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# TONIGHT!

## In the Opera House

**Grand Review of St. John's LIBERAL FORCES**

**The Last Grand Rally Before Thursday's Big Battle.**

THE SPEAKERS WILL BE:

Hon. WILLIAM PUGSLEY,
Citizen of St. John and Minister of Public Works for Canada

JAMES LOWELL, M.P.P.
Farmer, Lumber Operator and Workingmen's Representative

CHAS. McDONALD, Dr. T. H. LUNNEY
and others.

**RALLY 'ROUND THE BANNER!**

Chair Taken 8 Sharp


# An Open Letter to Dr. D. H. McAllister

**How One Good Liberal in Kings-Albert Replied to the Doctor's Request for Support at the Polls.**

Hoyt Station,
Sept. 14th, 1911.

To the Editor of The Standard.

Dear Sir:—Will you please give me space in your paper for the inclosed letter which is a copy of a letter I have written to Dr. D. H. McAlister in reply to a letter I received from him, soliciting my support in the coming election, in which I am showing that I cannot stand for this proposed treaty with the U. S. I am,

Yours very truly,
ALBERT S. SMYE.

Hoyt Station, N. B.,
Sept. 13th, 1911.

Dr. D. H. McAlister,
Sussex, N. B.

Dear Sir:—Your long letter dated Aug. 21st, 1911 addressed to me at Alma, has been forwarded to me here and I have read same over carefully and will now reply to same.

I note that you say we want reciprocity with the United States. I say that is the last thing that Canada wants, and I am going against it with all my might and strength.

I have been a Liberal all my life and am a Liberal today. But I cannot stand for this treaty pact with the United States. I know a lot are crying, Stand loyal to your party, but I do not think I should be standing loyal to my country if I voted for this proposed treaty with the U. S., and although a Liberal I think more of standing loyal to my country than to party as on a previous occasion when I had to vote against my party, and I am sure that my conscience would never for one minute allow me to vote in favor of letting the stars and stripes have a free run on our Canadian raw materials, and I earnestly pray that an allwise Providence will protect and save us from the claws of the eagle.

In reading over your letter, which is a very long one, I see you have done some great things for Albert and Kings which if all you claim has been done is indeed no small thing in so short a time.

But Doctor, I do not put much stock ni what is said about the Albert Railway. If the Government can do so much in Railway matters just now and election is on, why could they not have done a little a year ago last winter when Parliament was in session. Some of your friends in Alma wrote up to Ottawa and asked you to get the Government to stop having the rails taken up off the Albert Southern Railway, which were then being taken up and sold for old junk, although being nearly as good as new, while the Salisbury and Albert rails were all worn out. Nothing was done to prevent these good rails being taken up and sold, as I have said, for old junk, while the people of Alma and vicinity are and have been suffering for want of a Railway for years, and I may say that I have been one of the greatest sufferers, having no way of getting my plant and material for construction work to where I want it. Only last June I had to charter a steamer to take my plant, etc., to Mace's Bay, for want of a railway, and again a few days ago, I had to charter the same steamer to take two cars of bridge timber from Alma to St. John where it had to be loaded on cars and reshipped to its destination, when if the railway to Alma had been running as it should, I could have put it on cars at Alma and had it taken right through without reloading it, and at about half the cost.

Surely if the Liberal Government can do so much just on the eve of an election it ought to have been able to have found a way to give the people of Alma a railway during all the years that road has been idle. Now to return to this treaty Pact with the United States, I will say I am solid for Free Trade, but Free Trade with the British Empire, only.

Is it to be wondered at a decrease in the population of Albert, when the lower portion of that county has had no means of getting in and out from the main line without the greatest difficulty themselves, let alone anything they might want to bring in or send out, and even the merchants have not been able to get in their supplies, sometimes for months from St. John, owing to there being no railway or vessels to get them in by, and even now have often to club together and buy supplies in Moncton and get steamers to take them to Alma.

