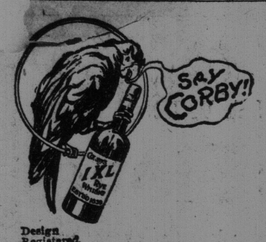
MC2289

POOR DOCUMENT



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THE TAKING OF JIM CRYSTAL

The Romantic Story of a Desperate Outlaw, and a Sheriff Who Was in Love, and Who Won in More Ways Than One.

BY CHAUNCEY C. HOTCHKISS.

(Conclusion.)

"I have provided for that," said Meredith, rising.

"Then let me see the deed. Two thousand dollars is not a fortune, but it is a great deal to me. I would like to examine the papers."

The doctor looked at the Colonel for indorsement and the look was answered by a slight nod of approval. Meredith glanced sharply at both, his right hand opening and shutting with spasmodic abruptness. The Colonel was about to speak when the standing man interrupted. His voice was not loud, but it was intensely clear.

"Unfortunately, gentlemen, I have not the papers with me."

The doctor knitted his brows and a look of surprise crossed the face of the Colonel.

"But, my dear sir," mimicked Meredith with an insolent air. "I will not have matters brought to a stand on account of a lack of formality, sir, for I have something more convincing than paper deeds."

He leaned forward over the table, and placing his hand in his pocket drew a 38-calibre revolver, which he thrust into the eyes of the astonished physician as he seized the bank notes.

"Sir, move and you are a dead man! Col Ransom, leave that money on the table, then step to your safe yonder and open it. I wish the $5,000 that Steinhardt gave you yesterday, and which you placed there!"

"What is the meaning of this farce, sir!" gasped the colonel, too paralyzed to move.

"Farce be damned!" was the furious answer. "The farce has been played, and you are both unarmed! Gentlemen, I introduce myself as Mr. James Crystal in the flesh, and you may conceive that I have no time to lose in further explanation. Col. Ransom, open that safe at once!"

The old gentleman blinked as though a flash of lightning had dazed him, but he did not move. Instead he blurted out:

"Never, by God!"

Meredith laughed easily as he raised his weapon. "I admire your spirit, sir. I greatly regret"——

He was interrupted by a spurt of flame that shot from between the portieres and with the stunning report his revolver fell to the table. A ball had passed through his hand. With an oath he swung about and tried to reach the fallen pistol with his left hand, but he was not as quick as his assailant; it was swept from the table by the man who had dashed through the doorway, and when the outlaw looked up it was into the barrel of a revolver and the eyes of Sheriff Lester. The officer was ablaze with excitement and swore volubly.

For an instant there was a tableau, then the doctor sprang to his feet and seized the revolver that had spun across the room. Outside the girl shrieked. Meredith's face was fairly diabolical as he looked at Lester, but he was hardly more moved than was the Colonel as he recognized the man he had long thought of as dead. The whole action was the matter of but a moment and ere the Colonel had time to more than choke over an exclamation the desperado had changed his tactics. He swung around and dropped into a chair, his easy smile reconverting his face as he calmly drew out a handkerchief and wrapped it around his bleeding wrist.

"It's all up, Bob! I'm done! I suppose I must have missed you for you shoot too straight for a dead man. You look rather shaken, doctor. Your money is on the floor, somewhere. Fix up this hole, will you?"

He laughed as though the whole affair had been a joke. The Colonel had turned from white to red and started across the room.

"Stand back! Don't go near him!" shouted Lester, without shifting eye or weapon from his victim. "Doctor, take the irons from my side pocket and handcuff that devil! If he shifts a finger I'll kill him."

To the physician the situation had unravelled. He was mad clear through, as angry at himself for being duped as at the man who had nearly outwitted him. Obeying the order of the Sheriff he obtained the steel cuffs from the officer's coat and moved toward the smiling outlaw, pocketing his pistol as he went. As he stooped to snap the cuffs the wounded man shot out his left hand and caught the physician by the throat, then with the ease of a giant, swung him between himself and the Sheriff, and with an oath sprang through the low French window opening on the porch, nor did he drop his victim until he was fairly on the ground beyond. Across the smooth lawn he sped with wonderful swiftness for a man of his years, his course laid for the horse hitched to the pecan tree. His foot was in the stirrup and he had swung himself clear of the ground when there came the tinkle of smashing glass, followed by two quick revolver shots, and the escaping man hung to his horse for a moment, then rolled to the grass. The Sherriff ran up and bent over him and the look that met him was that of a snake pinned to the earth.

