

THE ST. JOHN EVENING TIMES, MONDAY, OCTOBER 10, 1904.

WHAT ONE MAY OBSERVE ALONG THE WATER FRONT.

Quick Glance at the Wharves and Warehouses—There Will be Lively Times at Sand Point During the Coming Winter.

A member of the Times has made a tour of the wharf and shipping berths along the harbor front, and gives its readers the condition and number of berths at each place.

The government wharf, better known as the ballast wharf, was first visited. It is No. 1 on the east side. This wharf was built by the Dominion government some years ago. The face runs east and west, and is in good condition, but the top plank is sadly in need of repair. It is here that citizens in the summer evenings go for a stroll, or to see the sights about Rockaway beach club house. There is a fine ship here, and the steamers may lay up for repairs. The Furness steamers, Florence and the others, are making extensive repairs in this slip. At low water workmen can get all around a vessel.

No. 2, known as the Government Pier, has one berth for ocean steamers and a large amount of spruce deals and birch timber is shipped coming over the I. C. R. This pier is one of the wharves there is about 25 ft. of water at low tide, and a great number of vessels have loaded here with safety, but shipping men say that the southern front of the wharf should be dredged out again. The Government Pier has a berth on the north side where steamers and sailing vessels of light draught may lie afloat to load and discharge cargoes. On the east side of the wharf is situated on the pier, and hundreds of cattle and much general cargoes are kept here every winter until a steamer arrives to ship them away.

Leaving the Government Pier we come to what is known as Charlotte street extension where one or two large vessels may lie afloat to discharge ballast. Vessels very seldom load at this place.

Passing along the old McAvity wharf is occupied by James McGovern as a coal yard. Next comes Lower Cove slip a rendezvous for pilot boats tug boats and also a number of small fishing craft. At the Lewis wharf, Nova Scotia fishermen are busy salting down the small cods and herring for the lobster season. At Quinn's wharf and blocks George Dick has his coal yard. Then come Robertson and Leonard Bros.' wharves with their fish curing establishments and Magee's Coal shed and wharf.

Reed's Point wharf is owned by the city. At the southern end is a berth for a good sized steamer, or for sailing ships and barks. On the wharf is a warehouse in good condition, part of it occupied by Patrick Egan as a rigging loft and the other part by the resolute bay steamer agents. This wharf is the favorite resort of citizens who go down to Reed's Point to watch the steamers coming and going. The Eastern Steamship Company's wharf also owned by the city is one of the busy places of this port. The company have two fine steamers on the route between here and the west. The Captain Pike, and the St. Croix, by Captain Thomas.

The Prince Rupert wharf, owned by the city and under lease to the D. A. R., is another busy spot. The wharf is the swiftest thing that plies the waters hereabouts. It is really the wharf makes daily trips to Digby and at the present time every other day.

The next wharf is the Corporation wharf and the first warehouse going up the wharf from the Rupert's wharf is the one owned by the city. It is a good depth of water at the face of the wharf, probably about 25 feet at low water, and any of the winter port steamers could lie there with perfect safety. Next comes the West India and Furness line wharf with its fine warehouse. A large quantity of freight is handled here. The wharf is owned by the city which is now adding a cold storage warehouse, which will no doubt be used to great advantage for fruit to be shipped out of this port. This is another good berth for any ocean steamer.

At the new city wharf, known as the McLeod wharf, extensive improvements are going on. D. W. Clarke is building for the city a large warehouse, and when completed it will be used by the Dominion and other lines for their local winter port business. This is a fine property, and at the face of the wharf the depth of water is said to be 30 feet at low tide.

Next visited were the Lawton and McAvity wharves. Both have outside berths, and at almost all times sailing ships or barks are to be found loading outward cargo of deals or other lumber for foreign ports.

At Walker's wharf vessels also lie and the two slips make an up to date place for schooners to discharge and load.