How many times during the last few years have I had to drive all the way from Sussex to get in or out on the main line, and oftentimes in the middle of the might, which is not a very pleasant drive. The last two or three years I have had to keep a horse at Plumweseep or Apohaqui a good part of the time to get to or from Alma.

I could write enough against reciprocity and other things to fill a whole newspaper, but will stop here by again saying that I cannot stand for this reciprocity pact with the United States.

The United States must think they were getting something good out of Canada when President Taft called a special Congress to rush it through. Why give the United States this treaty they ask for, and inside of ten years we will be called on to take the oath of affiliation to Uncle Sam.

Under the British flag a British subject I was born, and under the good old Union Jack I have lived, and under it I hope to die.

Yours truly,
ALBERT E. SMYE.

# CONTRACT FOR VALLEY RY.

Continued From Page 1.

$10,000 a mile in addition to the amount guaranteed by the province and the federal subsidy. The result was that Mr. Gould had to enter into new negotiations with financiers in London and it was not till Sept. 8, that he felt he had the necessary financial guarantees to proceed.

On that date Mr. Gould had written to him (Hazen) stating that he had completed his financial arrangements and was prepared to proceed. That letter from Mr. Gould, in consequence of delays in transmission, had not reached him until that day (Saturday).

No government would be justified in entering into a contract involving the credit of the province to such an enormous extent without being satisfied of financial responsibility of the man willing to undertake the work.

As premier of the province he would not enter into any such contract unless he was thoroughly satisfied that the company undertaking to construct the road had the financial backing to carry it through to a successful issue. From a conversation he had with Mr. Gould that day he believed that he would be able to satisfy the government as to financial ability of his company to raise the funds that would be necessary to complete the road according to the standard laid down from end to end, and if such was the case the government was prepared at a very early date to sign a contract for its construction.

**Carvell Played.**

"I have ceased," said Mr. Hazen, "to be astonished at any statements made by F. B. Carvell. He came to York County last year and made all sorts of wild and outrageous statements regarding the government's attitude as to the building of the Valley railroad, although he was the last man who should have criticised our action, because like the bitter partizan that he is he sat back and allowed the G. T. P. to be carried through the centre of the province instead of by the valley route, simply because he was overawed by the influence of Nova Scotia.

"At the same time it is a most extraordinary thing that he should have stated, as he did at Andover, that the reason the contract was not signed was because Mr. Gould would not pay a sum of money as "graft" to the provincial government, and that he should have also stated that if Mr. Borden came into power the Valley railroad would not be built beyond Centreville.

**Malicious Falsehoods.**

Both statements are malicious and deliberate falsehoods. Mr. Gould is in this audience tonight and he will tell you that the first statement lacks the essential element of truth. They are both the product of a mind diseased, the emanation of an individual who has not the slightest regard for truth, and will make any statement, however false, for the purpose of injuring a political party with which he does not agree.

A reference to the act of 1910 authorizing the construction of the St. John Valley Railway will show how deliberately and maliciously untrue are Mr. Carvell's statements that the road whether constructed under part two or part three would end at Centreville. I desire to say to you speaking in all sincerity tonight, that the St. John Valley Railway will be built and when built will remain for all time to come as a monument to the Hazen government."

Mr. Hazen condemned the action of the Dominion government in throwing on the province the burden of financing this great work. At the last session the Dominion government had guaranteed the bonds of McKenzie & Mann for the construction of a road running from Montreal west paralleling the C. P. R. to the extent of $35,000,000 and had also voted the sum of over $3,000,000 for railways in Nova Scotia. And yet when a great public work like the St. John Valley Railway was under consideration they were only willing to give the same beggarly subsidy granted to any other railway in Canada. The work should have been undertaken by the Dominion government without throwing any burden on the province.

Mr. Hazen then discussed the reciprocity pact and as he made point after point his remarks were received with enthusiastic applause.