An hour later the four men were together in a room where the twice wounded outlaw was stretched on a sofa. On the table lay an exquisitely made false black beard several watches and a roll of money.

"Yes," said Lester; "there always comes a time when these fellows trip. He rode along with me that night until I turned off for Smith's, then he got behind me and shot. He had grown afraid of me, I know of no other reason. He was so sure of himself that he did not stop to examine me, and possibly he was afraid you would come up. Doc. I guess I was pretty dead for awhile, anyhow. I tumbled to his game at once and I tell you it staggered me; but when you came along and got me to Steinhardt's I felt I had a chance. Afterward I put two and two together and saw that he had been going for you two ever since he appeared as Meredith. His letter to the doctor gave me the points I wished; after that it was all clear. He waited until he knew that Steinhardt had turned in the cash for that last cattle deal, and then he was ready to strike. Isn't that so, Jim?"

The wounded man grunted an assent.

"It was all planned except to provide for interference and there is the rock on which Jim foundered; they all founder finally. He would have had you in another second. Colonel he had rounded you up for big money and was bound to have it. The reason he did not plug the doctor on the night of the blizzard, was because he hoped to secure his little pile with the rest. You upset him some, Doctor, by killing his horse—Meredith's horse, see. It was a chance shot you fired back that time, but it did the business, and I'll bet he's had it in for me ever since. He's a devil."

The wounded outlaw turned his head and lifted his cuffed hands, took from his mouth the cigar he was smoking. "Am I about to cash in, as it were, doctor," he asked in a whisper.

"I think you will live to hang," said Ellerslee.

"Take $500 from my pile there," he said, indicating the money on the table, "and give it to Bob. I promised it if he caught Crystal, you remember, a month or more ago. A gentleman should always pay his just debts. You say I have no chance, doctor?"

"Your legs will always be paralyzed, Mr. Crystal," said the doctor cheerfully. "Your spine is injured. You may die or you may live. I cannot tell."

Crystal attempted to shift to his elbow, but fell back with a curse. "I have $3,000 on that table," he said, flashing his glance from one face to the other. "I will give the pile to any one of you if you will shoot me off-hand this minute."

No one spoke. The Colonel sniffed contemptuously and turned to the Sheriff.

"And you say you were hidden in this house for three days? Why did you not confide in me instead of in Florence?"

"Well," said the Sheriff, awkwardly. "Florence—Miss Florence—had an interest in the venture from the start. She rode over to see me when I wrote to her and we fixed it up. She wrote to the Governor and told him I was alive and in ambush. Then, again, Colonel, you are such a fire-eater that you could not have acted it out.

"Jim would have smelled a rat as soon as he saw you. I did not tell the doctor for fear of showing partiality. No one knew what was on the end of the rope but Miss Florence."

The Colonel looked at the young man quizzically for a moment.

"And what are you going to do now, Bob?"

The sheriff hesitated and puffed his cigar with an air of embarrasment. Then he said:

"Colonel, I am going to camp down on you until I can get Crystal so that he can be moved. After that I expect—I wish to speak on a matter—a matter"—

The Colonel rumpled his white hair and stood up abruptly. "You mean that you will claim your reward from the State and then you will take Florence from me! Honest, Now?"

Lester bowed his head and was about to speak when the old man interrupted him. "No, sir! I'll be doubly damned if you do, sir!" he said, bringing his fist down on the table with a force that made the glasses rattle. "I'm no fool, Bob Lester. That villain almost robbed me, and now you lay out to do it completely! No, by the Lord! You may claim the reward, but you must stay right here, sir! My son-in-law shall be my partner—and the idea is not as new as you may think it. Now go and find Flo—and tell her."

For a moment Lester looked stunned. Then he leaped to his feet, his eyes glistening like stars and left the room without saying a word. The doctor laughed. The colonel looked at him, and they both filled silently and touched glasses.