Vessels of large tonnage are afloat at all times of tide at the face of the wharf. A large warehouse is on the wharf, also the office of Wm. Thomson & Co., who represent the Battle, Furness, Allen, Manchester and other lines of steamships. James Knox, is the owner and manager of this property. The Walker slip is owned by the small bay steamer agents, Messrs. Ill, Captain Powell, and others, and also by schooners.

At the Turnbull wharf, a slip in connection with the steamer Aurora, Captain Ingersoll, discharges and takes on board general freight for Grand Manan and Campbellville. The tug Neptune, Captain Clarke, may always be found here when not busy. Other tugs tie up here as well. This wharf should be put in better condition.

At the North and South Market wharves a great trade is carried on, with Nova Scotia by schooners, which are going and coming all the year round.

The Robertson wharf is next in review. Here vast improvements are being made by the Dominion Coal Company, who sometime ago purchased the property. A new face on the wharf is being built and a large coal pocket will be placed there. Vessels of large tonnage can discharge their cargo at any time of tide and be along the water being very deep on the face of this wharf.

At York Point, so-called, are Gibson & Co.'s, and Starr's coal docks, and wharves, with up-to-date appliances.

The York Point slip is passed and then we come to one of the best equipped wharf properties in the Dominion, the International wharf, (formerly the Long Wharf). In connection with the slip is the grain elevator, situated near the depot, with shutters running down hundreds of feet to the end of the pier. Here a number of the winter port steamers discharge their freight cargo. On the east and west sides of the large wharf, are berths for the largest steamships that come here.

The Manchester boats generally occupy the western berths and are always afloat, the place having been thoroughly dredged out to the depth of about 30 feet at low tide. The same can be said of the eastern berth. The warehouse is one of the best at this port. Two car tracks for handling freight run down the center of it. The storage space is large, and in connection slips where schooners load lumber all the year round, for United States and other ports. On the blocks the new ferry steamer will be set up.

In passing we pay a visit to the Portland rolling mill, with its furnaces in full blast, and with hundreds of men on the pay roll. This is a harbor of the city, and a berth at which vessels discharge their cargoes.

Along the Straight Shore road the visitor, passing over lumber mills, with vessels or scows at the wharves loading lumber.

Crossing the Suspension bridge we go by a short cut, to Carleton near York Point. The small ferry, which was one of the busy spots at the west end. Now it looks neglected. Along the wharf is a large amount of stock ready to be shipped. The fish market, however, is in the good old days the sound of the caulking irons and whistles of the busy men is heard.

Schooners and scows loaded with deals are to be seen. The wharf is the place to watch the steamers coming and going. The Eastern Steamship Company's wharf also owned by the city is one of the busy places of this port. The company have two fine steamers on the route between here and the west. The Captain Pike, and the St. Croix, by Captain Thomas.

The Prince Rupert wharf, owned by the city and under lease to the D. A. R., is another busy spot. The wharf is the swiftest thing that plies the waters hereabouts. It is really the wharf makes daily trips to Digby and at the present time every other day.

The next wharf is the Corporation wharf and the first warehouse going up the wharf from the Rupert's wharf is the one owned by the city. It is a good depth of water at the face of the wharf, probably about 25 feet at low water, and any of the winter port steamers could lie there with perfect safety. Next comes the West India and Furness line wharf with its fine warehouse. A large quantity of freight is handled here. The wharf is owned by the city which is now adding a cold storage warehouse, which will no doubt be used to great advantage for fruit to be shipped out of this port. This is another good berth for any ocean steamer.

At the new city wharf, known as the McLeod wharf, extensive improvements are going on. D. W. Clarke is building for the city a large warehouse, and when completed it will be used by the Dominion and other lines for their local winter port business. This is a fine property, and at the face of the wharf the depth of water is said to be 30 feet at low tide.

Next visited were the Lawton and McAvity wharves. Both have outside berths, and at almost all times sailing ships or barks are to be found loading outward cargo of deals or other lumber for foreign ports.

At Walker's wharf vessels also lie and the two slips make an up to date place for schooners to discharge and load.