**The Candidate.**

B. Frank Smith, the candidate and president of the St. John Valley Railway, endorsed every word Mr. Hazen said about the road. The present local government, he said, was the first in the history of the province that had ever grappled with this great question. Premier Hazen's name will be held in grateful recollection by the people living along the valley who had in the past been denied facilities so much needed.

Mr. Smith, who is a very large dealer in agricultural produce, proved conclusively that the reciprocity pact would lower the prices of farm products in Canada. He showed that potatoes were selling for 90 cents a barrel in Aroostook county in Maine and $1.25 in Carleton county, and gave other convincing reasons.

**Mr. Gould Called For.**

At the close of his admirable speech there were loud cries for "Gould" in response to which A. R. Gould came forward. He stated that he had no interest in the present election in Canada as he was not a politician supporting either party. He endorsed Mr. Hazen's statements and said that when the road was built it would not only connect at Grand Falls with the G. T. P., but would be part of a great highway extending across Maine and Quebec to the Quebec bridge giving to the people of the Maritime Provinces the shortest route to the seaboard for the products of the west.

The railway men who were interested with him in this great project believed with him that there was no greater or better paying proposition today than a road down the valley of the St. John. It had been no easy matter to finance such a project because over $2,000,000 was necessary in addition to the provincial and federal aid. But he felt sure he had succeeded in financing the undertaking and with in ten days he thought he could convince the government of New Brunswick of his financial ability and that a contract would be entered into for the construction of the road and work actively commenced.

Mr. Gould's remarks were received with loud and prolonged cheers. The meeting broke up with renewed cheers for the candidate and Mr. Hazen. The enthusiasm was typical of the general feeling throughout the county. Mr. Smith's election is looked upon as assured.

The many friends of Miss J. Hazel Maxwell will be glad to learn that she is recovering from her recent illness.

# WHAT ONE LIBERAL THINKS OF ST. JOHN

**Dr. Blackadar, of Halifax, Makes Scornful Reference to the Best Harbor in the Maritime Provinces.**

Halifax, Sept. 16.—In a speech delivered here last night by Dr. Blackadar, one of the Halifax Liberal candidates, referred to the establishment of a naval shipyard at some Maritime Province point, and in advocating the claims of Halifax as against Sydney and St. John, said: "IN ORDER TO MAKE ST. JOHN A POSSIBILITY AS A NAVAL SHIPBUILDING POINT THE GOVERNMENT WILL HAVE TO SPEND ONE HUNDRED MILLION DOLLARS ON THE MUDDY DITCH, BY COURTESY CALLED ST. JOHN HARBOR, AND ANOTHER ONE HUNDRED MILLION TO FORTIFY EITHER THAT PLACE OR SYDNEY, BECAUSE NO GOVERNMENT IN ITS SANE SENSES WOULD BUILD WAR SHIPS AT AN UNFORTIFIED PORT.

**THE PETERSVILLE RURAL MAIL ROUTE.**

To the Editor of The Standard.

Dear sir:—Col. McLean has given us a dose of the medicine he warned us not to take from the Hazen government, but when a man is on his deathbed he will take desperate remedies. He has given us a mail route that starts nowhere and ends at the same place. He has split our mail route in two and given two men the contract (without tender) to drive the mail over the same route that one man has been driving satisfactorily for less than half the pay these two men are to get for doing the same route, except for a mile and a half to the doors of three Liberals.

That change is going to cost the country about $300 extra to bring a few Liberals in line.

I had a talk with one of these men a short time ago and he declared he'd help to bag that reciprocity chicken. Three Liberals can get their mail in one box and another can get a box within the prescribed limit of half a mile. This route was changed before to suit a few party men, and it took the people three or four years to get it readjusted to suit the public.

Now they talk of closing the small offices and cause the people out on the by-roads to go from two to three miles for their mail.

Yours truly,
PETERSVILLE VOTER.