"Gentlemen," said Crystal, raising his voice, "I appear to be neglected. Being the remote cause of the present felicity, I think one of you might fill me a glass."

MORE TROUT FOR LOCH LOMOND

D. G. Smith, of Chatham, fishery commissioner, is actively prosecuting his work of stocking Loch Lomond with trout. Yesterday he brought to the city two boxes containing 75,000 more fry for the lake. He was met at the train by Alex. Johnston, fishery guardian, who took delivery of the ova and will deposit them in a spring brook on the side of the lake opposite Barker's.

This lot makes 120,000 fry brought for the lake, Mr. Smith having placed 15,000 in the Johnston brook and 30,000 in the Kane brook, a few days ago.

Of the 15,000 Mr. Johnston reported yesterday that only nine had spoiled so that there is a fine chance for a big stock of fish after a few seasons. It will be about four years before the fish reach maturity.

KIDNEY DISEASE AND ITS DANGERS

CAN BE

QUICKLY CURED

BY

DOAN'S KIDNEY PILLS

Kidney disease comes on quietly, it may have been in the system for a long time before you suspected the real cause of your trouble. There may have been backaches, swelling of the feet and ankles, disturbances of the urinary organs, such as, brick dust deposit in urine, higly colored, scanty or cloudy urine, bladder pains, frequent urination, stone in bladder, etc.

Perhaps you did not know that these were symptoms of kidney disease, so the trouble kept growing worse, until Neuralgia, Sciatica, Rheumatism, Diabetes, Dropsy, and worst of all, Bright's Disease have taken hold of your system.

Doan's Kidney Pills should be taken at the first sign of anything wrong. There is no other safe way, (plasters and liniments are useless), as the trouble must be eradicated from the system.

Doan's Kidney Pills go to the seat of the trouble, strengthen the kidneys, and help them to filter the blood properly and flush off all the impurities which cause kidney trouble. Mr. Thomas Mayhew, Smith's Falls, Ont., writes: "For over four months I was troubled with my kidneys, and my back got so lame I felt miserable all over. After taking five boxes of Doan's Kidney Pills I was as well as ever."

Price 50 cents per box or three boxes for $1.25, all dealers or The Doan Kidney Pill Co., Toronto, Ont.

La Tour Section, No. 3, Junior T. of H. and T.

S. E. Logan, D. M. W. T., acting under instructions from the grand worthy templar, installed the officers of the above section last evening in their hall in Carleton. The new officers are:

S. Stackhouse, W. A.
L. Smith, W. V. A.
R. McKenney, P. W. A.
S. Humphrey, W. R.
J. Warnock, A. W. R.
R. Stewart, F. R.
F. Sewell, A. F. R.
W. Brown, W. U.
H. Bissett, A. W. U.
W. Campbell, I. W.
W. Warnock, O. P.
John H. Belyea, 1st Asst. Gov.

Under the care of Miss Stella M. Estabrooks, the worthy governess, this section has made wonderful strides during the past term. Two weeks from next Tuesday night they will officially visit Granite Rock Division, S. of T., of Carleton, and on the last Thursday in this month Alexandra section, of North End, will officially visit LaTour section.

Tobacco King Granted a Divorce

New York, May 3—Vice Chancellor Pitney, in Newark this afternoon, advised that a decree of absolute divorce be granted to James B. Duke in his suit against his wife, Mrs. Lillian N. Duke. He said the evidence was overwhelmingly in favor of Duke and that he could do nothing else than recommend that Duke be given his divorce.

Today the steamer Pokanoket will sail for the historic waters of the "Old Dominion" to run on a route between Norfolk (Va.) and the James River, a distance of about 100 miles. It is given out that Fred Rowan is captain; George Waring, jr., chief engineer, and Wm. Colgin, 1st assistant engineer for the voyage south. Oakley McClary, who has seen considerable service on the boat, is taken on in view of his expert knowledge of the steamer. The voyage will require about four days.

As You Would Make Them

If you knew how to make fine Chocolates, and wanted to make them better than Chocolates had ever been made before, you would make them like

Stewart's Delicious Chocolates

ASK FOR STEWART'S.