Vessels of large tonnage are afloat at all times of tide at the face of the wharf. A large warehouse is on the wharf, also the office of Wm. Thomson & Co., who represent the Battle, Furness, Allen, Manchester and other lines of steamships. James Knox, is the owner and manager of this property. The Walker slip is owned by the small bay steamer agents, Messrs. Ill, Captain Powell, and others, and also by schooners.

At the Turnbull wharf, a slip in connection with the steamer Aurora, Captain Ingersoll, discharges and takes on board general freight for Grand Manan and Campbellville. The tug Neptune, Captain Clarke, may always be found here when not busy. Other tugs tie up here as well. This wharf should be put in better condition.

At the North and South Market wharves a great trade is carried on, with Nova Scotia by schooners, which are going and coming all the year round.

The Robertson wharf is next in review. Here vast improvements are being made by the Dominion Coal Company, who sometime ago purchased the property. A new face on the wharf is being built and a large coal pocket will be placed there. Vessels of large tonnage can discharge their cargo at any time of tide and be along the water being very deep on the face of this wharf.

At York Point, so-called, are Gibson & Co.'s, and Starr's coal docks, and wharves, with up-to-date appliances.

The York Point slip is passed and then we come to one of the best equipped wharf properties in the Dominion, the International wharf, (formerly the Long Wharf). In connection with the slip is the grain elevator, situated near the depot, with shutters running down hundreds of feet to the end of the pier. Here a number of the winter port steamers discharge their freight cargo. On the east and west sides of the large wharf, are berths for the largest steamships that come here.

The Manchester boats generally occupy the western berths and are always afloat, the place having been thoroughly dredged out to the depth of about 30 feet at low tide. The same can be said of the eastern berth. The warehouse is one of the best at this port. Two car tracks for handling freight run down the center of it. The storage space is large, and in connection slips where schooners load lumber all the year round, for United States and other ports. On the blocks the new ferry steamer will be set up.

In passing we pay a visit to the Portland rolling mill, with its furnaces in full blast, and with hundreds of men on the pay roll. This is a harbor of the city, and a berth at which vessels discharge their cargoes.

Along the Straight Shore road the visitor, passing over lumber mills, with vessels or scows at the wharves loading lumber.

Crossing the Suspension bridge we go by a short cut, to Carleton near York Point. The small ferry, which was one of the busy spots at the west end. Now it looks neglected. Along the wharf is a large amount of stock ready to be shipped. The fish market, however, is in the good old days the sound of the caulking irons and whistles of the busy men is heard.

Schooners and scows loaded with deals are to be seen. The wharf is the place to watch the steamers coming and going. The Eastern Steamship Company's wharf also owned by the city is one of the busy places of this port. The company have two fine steamers on the route between here and the west. The Captain Pike, and the St. Croix, by Captain Thomas.

The Prince Rupert wharf, owned by the city and under lease to the D. A. R., is another busy spot. The wharf is the swiftest thing that plies the waters hereabouts. It is really the wharf makes daily trips to Digby and at the present time every other day.

The next wharf is the Corporation wharf and the first warehouse going up the wharf from the Rupert's wharf is the one owned by the city. It is a good depth of water at the face of the wharf, probably about 25 feet at low water, and any of the winter port steamers could lie there with perfect safety. Next comes the West India and Furness line wharf with its fine warehouse. A large quantity of freight is handled here. The wharf is owned by the city which is now adding a cold storage warehouse, which will no doubt be used to great advantage for fruit to be shipped out of this port. This is another good berth for any ocean steamer.

At the new city wharf, known as the McLeod wharf, extensive improvements are going on. D. W. Clarke is building for the city a large warehouse, and when completed it will be used by the Dominion and other lines for their local winter port business. This is a fine property, and at the face of the wharf the depth of water is said to be 30 feet at low tide.

Next visited were the Lawton and McAvity wharves. Both have outside berths, and at almost all times sailing ships or barks are to be found loading outward cargo of deals or other lumber for foreign ports.