**DON'T NEGLECT YOUR COUGH?**

You may dislike taking medicine—but coughs are best cured without medicine. The modern treatment is "Catarrhozone"—it isn't a drug—it's a healing vapor, full of pine essences and healing balsams. It spreads over the surfaces that are weak and sore from coughing. Every spot that's congested is healed, irritation is soothed away, phlegm and secretions are cleaned out, and all symptoms of cold and catarrh are cured. Nothing so quick, so sure, so pleasant as Catarrhozone. In 25 ct. and $1.00 sizes at all dealers.


## TELEPHONE DIRECTORY.

Please Add to Your Directories.

Please Add to Your Directories.

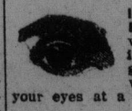
Main 1498 Brewer, H. H., residence, 204 Germain.
West 152-31 Cornfield, H. E., residence, 302 King, W. E.
Main 1029-21 Cowan, J. E. Jr., residence, 304 Douglas Ave.
Main 1643-21 Davis, Jas. I., residence, 176 Duke.
Main 2066 Liberal Committee Rooms, Victoria Rink.
Main 2045-21 Logan, G. Earle, residence, Pugsley Bldng, 55 Canterbury.
West 23 Neve, Dr. F. H., residence, 147 Rodney, W. E.
Main 1697 Reid Studio, The, 75 Charlotte.
Main 2389 Robinson, R. D., Publishers Ltd., Pubs. Maritime Farmer, Cor. Clarence & St. David.
Main 2213-11 Rainnie, A Gordon, residence, 12 Prince Wm., number changed from Main 1817-11 to Main 2213-11.
West 105-21 Toole, Ernest H., residence, 90 St. James, W. E.

F. J. NISBET,
Sept 16, 1911. Exchange Man.

## DIED.

SMITH—In this city, at 163 King street East, on the 16th inst., after a brief illness, Janie the wife of R. Duncan Smith.
Funeral from her late residence on Monday, 18th inst., service to begin at 2.30 p. m.

PETERS—In this city, on Sept. 16th, William Peters, aged 90 years.
Funeral on Tuesday afternoon at 2.30 o'clock from Waterloo Street Baptist Church.

IF YOU EXPERIENCE any eyestrain when reading or doing near-work, we will give you glasses that will ease and comfort your eyes at a very moderate cost.
D. BOYANER,
38 Dock Street.



**USE OUR MAKE**

**Sausage**
**Bacon,** Breakfast, Long Roll
**Cooked Hams**

**JOHN HOPKINS**
186 Union Street
Phone 133


# WILLIAM PETERS DIED ON SATURDAY

**Well Known Citizen and Ex-Alderman Passed Away at Advanced Age of 90 Years.**

His very many friends all over the city and province, will regret to hear of the death of William Peters, Waterloo street, which occurred Saturday afternoon, after an illness lasting since July 1, at the extreme age of 90 years.

On May 27 last, Mr. Peters celebrated the 64th anniversary of his wedding which took place 1847 in a house which stood on the site of the bishop's palace. Mrs. Peters' name was Miss Underhill and the couple were married by Mr. Rice, a Methodist clergyman.

The living descendants of Mr. and Mrs. Peters now number 40 and are composed of four daughters, two sons, twenty-three grandchildren, and eleven great-grandchildren. The daughters are, Mrs. Hanington, of Victoria, B.C.; Mrs. William Peters, Jr., Mrs. Charles F. Baker, and Mrs. J. Ernest DeMill, all of this city. Fred Peters, of Denver, Colo., and George B. Peters, of Worcester, Mass., are the sons. Five sons and daughters predeceased their father.

During his long life Mr. Peters was always connected with the leather trade. Many years ago he operated a tannery which occupied the site of the Opera House. Later he erected the large brick building now occupied by Ganong's candy factory and carried on a commission trade there. Of late years he occupied an office on Union street, near Weatherhead's livery stable and up to within a short time of his death attended to his business daily.

