason
why the liquor traffic should go. In-
dividually it robbed a man of his
money, manhood and intellect; so-
cially it hurt not only those indulging
but to all who were directly or in-
directly connected with the drunkard;
economically it reduced a man's abili-
ty, energy and has placed many in
the charge of communities. Religious-
ly it weakens a man's moral sense,
his will to withstand temptation.
These were great reasons, but the
real reason enveloped all these.
Canada has taken her place among
the nations and Canadians are looked
upon everywhere as an extraordinary
people, with a vast heritage of re-
source both in the natural domain
and in the strength of the people.
Nations before have waxed mighty
until internal decay has set in from
indulgence. These in turn have lost
their power.

One means of building up a strong
nation and withstanding this internal
decay, is to get rid of great influences
for evil.

The liquor traffic stands in the way
of strong manhood, and therefore
against nationhood, for as the man is
so is the nation.

Mr. Smith closed with a strong ap-
peal for a united effort to build up
a strong, clean nation by keeping
manhood pure from the degradation
due to strong drink.

SHIPPING NEWS

WINTER PORT STEAMERS.

Sailings for St. John.

Steamers	Where From	Date
Montcalm	Liverpool	Jan. 1
Man. Importer	Manchester	Jan. 2
Montezuma	London	Jan. 3
Hesperian	Liverpool	Jan. 5
Man. Trader	Manchester	Jan. 6
Kaduna	Barry	Jan. 6
Monmouth	Liverpool	Jan. 11
Cromarty	Barbados	Jan. 11
Tunislan	Liverpool	Jan. 12

DAILY ALMANAC.

Monday, January 15, 1912.
Sun rises, 8:05 a. m.
Sun sets, 5:11 p. m.
High water, 8:41 a. m.
Low water, 3:07 p. m.
Atlantic Standard Time.

PORT OF ST. JOHN.

Arrived Sunday, Jan. 14.
Stmr Morien, 490, Burchill, from
Sydney, N. B. coal, from Letete and
Sailed Sunday, Jan. 14.
Stmr Manchester Commerce,
Couch, for Manchester, via Halifax.
Stmr Lingan, Paterson, for Sydney,
C. B.

DOMINION PORTS.

Halifax, Jan. 14.—Ard stmr Corin-
thian from London for Boston; Hes-
perian, from Liverpool for St. John.

BRITISH PORTS.

Greenock, Jan. 12.—Ard stmr Pre-
torian, from Philadelphia.
London, Jan. 12.—Ard stmr Sardin-
ian, from St. John.
Ayrmouth, Jan. 11.—Sld stmr Royal
Edward, Halifax.

Liverpool, Jan. 12.—Ard stmr Man-
chester Corporation, from St. John
and Halifax.
Queenstown, Jan. 12.—Ard stmr Ara-
bic, from New York.

FOREIGN PORTS.

City Island, Jan. 11.—Passed scbr
Genevieve, New York, for St. John.
Portland, Jan. 12.—Ard stmr Domini-
on, from Liverpool; sch Mary E.
Palmer, from Newport News.

New York, Jan. 12.—Ard stmr Litu-
ania, from Liban; sch Abbie C. Stubbs
from Bangor, Me.
Havre, Jan. 12.—Ard stmr Canada
Cape, Montreal, via Capetown.

Philadelphia, Jan. 11.—Ard stmr
Queen Wilhelmina, from Letete, and
Middieborough, after discharging will
come to St. John.