At Walker's wharf vessels also lie and the two slips make an up to date place for schooners to discharge and load.

Vessels of large tonnage are afloat at all times of tide at the face of the wharf. A large warehouse is on the wharf, also the office of Wm. Thomson & Co., who represent the Battle, Furness, Allen, Manchester and other lines of steamships. James Knox, is the owner and manager of this property. The Walker slip is owned by the small bay steamer agents, Messrs. Ill, Captain Powell, and others, and also by schooners.

At the Turnbull wharf, a slip in connection with the steamer Aurora, Captain Ingersoll, discharges and takes on board general freight for Grand Manan and Campbellville. The tug Neptune, Captain Clarke, may always be found here when not busy. Other tugs tie up here as well. This wharf should be put in better condition.

WILL BE NOISELESS TYPEWRITERS NEXT.

Experiments Now Being Made on Instruments That Will Work Accurately With No Noise.

"Noiseless typewriters will be in use in a few years," said J. K. Barand, representative of a large typewriter manufacturing company of Bridgeport, Conn., at the St. Charles Hotel. "Experts and inventors are now experimenting along that line and will undoubtedly be successful. For there is nothing that American inventors undertake to do that is not finally done, and the making of a noiseless typewriter is by no means one of the seemingly impossible tasks. They may not be altogether noiseless, but one quarter of the noise now made by the machines will not be made when the plan is perfected."

"One of the greatest annoyances of a large business office today is the racket made by the many typewriters in use. Every sound causes some irritation to the many trying to do brain work, and there is much complaining about the present typewriters. The din of the noisy keys is a comparatively short time, for there is nothing that American inventors undertake to do that is not finally done, and the making of a noiseless typewriter is by no means one of the seemingly impossible tasks. They may not be altogether noiseless, but one quarter of the noise now made by the machines will not be made when the plan is perfected."

"One of the greatest annoyances of a large business office today is the racket made by the many typewriters in use. Every sound causes some irritation to the many trying to do brain work, and there is much complaining about the present typewriters. The din of the noisy keys is a comparatively short time, for there is nothing that American inventors undertake to do that is not finally done, and the making of a noiseless typewriter is by no means one of the seemingly impossible tasks. They may not be altogether noiseless, but one quarter of the noise now made by the machines will not be made when the plan is perfected."

"One of the greatest annoyances of a large business office today is the racket made by the many typewriters in use. Every sound causes some irritation to the many trying to do brain work, and there is much complaining about the present typewriters. The din of the noisy keys is a comparatively short time, for there is nothing that American inventors undertake to do that is not finally done, and the making of a noiseless typewriter is by no means one of the seemingly impossible tasks. They may not be altogether noiseless, but one quarter of the noise now made by the machines will not be made when the plan is perfected."

"One of the greatest annoyances of a large business office today is the racket made by the many typewriters in use. Every sound causes some irritation to the many trying to do brain work, and there is much complaining about the present typewriters. The din of the noisy keys is a comparatively short time, for there is nothing that American inventors undertake to do that is not finally done, and the making of a noiseless typewriter is by no means one of the seemingly impossible tasks. They may not be altogether noiseless, but one quarter of the noise now made by the machines will not be made when the plan is perfected."

"One of the greatest annoyances of a large business office today is the racket made by the many typewriters in use. Every sound causes some irritation to the many trying to do brain work, and there is much complaining about the present typewriters. The din of the noisy keys is a comparatively short time, for there is nothing that American inventors undertake to do that is not finally done, and the making of a noiseless typewriter is by no means one of the seemingly impossible tasks. They may not be altogether noiseless, but one quarter of the noise now made by the machines will not be made when the plan is perfected."

"One of the greatest annoyances of a large business office today is the racket made by the many typewriters in use. Every sound causes some irritation to the many trying to do brain work, and there is much complaining about the present typewriters. The din of the noisy keys is a comparatively short time, for there is nothing that American inventors undertake to do that is not finally done, and the making of a noiseless typewriter is by no means one of the seemingly impossible tasks. They may not be altogether noiseless, but one quarter of the noise now made by the machines will not be made when the plan is perfected."