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PILOTS TELL OF DEPTH OF WATER

The hearing of evidence in connection with the charges that refuse material is dumped into the harbor was practically concluded at the meeting of the investigation committee in city hall last evening. The witnesses examined were almost unanimous in declaring that there had been no recent change in the depth of the east or west channels and that all material from the dredging was deposited in the vicinity of Shag rocks. Some evidence tended to show that in the past promiscuous dumping in the harbor had been permitted and that the Beacon Edy was shallower in consequence.

Ald. Bullock occupied the chair and Ald. Vanwart, Lewis, Sproul and Lantalum were present with the recorder and common clerk.

Pilot Spears, sworn, and examined by the recorder, said his only knowledge of material thrown into the harbor was when the Connolly wharf was being built. He knew of none since. He had seen dumping outside the breakwater near the Shag rocks during the past year or so. He rarely used the west channel and never at low water.

The recorder—"Then you do not know of any material cast into the harbor that would lessen the depth?"

Witness—"No, sir."

Continuing, the witness said in his opinion material deposited near Shag rocks would not have a tendency to drift in. There was no running in of water on the surface of either the east or west channels. The tide set out all the time. He had heard that fishermen had made complaints during the last two or three days that the dumping injured their fishing. He had no personal knowledge of it.

In reply to the chairman, the witness said there were eleven or twelve feet of water in the west channel. It has not shallowed in recent years. In his opinion the place where the dredging material was now dumped was satisfactory. This concluded his evidence.

At the request of the recorder, the common clerk read a communication from Howard D. Troop, chairman of the pilot commissioners. Mr. Troop said he regretted a previous engagement prevented his accepting the invitation of the committee to give evidence. He had not sufficient knowledge of the case to be of much assistance. He had, however, seen the tug Lily towing scows to the west of the breakwater. Pilots had reported to him that when tacking or working into the harbor the water appeared to shoal between the Beacon and the breakwater as the vessel's tracks were discolored as if mud had been stirred up. Such conditions were new to him and he had called the attention of the harbor master to the case. He, however, had treated the matter with indifference and had not even answered the communication.

Pilot Richard Cline, jr., sworn, said he did not think the east channel had shallowed; there was not as much water near the breakwater but he did not know how much less. His boat was at anchor there on one occasion when the stern grounded. They did not strike the mud. It was only a cable's length from the breakwater. He found about twelve feet of water in the west channel two years ago at spring tides. The bottom was soft. He had noticed the dredging at Sand Point and had seen the large and small scows go out at all times of the tide. The large scows went to Shag rocks and the small ones behind the breakwater. He had not noticed any carelessness. The men in returning did not throw overboard the material they cleaned up, but into the pockets. In his opinion mud deposited near Shag rocks would be driven towards the shore by the tides and not into the west channel.

Referring to Mr. Troop's letter the recorder read his remarks that pilots had found the water discolored as if mud had been stirred up and asked if in the witness' opinion the conditions were as described.

The witness said he could not give an answer as Mr. Troop did not say how far the pilot boats were in towards the breakwater.

In reply to Ald. Lantalum, he said the west channel was much the same as twenty years ago. Mud could be stirred up without doing any harm to the vessel passing over it.

In reply to the recorder, he said he did not know if the Beacon bar was extending.

Ald. Sproul—"In your opinion has anything been dumped in the harbor to fill it up?"

Witness—"I know of nothing."

To the chairman the witness said the place where the mud was dumped at Shag Rocks was a good situation. He had never seen any fishing which would be interfered with by the dumping. He would consider it his duty to report to the commissioners if he saw material dumped to the injury of the harbor. He had navigated winter port steamers in and out, and the captains had made no complaints of grounding.

Capt. Thomas Clark, of the tug Neptune, said he had been acquainted with the harbor since 1861. In his opinion all the damage was done years ago by dumping mud anywhere in the harbor. It was the cause of all the trouble. Mud was dumped behind Blue Rocks, on the Beacon bar, and probably in the channels for all he knew. He had dumped mud in the harbor himself by order of the late harbor master. The damage to the Beacon eddy was done when all this was going on, and not recently. He believed there was as much water in the west channel as ever there was. He would take his tug drawing eleven feet of water through the channel at any state of the tide if there was not a heavy sea on. He thought it would be a great deal better if the west channel were closed altogether. It was a nuisance. He would like to see the breakwater extended to the island. It would be hard on small vessels but they could do without it. He did not believe it would cause a lodgement of material in the east channel. The rush of water would carry it out.