Mr. Peters was always a popular man, and for seven years sat at the council board as alderman for Wellington ward. With his business associates everywhere he was looked upon as a model of uprightness, and his passing will be a distinct loss.

He occupied the post of senior deacon in the Waterloo street Baptist church and his wise counsels had great weight in moulding the policy of the congregation. He always took a keen interest in the affairs of the Free Baptists, but at the time the union of the different Baptist bodies was agitated, he used all his influence to forward the project.

A sad circumstance in connection with Mr. Peters' death is that Mrs. Peters is at present in a precarious state of health. Both the sons who live out of the city were yesterday notified of their father's death, but it is expected that only one, George B., will be able to attend the funeral, which will be held tomorrow afternoon from the Waterloo street Baptist church.

**G. H. Duval.**

The funeral of the late G. H. Duval took place yesterday afternoon at 2.30 o'clock from his home 177 Leinster street, and was largely attended. The funeral services at the home and the grave were conducted by Rev. F. S. Porter, of Germain street Baptist church, and the choir of the church sang at the home. Interment was in Fernhill cemetery.

# THE SOCIALISTS ARE AGAINST RECIPROCITY

**Meeting of Party Held Last Evening — The Evening Times is Scored by Socialist Speaker.**

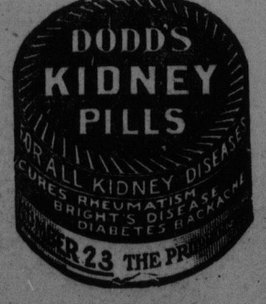
At the meeting of the Socialist Party held at 36 Dock street last evening the chairman J. Taylor accused the Times of being responsible for the action of the police in prohibiting the socialists from holding open air meetings. "The Times," he said, "published an article accusing the socialists of being responsible for a street row, when as a matter of fact, the row occured between a liberal and a tory who got into an argument at the corner of Coburg and Union streets some time after the socialist meeting had been closed.

We wrote to the Telegraph and Times asking them to publish a true account of the circumstances of the row, but both papers, after slandering the socialists, refused to play fair and state the facts. "The reason they slandered us," he added, "was that we have been trying to show the workers the absurdity of the contention that reciprocity will benefit them."

The chairman then proceeded to point out that free trade in England had not operated to the advantage of the people, because after 40 years of free trade Sir Henry Campbell Bannerman had to declare that 12,000,000, in Great Britain were continually on the verge of starvation. "When Canadian politicians," he added, "tell you that free trade in natural products will give the farmers automobiles and improve the condition of the working class, ask them to explain why free trade has made the position of the English workmen more precarious than that of any other working people in the world."

**An Election Bet.**

"At the Windsor Hotel, in Montreal, the other day I saw a well informed business man who has interests in practically every province and has exceptional opportunities of judging public opinion, put up $500 that every member of the Laurier cabinet would be defeated in the coming election," said a Montreal newspaper man who was at the Royal on Friday. "He took even money too, though on a bet like that the odds ought to be 40 to 1."



# FINE SHOWING OF FALL MILLINERY

The magnificent showing of fall and winter millinery continues to attract increasingly large numbers of lady shoppers to Marr's big establishment in Charlotte street. This mammoth array of smart feminine headgear is by long odds the finest ever shown by the Marr people, embracing as it does, an almost endless variety of the newest and most charming creations foremost Paris, London and American fashion centres have to offer, all of which are pronounced splendid values at the prices.

Every hat has been personally selected with the utmost care by the firm's own buyers, who have also been fortunate in securing a very complete line of seasonable millinery accessories which are being greatly admired.

It is almost needless to say that Marr Hats have enjoyed an ever increasing patronage since their introduction here, and, this season the firm has lost no opportunity to make them even more attractive than in the past. Of special interest also are the famous Gage Hats, a large shipment of which arrived Saturday and today form a prominent feature of the huge display.

