ROSEBERY ITS DANGER

nued from Page 1.

to a close, all the peers a desire to speak having to do so.

nounced tonight that the ommons will adjourn to- December 1, when Mr. Prime Minister, will ortant statement explain- cy of he Government in rejection of the budget ticipated. Nothing has as to what the minis- at today's council, be- sion to call a party meet-

tone of the editorials in morning papers, Lord emarkable oration, which rical viewpoint is univer- is likely to have small attitude of the peers. dubbed the "Hamlet of cs" and his characteris- of purpose is regarded as ed another striking illus- proposal which he made y in the course of his he House of Lords should of the most distinguished on Lansdowne's motion ethod most likely to in- ntry that a large vote of us gathering of peers, m have no claim to dis- but seldom attend the de- nented upon almost with

gation of the debate in Commons deranged the plans and no decision ched as to what course owed regarding the pro- dissolution of Parlia- ement has been started a great peaceful demon- ondoners outside of the n the night the House cts the budget as a pro- this action.

-HEARTZ IALS AT AMHERST

. S., Nov. 24.—The wed- Harrison, daughter of Mrs. Heartz, to Arthur M. D., son of Rev. Dr. Mrs. Johnson, of Halifax, his morning. At 10.30 a. party entered the parlor ing given away by her , T. N. Campbell. Miss ell played the bridal ohbengrin. ony was performed by nd Johnson, the fathers acting parties. Only the latives of the families The bride wore a very n of satin de chene with Princess Louise lace bonquet was of bride's aiden hair fern.

ordick-McLeod.

event took place last o'clock at the residence McLeod, Handover St., ghter, Miss Mary, was rriage to Mr. Howard B. f this city. The cere- erformed by Rev. J. H. pastor of St. John Pres rch, in the presence of latives and friends. The ttended by Miss Mary Mr. James W. McAfee groom. Many useful and sents were received. Mr. Cordick will reside in t.

ont., Nov. 24.—At 6.30 he jury in the McLaugh- turned a verdict to the rs. McLaughlin came to strychnine poisoning, her

AIR -
EVENING.

urs!
ason"
, nor how much
aterial than we
ashionable sort,
ip.
(dark ft rich
h.
, (r dark
25.00 each.
able abroad) in
32.00 each.
oles and Throws
and Muffs (in
each.
el, Krimmer
Collars.
& Furriers,

311
W CARDS
one—2311.
Prince William street.

ROTTENNESS OF MARINE DEPARTMENT LAID BARE IN VIGOROUS ADDRESS

Dr. Daniel Reviews History of Hestia Disaster and Shows Culpability of Department In Its Regard---Ottawa and Its Supreme Disregard For The Aids To Navigation In the Bay of Fundy---The So-called Investigation a Farce.

The following is the text of Dr. Daniel's recent speech in the Commons at Ottawa with respect to the Hestia disaster:—

Mr. J. W. Daniel (St. John City), moved:

For a copy of all reports, correspondence and other papers relating to the condition and maintenance of the buoy on the Old Proprietor Ledge in the Bay of Fundy since January 1, 1908; also of all reports, correspondence and other papers relating to the establishment, equipment, maintenance and operation of the life boat and life saving station at Seal Cove in the Bay of Fundy; also copy of all instructions issued to Captain Lugar in connection with the inquiry into the wreck of the S. S. Hestia, and of the findings and report on said inquiry.

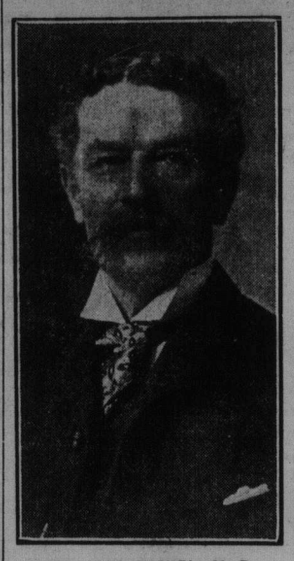
He said:—Mr. Speaker, in making the motion which I have just read calling for the papers which the motion calls for it will be necessary for me, to some extent, to call to the minds of the members of this House the unfortunate and disastrous wreck which took place in the Bay of Fundy on the night of the 24th, or early in the morning of the 25th of October last. The wreck of the steamship Hestia is, as far as my memory goes, the most disastrous wreck, in so far as the loss of life is concerned, that has ever taken place in the Bay of Fundy. The crew of the steamship numbered 41; and, in addition, there were four passengers, making 45 in all. Of these 45 persons, 39 went down to a watery grave. The facts given simply and shortly, are these:—

Story Of Wreck.