In reply to Ald. Sproul the witness said the authority to dump mud in the harbor was given by the council 25 years ago. Otherwise they dared not have done it. He noticed when the city scows were taking out mud recently they had dumped it this side of the breakwater.

Ald. Lantalum contended the west channel was a great benefit to small vessels and suggested to the witness that they would have difficulty in making the east channel with a nor'wester blowing.

"So much the better for us tug boat men," replied the witness. "We'd have to tow 'em up." (Laughter.)

In reply to the chairman the witness said he had towed out Mr. Mayes' scows. His instructions from the men on the scows were to tow them between Shag Rocks and Sheldon's Point. If the sea was too rough they did not go out. In ordinary rough weather the scows dumped between the breakwater and Shag Rocks.

In reply to Mr. Mayes, the witness said he had seen the dredges New Dominion and New Brunswick at work last summer.

Mr. Mayes—"And the city dredge."

The witness, with much contempt—"Oh for goodness sake don't call that thing a dredge." (Much laughter.)

The captain caused further amusement by remarking that the city dredge last year had worked for four weeks and managed to remove four scow loads. "One," he added, "they took out to the breakwater, and the rest was dumped where Mr. Mayes is now dredging, for him to take away. I guess he's got it all up by now."

Pilot Joseph Doherty, sworn, said he had been a pilot for thirty-nine years. He had no knowledge of any dumping in the harbor. He had not sounded the depth of water in the channels in recent years, but he would not use the west channel at low tide as there was only twelve feet of water as far as he knew. There was no danger at high water. On one occasion he took the Tunisian, drawing twenty-nine feet of water, out by the west channel on account of a schooner lying in the east passage. The rise and fall between the breakwater and the island varied between twenty-three and twenty-eight feet. He thought it would be a great detriment to the harbor if the breakwater was extended to the island. It would cause filling up and deprive small vessels of a refuge.

In reply to the chairman, the witness said the captain of the Lake Michigan had complained to him that the vessel grounded in twenty-one feet of water at the wharf when she was drawing twenty-seven feet. The steamer was lying at the face of the wharf and slid off, breaking her steel lines. He had no personal knowledge of the affair. The steamer had been to the port since the incident was said to have occurred.

In reply to Ald. Lantalum, the witness said the captain told him it was the starboard bilge that was aground. There was probably plenty of water under the keel.

Ald. Sproul—"Is the harbor as safe as it was twenty-five years ago?"

Witness—"Yes, sir, in the channels."

Frank Lahey, sworn, said he had been a pilot ten years. He had no knowledge of material being dumped into the harbor since the time the Connolly people put mud on the beacon bar. He considered the eddy was shallower in consequence. Dredging material was now dumped between Shag rocks and the breakwater.

W. J. Quinn, recalled, said he had assisted Pilot Bennett to take the soundings in the west channel. They had found seventeen, eighteen and nineteen feet in different places. The witness complained that the newspapers had made him appear to say in his former evidence that his small boat, drawing a few inches of water, went aground in the west channel. He denied having made such a statement.

The chairman said that had nothing to do with the committee. The press would probably notice it.

G. S. Mayes was the last witness. The recorder read the section in Mr. Mayes' contract which defined the places where material should be dumped.

In reply the witness said he watched nearly all the scows going out. The reason he did so was to see how quickly they would return. The best work they had done was three scows loads a day. The average was one a day. He examined the men nearly every day as to where they dumped the material because he was anxious on account of the rumors afloat. It had been said the other dredges did not dump in the right place. He could not say if this was correct, but it made him careful and his instructions were definite. He had permission from Mr. Shewen to dump between Shag Rocks and the breakwater when the sea was very rough. Boulders were deposited in the same place as the mud.

The recorder contended that the dumping of mud was injurious to the coasting schooners.