"One of the greatest annoyances of a large business office today is the racket made by the many typewriters in use. Every sound causes some irritation to the many trying to do brain work, and there is much complaining about the present typewriters. The din of the noisy keys is a comparatively short time, for there is nothing that American inventors undertake to do that is not finally done, and the making of a noiseless typewriter is by no means one of the seemingly impossible tasks. They may not be altogether noiseless, but one quarter of the noise now made by the machines will not be made when the plan is perfected."

"One of the greatest annoyances of a large business office today is the racket made by the many typewriters in use. Every sound causes some irritation to the many trying to do brain work, and there is much complaining about the present typewriters. The din of the noisy keys is a comparatively short time, for there is nothing that American inventors undertake to do that is not finally done, and the making of a noiseless typewriter is by no means one of the seemingly impossible tasks. They may not be altogether noiseless, but one quarter of the noise now made by the machines will not be made when the plan is perfected."

"One of the greatest annoyances of a large business office today is the racket made by the many typewriters in use. Every sound causes some irritation to the many trying to do brain work, and there is much complaining about the present typewriters. The din of the noisy keys is a comparatively short time, for there is nothing that American inventors undertake to do that is not finally done, and the making of a noiseless typewriter is by no means one of the seemingly impossible tasks. They may not be altogether noiseless, but one quarter of the noise now made by the machines will not be made when the plan is perfected."

"One of the greatest annoyances of a large business office today is the racket made by the many typewriters in use. Every sound causes some irritation to the many trying to do brain work, and there is much complaining about the present typewriters. The din of the noisy keys is a comparatively short time, for there is nothing that American inventors undertake to do that is not finally done, and the making of a noiseless typewriter is by no means one of the seemingly impossible tasks. They may not be altogether noiseless, but one quarter of the noise now made by the machines will not be made when the plan is perfected."

"One of the greatest annoyances of a large business office today is the racket made by the many typewriters in use. Every sound causes some irritation to the many trying to do brain work, and there is much complaining about the present typewriters. The din of the noisy keys is a comparatively short time, for there is nothing that American inventors undertake to do that is not finally done, and the making of a noiseless typewriter is by no means one of the seemingly impossible tasks. They may not be altogether noiseless, but one quarter of the noise now made by the machines will not be made when the plan is perfected."

"One of the greatest annoyances of a large business office today is the racket made by the many typewriters in use. Every sound causes some irritation to the many trying to do brain work, and there is much complaining about the present typewriters. The din of the noisy keys is a comparatively short time, for there is nothing that American inventors undertake to do that is not finally done, and the making of a noiseless typewriter is by no means one of the seemingly impossible tasks. They may not be altogether noiseless, but one quarter of the noise now made by the machines will not be made when the plan is perfected."

"One of the greatest annoyances of a large business office today is the racket made by the many typewriters in use. Every sound causes some irritation to the many trying to do brain work, and there is much complaining about the present typewriters. The din of the noisy keys is a comparatively short time, for there is nothing that American inventors undertake to do that is not finally done, and the making of a noiseless typewriter is by no means one of the seemingly impossible tasks. They may not be altogether noiseless, but one quarter of the noise now made by the machines will not be made when the plan is perfected."

"One of the greatest annoyances of a large business office today is the racket made by the many typewriters in use. Every sound causes some irritation to the many trying to do brain work, and there is much complaining about the present typewriters. The din of the noisy keys is a comparatively short time, for there is nothing that American inventors undertake to do that is not finally done, and the making of a noiseless typewriter is by no means one of the seemingly impossible tasks. They may not be altogether noiseless, but one quarter of the noise now made by the machines will not be made when the plan is perfected."