Mr. Marr told the Standard that the firm's milliners have toured the leading style centres, securing the newest ideas in the millinery world, and are now prepared to take orders for anything the most fastidious devotee of fashion could desire. Marr advertisement appears on page 5 of this issue of The Standard.

**Frank White's Condition.**

Frank White, who has been critically ill at his home St. James street, was reported last night as having improved and is expected to steadily recover.

**Homeseekers Excursions.**

The Grand Trunk Railway has issued a circular authorizing all agents in Canada to sell Homeseekers' Excursion tickets to points in Western Canada. This is interesting information for those desiring to take advantage of these excursions on certain dates from April to September, 1911. The Grand Trunk route is the most interesting, taking a passenger through the populated centres of Canada, through Chicago and thence via Duluth, or through Chicago and the twin cities of Minneapolis and St. Paul. Ask Grand Trunk Agents for further particulars.

**Expects Mr. Fowler's Election.**

J. D. O'Connell was at the Dufferin on Saturday. Mr. O'Connell, who has been campaigning in Kings-Albert, said the prospects looked very bright for the return of Geo. W. Fowler.

## Chancery Sale

There will be sold at PUBLIC A TION, at Chubb's Corner, so called, ner of Prince William Street and Prin Street, in the City of Saint John, in City and County of Saint John in Province of New Brunswick, on

**SATURDAY**
**The TWENTY-FIRST DAY OCTOBER, Next**

at the hour of 12 o'clock, noon, purs to the directions of a Decretal Orde the Supreme Court, Chancery Divi made on Tuesday, the twenty-first da July in the year of our Lord One T sand Nine Hundred and Eleven, I certain cause therein pending, whe Augustus H. Hanington and Jane E beth Hanington, his wife, are Plain and Sarah Elisabeth Melick, Marg K. F. Melick, Annie B. Melick, B H. Melick, Emma G. Melick, Arthu Melick and Marion R. Melick, his Arthur K. Melick and Honorable Har A. McKeown, Trustees under the Wi Charles J. Melick, Isabelle H. Me Helen McLean Ethel Melick, Muriel M Nola Melick, Geraldine Melick, A Melick, widow of Fredrick C. Melick, ie Melick, widow of Henry A. Melick, nie Louise Cloosan and Augustus L. C san, her husband, Catherine A. Go and Ralph C. Goudey, her husb Frederick Melick, James Herbert Me Matilda Melick, Martin L. Melick, Georgianna Melick, his wife, M Cross and Leon Cross, her husband, Mabel Holbrook and Sherwood A. Skinner, Trustee under a certain of Trust made by one George W. R mond and Emily, his wife, are Def ants, with the approbation of the un signed Master in Chancery, the lands premises described in the Plain Statement of Claim and in the said D tal Order in this cause as follows, is to say:

"That certain lot, piece or parce land situate, lying and being in K Ward, so called, in the City of St. in the City and County of Saint John, Province of New Brunswick, bou and described as follows:—Beginning the northern side line of Market Sq so called, at its intersection by the no eastern line of Dock Street, the northern line of the said Market Sq and the line of the said Dock Street ing marked and defined by the build there now standing; going thence no westerly along the said north-eastern of Dock Street a distance of forty two feet, six (6) inches, to the line of div between the lot of land herein decre and a lot now owned by Maragare Hamilton formerly belonging to one J amin Stanton, the said line of div being marked and defined by the building at present erected upon e side of the said line; thence northwa along the said line of division, as so ed and defined, in a direction abou right angles to Dock Street afore 33 feet five (5) inches; thence eastw ly and parallel with the said nort line of Market Square and still along division line between the said lot h described and the lot now owned by Margaret S. Hamilton and lands owned by the estate of the late Ja Dever, but formerly known as the son Lot" thirty five (35) feet, two inches; thence northwardly in a dire at right angles to the northern lin Market Square aforesaid two (2) thence eastwardly parallel with the line of the said Market Square th nine (39) feet, six (6) inches, mor less, to the line of division between said lot of land herein described a lot now owned by James Walker, M and formerly the property of one liam Carnell; thence southwardly the said line of division seventy two feet, more or less, to the aforesaid of Market Square, and thence Westwa along the said line of the said Ma Square, forty five (45) feet, ten and half (10 1-2) inches, more or less to place of beginning; and being also certain lot described in a conveyance one James Hoyt and wife to John Mc bearing date the 24th day of July, A 1799, and registered in the office of Registrar of Deeds in and for the al said City and County of Saint John the 31st day of August A. D. 179 Book E., No. 1 of Records, page Saving and excepting therefrom such tions of the said lot as were taken the purpose of widening Dock aforesaid, in or about the year A. D. and in the year 1877."