The witness replied that might be so but the number of schooners was rapidly decreasing and being replaced by steam packets.

To Ald. Lantalum the witness said he was in favor of extending the breakwater to the island. He thought it would mean many more wharves and would give the G. T. P. an opportunity to reach the harbar independently of the C. P. R. It was his idea that St. John should become a little Boston.

To the chairman he said the heavy clay material was washed out at the dumping ground by hose attached to the pumps on the tugs. The reason the scow referred to by one witness was coming up the harbor with one end under water was because it was found impossible to dump one pocket and the scow was brought back to the dredging ground and washed out there.

Pilot Bart Rogers handed in a communication which was read by the recorder. He wrote that he did not start the agitation as had been asserted; the fishermen went to Ald. McArthur and made complaints. He wished to deny he was working in the interest of the C. P. R. or against the present harbor master. He denied the press reports of his evidence that he saw ashes dumped into the harbor. What he had said before the committee had been in the interest of the harbor and not for any other reason. Mr. Rogers pointed out to the committee that the soundings taken by Pilot Bennett and Mr. Quinn had confirmed his statement that there was only 10 or 11 feet of water in the west channel.

This concluded the session. The committee had some discussion in private and it is understood that E. T. P. Shewen may be asked to give any information which may be useful and that the city officials will also be examined as to the depth of water at Sand Point. The committee adjourned to meet at the call of the chair.

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PRIEST MURDERS ANOTHER THEN KILLS HIMSELF

Murcia, Spain, May 3.—Abbe Morales today murdered the Jesuit Father Martinez in the sacristy of the Santo Domingo church and then committed suicide.

Miners' Official Held for Arson.

Johnstown, Pa., May 3.—Charles S. Shank, president of the Windber local, United Mine Workers of America, who was arrested last night on a charge of arson, following the burning of a house on the Berwind-White Coal Co.'s property Tuesday night, was given a hearing before a justice of the peace today and was held for court.

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Goods delivered to all parts of the city.

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ST. JOHN, N. B.

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PARLIAMENT

Ottawa, May 3—(Special)—Sir Wilfrid Laurier, when the house met today, referred to the death of Hon. Peter White. The premier said in part: "He was for one full parliament incumbent of the chair of this house and I may say that after an experience of more than thirty years, having sat here under the presidency of some of the ablest men that ever occupied the chair, Mr. White was the peer of any. For dignity, for courtesy, for impartiality, he never had any superior."

Sir Wilfrid said that in one instance Mr. White decided a point of order against him. After the house Sir Wilfrid talked the matter over with him and Mr. White admitted he had made a mistake and went to the house and had the courage to publicly say so.

R. L. Borden added his tribute of respect to the memory of one who was a loss to his party and the house.

The fruit marks act was read a third time.

Hon. Mr. Emmerson's railway bill was taken up in committee.

Mr. Barker asked whether the minister intended putting the freight rates on the I. C. R. under the railway commission. The rates were about half of that of other lines.

Mr. Emmerson—"I have always been opposed to that. The Intercolonial is under the control of the government, not of the railway commission. The rates are somewhat lower, I will admit, although they were recently increased.

Dr. Daniel—"Is is true that the rates are only half that of other roads as asserted by Mr. Blain? I don't think the rates are so very much lower."

Mr. Emmerson—"I have time and again resented such statements. They are not correct."

Mr. MacDonald (Pictou) asked why Mr. Barker wanted this.

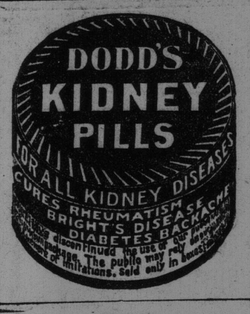
Mr. Barker said he desired it for uniformity because other railways were under the commission.

Mr. Emmerson made some amendments to his bill. One was that any one who sold intoxicating liquor to any railway employe would be liable to a fine or imprisonment not exceeding five years. The old clause made the imprisonment as high as ten years.

Mr. Emmerson said that he would refer the railway bill to a special committee, after which the inland revenue estimates were proceeded with in supply.