"One of the greatest annoyances of a large business office today is the racket made by the many typewriters in use. Every sound causes some irritation to the many trying to do brain work, and there is much complaining about the present typewriters. The din of the noisy keys is a comparatively short time, for there is nothing that American inventors undertake to do that is not finally done, and the making of a noiseless typewriter is by no means one of the seemingly impossible tasks. They may not be altogether noiseless, but one quarter of the noise now made by the machines will not be made when the plan is perfected."

"One of the greatest annoyances of a large business office today is the racket made by the many typewriters in use. Every sound causes some irritation to the many trying to do brain work, and there is much complaining about the present typewriters. The din of the noisy keys is a comparatively short time, for there is nothing that American inventors undertake to do that is not finally done, and the making of a noiseless typewriter is by no means one of the seemingly impossible tasks. They may not be altogether noiseless, but one quarter of the noise now made by the machines will not be made when the plan is perfected."

"One of the greatest annoyances of a large business office today is the racket made by the many typewriters in use. Every sound causes some irritation to the many trying to do brain work, and there is much complaining about the present typewriters. The din of the noisy keys is a comparatively short time, for there is nothing that American inventors undertake to do that is not finally done, and the making of a noiseless typewriter is by no means one of the seemingly impossible tasks. They may not be altogether noiseless, but one quarter of the noise now made by the machines will not be made when the plan is perfected."

"One of the greatest annoyances of a large business office today is the racket made by the many typewriters in use. Every sound causes some irritation to the many trying to do brain work, and there is much complaining about the present typewriters. The din of the noisy keys is a comparatively short time, for there is nothing that American inventors undertake to do that is not finally done, and the making of a noiseless typewriter is by no means one of the seemingly impossible tasks. They may not be altogether noiseless, but one quarter of the noise now made by the machines will not be made when the plan is perfected."

"One of the greatest annoyances of a large business office today is the racket made by the many typewriters in use. Every sound causes some irritation to the many trying to do brain work, and there is much complaining about the present typewriters. The din of the noisy keys is a comparatively short time, for there is nothing that American inventors undertake to do that is not finally done, and the making of a noiseless typewriter is by no means one of the seemingly impossible tasks. They may not be altogether noiseless, but one quarter of the noise now made by the machines will not be made when the plan is perfected."

"One of the greatest annoyances of a large business office today is the racket made by the many typewriters in use. Every sound causes some irritation to the many trying to do brain work, and there is much complaining about the present typewriters. The din of the noisy keys is a comparatively short time, for there is nothing that American inventors undertake to do that is not finally done, and the making of a noiseless typewriter is by no means one of the seemingly impossible tasks. They may not be altogether noiseless, but one quarter of the noise now made by the machines will not be made when the plan is perfected."

"One of the greatest annoyances of a large business office today is the racket made by the many typewriters in use. Every sound causes some irritation to the many trying to do brain work, and there is much complaining about the present typewriters. The din of the noisy keys is a comparatively short time, for there is nothing that American inventors undertake to do that is not finally done, and the making of a noiseless typewriter is by no means one of the seemingly impossible tasks. They may not be altogether noiseless, but one quarter of the noise now made by the machines will not be made when the plan is perfected."

"One of the greatest annoyances of a large business office today is the racket made by the many typewriters in use. Every sound causes some irritation to the many trying to do brain work, and there is much complaining about the present typewriters. The din of the noisy keys is a comparatively short time, for there is nothing that American inventors undertake to do that is not finally done, and the making of a noiseless typewriter is by no means one of the seemingly impossible tasks. They may not be altogether noiseless, but one quarter of the noise now made by the machines will not be made when the plan is perfected."

"One of the greatest annoyances of a large business office today is the racket made by the many typewriters in use. Every sound causes some irritation to the many trying to do brain work, and there is much complaining about the present typewriters. The din of the noisy keys is a comparatively short time, for there is nothing that American inventors undertake to do that is not finally done, and the making of a noiseless typewriter is by no means one of the seemingly impossible tasks. They may not be altogether noiseless, but one quarter of the noise now made by the machines will not be made when the plan is perfected."