Also that certain lot, piece or parce land situate, lying and being in K Ward, so called, in the City of S John, in the City and County of S John, and Province of New Brunsw being a portion of the lot designate the number 401 on a Plan of the said of Saint John, filed in the office of Common Clerk in and for the said and the said portion of the said lot No being bounded and described as foll viz: Beginning at the eastern side of Prince William Street at the inter tion thereof by the line of division tween the lot of land hereby des ed and a lot owned by Helen E. Cl and Jane R. Barlow, being the lo which the building now occupied by Western Union Telegraph Co. stands, the said point or place of beginning ing distance thirty four (34) feet, el and one-half (11 1-2) inches, meas northwardly along the eastern line Prince William Street aforesaid, from intersection by the northern line of Street, as marked and defined by building at present erected thereon; thence eastwardly along the said lin division twenty eight (28) feet, or to rear line of the said lot of land he described; thence northwardly along said rear line, being also the div line between the said lot hereby desc and the aforesaid lot owned by the Helen E. Clinch and Jane R. Barlo distance of seventeen (17) feet, two inches, more or less, to the line of sion between the aforesaid lot No. 40 lot No. 400, now owned by Messrs. Thorne and Co., Ltd; thence westwa along the said line of division as m ed and defined by the brick build there now standing twenty seven feet, eleven (11) inches, more or les Prince William Street aforesaid. thence southwardly along the afore eastern line of Prince William St seventeen (17) feet, two (2) inches to place of beginning, and being the lands and premises at present occupie Messrs. Cowie and Edwards."

The above Property will be sold separate Lots pursuant to said Dec

The first of said above described will be sold subject to a Lease th of dated the 6th day of February made to Charles V. Wilcox and Jame Wilcox for the term of five years the 1st day of May 1907 at the an rental of $1850.

The second above described Lot be sold subject to a Lease thereo Cowie and Edwards dated the 13th da February 1908 for the term of five y from the 1st day of May 1908 at the nual rental of $350.

For terms of Sale and Other partic apply to the Plaintiffs' Solicitor or undersigned Master.

Dated at Saint John, N. B., this E enth day of August A. D. 1911.

JOSEPH J. PORTER,
Master of the Supreme Co
CHARLES S. HANINGTON,
Plaintiffs' Solicitor.
T. T. LANTALUM,
Auctioneer.

## NOTICE.

As all the shares of the Corn & York Cotton Mills Company, Li ed are about to be transferred on basis of all claims against the pany to September 1st, having b paid, notice is hereby given that creditors, if any, whose accounts still unpaid should present the s at once by addressing as below. formation is also requested of ce cate No. 56 for 25 shares of the tal stock of said company presu to have been lost or destro Address Cornwall & York Co Mills Company, Limited, care B hill, Ewing & Sanford, Solicitors, John, N. B.


**Electrical Repairs**

Dynamos and Motors Rewound. C mutators Refilled.

We try to keep you running while ing repairs.

E. S. STEPHENSON & CO.
17-19 Nelson Street, St. John, N.

"WARWICK POSTING COMPAN

Posting, Distributing, Tacking. Boards in Best Locations.
S. J. WARWICK, Manage
'Phone 2258-11.