Dr. Edson Wilson arrived in the city by the Halifax express last night.

Governor Snowball returned to Fredericton last night.



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King Street, St. John, N.B.

Electric Elevator and all Latest and Modern Improvements.

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ABERDEEN HOTEL.

Home-like and attractive. A temperance house. Newly furnished and thoroughly renovated. Centrally located. Electric cars pass the door to and from all parts of the city. Coach in attendance at all trains and boats. Rates $1 to $1.50 per day.

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KING SQUARE, St. John, N. B.

CLIFTON HOUSE,

74 Princess Street and 141 and 143 Germain Street,

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Parties returning from the country for winter will find excellent rooms and accommodation at this Hotel, at moderate rates. Modern conveniences. Overlooks harbor. On street car line. Within easy reach of business centre.

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Centrally located. Cars pass the door every five minutes. Few minutes walk from Post Office.

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RAILROADS.

CANADIAN PACIFIC

SUMMER TRAIN SERVICE

The Summer Train Service on the Canadian Pacific Railway will go into effect Sunday, May 6th. After that date the train service out of and into St. John, will be as follows:

6.45 a. m.—Day train for Boston, connecting at Fredericton Jct. for Fredericton, and at McAdam Jct. for St. Stephen and St. Andrews, also Woodstock and points north.

5.40 p. m.—Montreal Express.

5.50 p.m.—Boston Express, connecting at McAdam Jct., for St. Stephen (and St. Andrews after July 1st), also for Woodstock.

6.10 p. m.—Fredericton Express, making all suburban stops.

As the Intercolonial Railway will not change time until June 24th, the Canadian Pacific Montreal Express will be unable to leave St. John for the West until 5.55 p.m., and the Boston Express 6.05 p.m. Fredericton Express 6.10 p.m. between May 6th and June 24th.

In addition to the above, Suburban Train Service will be operated between St. John and Welsford commencing June 4th as follows:-

Lv. St. John 9.25 A. M. 1.10 P. M. 5.05 P. M. 10.30 P. M.
Ar. Welsford 10.33 A. M. 2.10 P. M. 6.00 P. M. 11.35 P. M.
Lv. Welsford 6.45 A. M. 7.55 A. M. 11.10 A. M. 2.20 P. M. 9.00 P. M.
Ar. St. John 7.50 A. M. 8.55 A. M. 12.10 Noon. 3.20 P. M. 10.00 P. M.—Daily, except Sunday.

It is expected that this Suburban Service will be continued until September 20th.

On May 24th extra trains will be run to and from Suburban points, particulars of which will be given later.

From the above it will be noticed that the Fredericton train instead of leaving at 5.05 as at present, will, after May 6th, leave at 6.10 P. M. and there will be no train from St. John at 5.05 P. M. between May 6th and June 4th.

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Glasgow and St. John

Winter Service, 1906.

From Glasgow.	From St. John.
Mar. 31 S. S. Concordia	April 21
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Montreal, Quebec and Liverpool

May 10, Thur. ..... Lake Manitoba
May 19, Sat. ..... Empress of Britain
May 24, Thur. ..... Lake Champlain
May 31, Thur. ..... Lake Erie
June 14, Thur. ..... Lake Manitoba
June 23, Sat. ..... Empress of Britain
June 30, Sat. ..... Lake Champlain
July 7, Sat. ..... Empress of Ireland
July 12, Thur. ..... Lake Erie
and weekly thereafter

Montreal to London Direct

May 20, Montrose, (One Class) $40
May 27, Mount Temple, 3rd Class $26.50
June 17, Lake Michigan, 3rd Class 26.50
July 1, Montrose, (One Class) 40.00
July 8, Mount Temple, 3rd Class 26.50

S. S. Lake Champlain & Lake Erie carry only ONE CLASS of Cabin passengers (Second Class) to whom is given the accommodation situated in the best part of the steamer at $40.00, $42.50 and $45.00.

LAKE MANITOBA—1st, $65 and upwards; 2nd, $40.00.

EMPRESSES—1st, $80.00 to $500.00; 2nd, $45.00 and $47.50; 3rd, $28.75.

Stmr. May Queen,

R. H. WESTON, Mgr.

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