"One of the greatest annoyances of a large business office today is the racket made by the many typewriters in use. Every sound causes some irritation to the many trying to do brain work, and there is much complaining about the present typewriters. The din of the noisy keys is a comparatively short time, for there is nothing that American inventors undertake to do that is not finally done, and the making of a noiseless typewriter is by no means one of the seemingly impossible tasks. They may not be altogether noiseless, but one quarter of the noise now made by the machines will not be made when the plan is perfected."

"One of the greatest annoyances of a large business office today is the racket made by the many typewriters in use. Every sound causes some irritation to the many trying to do brain work, and there is much complaining about the present typewriters. The din of the noisy keys is a comparatively short time, for there is nothing that American inventors undertake to do that is not finally done, and the making of a noiseless typewriter is by no means one of the seemingly impossible tasks. They may not be altogether noiseless, but one quarter of the noise now made by the machines will not be made when the plan is perfected."

"One of the greatest annoyances of a large business office today is the racket made by the many typewriters in use. Every sound causes some irritation to the many trying to do brain work, and there is much complaining about the present typewriters. The din of the noisy keys is a comparatively short time, for there is nothing that American inventors undertake to do that is not finally done, and the making of a noiseless typewriter is by no means one of the seemingly impossible tasks. They may not be altogether noiseless, but one quarter of the noise now made by the machines will not be made when the plan is perfected."

"One of the greatest annoyances of a large business office today is the racket made by the many typewriters in use. Every sound causes some irritation to the many trying to do brain work, and there is much complaining about the present typewriters. The din of the noisy keys is a comparatively short time, for there is nothing that American inventors undertake to do that is not finally done, and the making of a noiseless typewriter is by no means one of the seemingly impossible tasks. They may not be altogether noiseless, but one quarter of the noise now made by the machines will not be made when the plan is perfected."

"One of the greatest annoyances of a large business office today is the racket made by the many typewriters in use. Every sound causes some irritation to the many trying to do brain work, and there is much complaining about the present typewriters. The din of the noisy keys is a comparatively short time, for there is nothing that American inventors undertake to do that is not finally done, and the making of a noiseless typewriter is by no means one of the seemingly impossible tasks. They may not be altogether noiseless, but one quarter of the noise now made by the machines will not be made when the plan is perfected."

"One of the greatest annoyances of a large business office today is the racket made by the many typewriters in use. Every sound causes some irritation to the many trying to do brain work, and there is much complaining about the present typewriters. The din of the noisy keys is a comparatively short time, for there is nothing that American inventors undertake to do that is not finally done, and the making of a noiseless typewriter is by no means one of the seemingly impossible tasks. They may not be altogether noiseless, but one quarter of the noise now made by the machines will not be made when the plan is perfected."

"One of the greatest annoyances of a large business office today is the racket made by the many typewriters in use. Every sound causes some irritation to the many trying to do brain work, and there is much complaining about the present typewriters. The din of the noisy keys is a comparatively short time, for there is nothing that American inventors undertake to do that is not finally done, and the making of a noiseless typewriter is by no means one of the seemingly impossible tasks. They may not be altogether noiseless, but one quarter of the noise now made by the machines will not be made when the plan is perfected."

SWEET CAPORAL



CIGARETTES
STANDARD
OF THE
WORLD
1904-5.

Provincial Hospital.
Tenders for Supplies.

TENDERS will be received until MONDAY, 17th day of OCTOBER, proximo, at noon, at the office of the Commissioner, at 4 Church Street, Saint John, N. B., for supplying the Provincial Hospital with the following articles for one year from the 1st day of November next:

Beef and Mutton, for 100 pounds, in alternate lots and for quarters of beef the fore quarter not to weigh less than one hundred and thirty pounds, and the hind quarter not less than one hundred and ten pounds; or by the side not less than two hundred and forty pounds, as may be required.

Such beef and mutton to be of the best quality and subject to the approval or rejection of the commissioners or their agent.

Creamery Butter: Creamery Butter made (and certified) at any creamery in New Brunswick, per pound.

Groceries, Etc. Rice, East India, per 100 pounds. Barley, per 100 pounds. Beans, per 100 pounds. Brown Muscovado Sugar, per 100 pounds. Brown Extra C Sugar, per 100 pounds. Yellow Extra Sugar, per 100 pounds. Best Baking Soda, per pound. Best Baking Powder, per pound. Corn Starch, per pound. Canned Tomatoes, per dozen. Canned Peas, per dozen. Canned Beans, per dozen. Best Black Coffee, per pound. Best Smoking Tobacco, per pound.

Drugs and Medicines according to specified list to be seen on application at Secretary's office.

Flour and Meal. Flour—No. 1, best kind, per 100 pounds. Meal—No. 1, best kind, per 100 pounds. Corn Meal—No. 1, best kind, per 100 pounds. Oats—No. 1, best kind, per 100 pounds. Hay—No. 1, best kind, per 100 pounds. Straw—No. 1, best kind, per 100 pounds. Wood—No. 1, best kind, per 100 pounds. Coal—No. 1, best kind, per 100 pounds. Oil—No. 1, best kind, per 100 pounds. Lard—No. 1, best kind, per 100 pounds. Butter—No. 1, best kind, per 100 pounds. Eggs—No. 1, best kind, per 100 pounds. Fruit—No. 1, best kind, per 100 pounds. Vegetables—No. 1, best kind, per 100 pounds. Fish—No. 1, best kind, per 100 pounds. Poultry—No. 1, best kind, per 100 pounds. Game—No. 1, best kind, per 100 pounds. Wild Fowl—No. 1, best kind, per 100 pounds. Deer—No. 1, best kind, per 100 pounds. Caribou—No. 1, best kind, per 100 pounds. Moose—No. 1, best kind, per 100 pounds. Elk—No. 1, best kind, per 100 pounds. Buffalo—No. 1, best kind, per 100 pounds. Horse—No. 1, best kind, per 100 pounds. Cow—No. 1, best kind, per 100 pounds. Pig—No. 1, best kind, per 100 pounds. Sheep—No. 1, best kind, per 100 pounds. Goat—No. 1, best kind, per 100 pounds. Donkey—No. 1, best kind, per 100 pounds. Mule—No. 1, best kind, per 100 pounds. Ox—No. 1, best kind, per 100 pounds. Bull—No. 1, best kind, per 100 pounds. Stag—No. 1, best kind, per 100 pounds. Deer—No. 1, best kind, per 100 pounds. Caribou—No. 1, best kind, per 100 pounds. Moose—No. 1, best kind, per 100 pounds. Elk—No. 1, best kind, per 100 pounds. Buffalo—No. 1, best kind, per 100 pounds. Horse—No. 1, best kind, per 100 pounds. Cow—No. 1, best kind, per 100 pounds. Pig—No. 1, best kind, per 100 pounds. Sheep—No. 1, best kind, per 100 pounds. Goat—No. 1, best kind, per 100 pounds. Donkey—No. 1, best kind, per 100 pounds. Mule—No. 1, best kind, per 100 pounds. Ox—No. 1, best kind, per 100 pounds. Bull—No. 1, best kind, per 100 pounds. Stag—No. 1, best kind, per 100 pounds.

Soft Coal. Springhill Coal, run of the mine, screened, per ton of 2,000 pounds. Cape Breton Coal, run of the mine, screened, per ton of 2,000 pounds. Grand Lake Coal, run of the mine, screened, per ton of 2,000 pounds. Joggins Coal, run of the mine, screened, per ton of 2,000 pounds. Drummond Coal, run of the mine, screened, per ton of 2,000 pounds. Port Hood Coal, run of the mine, screened, per ton of 2,000 pounds. Grand Lake Winter Port Coal, run of the mine, screened, per ton of 2,000 pounds. Grand Lake Winter Port Coal, run of the mine, screened, per ton of 2,000 pounds. Grand Lake Winter Port Coal, run of the mine, screened, per ton of 2,000 pounds.