On the evening of Sunday, 24th October, the steamship Hestia rounded into the Bay of Fundy, passing the Lurcher Light about eight o'clock. At half past twelve she sighted the Gannet Rock light and at ten minutes after one in the morning she rushed on to the rocks known as the Old Proprietor reef, passing at that time, in order to get into that position, within 30 or 40 feet of what is known as a gas or whistling buoy erected to guard against that very reef and known as Old Proprietor buoy. We all know that the life of a sailor is at all times a dangerous one, that he constantly takes his life in his hands. He is exposed to the danger of collision in darkness and fog. He is subject to the dangers both of wind and waves, of storms and hurricanes even when he has plenty of sea room on the broad Atlantic or on any other ocean, but as he nears the land and approaches his destination there is no doubt that the anxiety of the navigator increases very greatly, more especially when he approaches the shore at night time or in foggy weather. This Sunday evening that I have referred to was raining, clearing at intervals, with some mist, with a northeasterly wind, bearing to some extent on the starboard bow of the ship and tending to drive the ship to the westward of her course. The fact that these dangers when approaching the coast are very considerable for the navigator is well known and has long been recognized by all maritime nations. The consequence is that they have and are spending a great deal of money to provide suitable aids to navigation where they are needed in the shape of lighthouses, buoys, fog whistles, whistling buoys, floating buoys and very many other aids that human ingenuity has devised in order to point out the right course or as a warning beacon to ward off the ship against the hidden dangers, or dangers of any kind, that may be provided against by a light or such other aid to navigation. The principal aids to navigation are all listed and chartered so that all the captains and men responsible for the navigation of vessels may become acquainted with all these lights and aids. When coming into any region they have on their charts a statement of these aids and are able to look for them when they require to do so as their course develops and they go on their path towards their proper haven. If it is necessary, as of course it is, that all these things should be made known and the information placed in the hands of people who ought to have it, the navigators or captains, then surely we will readily understand that it is much more important, that where anything happens to these aids to navigation, when the light goes out, or a buoy goes adrift, that these men who go up and down the great highways of the sea should be made acquainted with all accidents of that nature and all alterations changes that may be made in the listed lights and bouys around a particular coast.

The Usual Course.

The course which is generally pursued when anything goes wrong with these lights, is, for the Marine Department to notify the British Board of Trade which issues a monthly bulletin to be placed in the hands of navigators so that they may be informed of any changes which take place; and not rely on these lights being in their accustomed places. In the Bay of Fundy we have such fixed lights as the Gannett rock light, and there are also these automatic gas whistling buoys which are not fixed on lighthouses but which are equally important to the navigator. Such a light was placed on what is known as the old Proprietor reef. Off the southern coast of Grand Manan there is a very dangerous reef mostly covered by water which on the eastward just out on the course which is taken by vessels going to St. John and other ports on the bay. This sunken reef at its outermost end raises its gnarled and scarred surface above the water and it is called the Old Proprietor reef, and for years there has been a high mast on that rock. Some years ago the St. John Board of Trade petitioned the Marine Department to place a lighthouse on that rock, but the request was refused on the ground that the expense would be too great. However, on account of the great danger of this reef the Department of Marine placed, a mile or so to the southward of the rock, one of those automatic whistling buoys supplied by Messrs. Wilson, of Ottawa, and which I think



DR. J. W. DANIEL, M. P.

cost $8,000. This buoy was for two or three years in commission and was regularly listed and chartered. It was one of the most important lights in the Bay of Fundy and had it been in working order on the night of October 24, or the morning of October 25 there would not have occurred that disaster by which thirty-nine persons found a watery grave, and among them two little Scotch lads who were coming out to settle in this country. It was most pathetic to read in the account of that wreck that when these two little lads were overturned in the boat the voice of one of the little ones in his Scotch accent was heard to cry out over the waters: Oh, mother, mother, save me, I am drowning. But these two little boys, together with two other passengers and the thirty-five hardly sailors, including the captain and all of the deck officers were drawn down in that waste of waters on that night. I say, Sir, and I say it calmly, that in their death they were the victims of either the inaction or the indifference or the incapacity of the responsible officers of the Marine Department. Had the defect in that buoy been remedied it would not be in my power nor in the power of any one to point an accusing finger at the Department of Marine. But, Sir, the agent of that department knew as long ago as January the 22nd last, ten months ago, that the light was out or that the buoy was adrift. Now, what action was taken? They put an advertisement in three of the St. John papers and they inserted that advertisement three times and it read:

The Advertisement.

The Old Proprietor gas and whistling buoy has been reported as being either adrift or the light out. It will be attended to as soon as possible.

Signed J. E. LEGERE,
Acting Agent.

Jan. 26, 1909.

So far as I know that was the only notice given in printed form, but I understand that the agent of the Donaldson Line in St. John was verbally notified that there was something wrong with the buoy. Now, was that buoy attended to as soon as possible as stated in the advertisement? Is it necessary to take ten months to put right one of these gas buoys. I put a question to the Minister of Marine on the point and the minister allowed himself to be made the mouthpiece of an answer which stated that the weather conditions and press of more important affairs would not allow the buoy being attended to. But, Sir, only a week after the wreck took place that buoy which for ten months lay there neglected, was towed into St. John harbor and tested opposite to Partridge Island. All summer long, for ten months, the weather conditions would not allow the department to put this buoy right, but in the stormy month of November, in less than a week after the wreck they could go out there and tow it into harbor and set it in order. Why was not the 'Lansdowne' sent to attend to this matter? I would like to ask the minister, so that when he speaks on his subject he will be able to say whether there is any regulation in the department to the effect that that steamer should only leave port when it had several jobs to attend to. I understand that the acting agent at St. John when asked why he did not send the 'Lansdowne' there, gave that as one of his reasons. I know that day after day and week after week the 'Lansdowne' was lying in the harbor at St. John, and might easily have been sent during the summer months when the weather was fine. It is ridiculous for the minister to say that the weather conditions were such, in one of the finest summers we ever had, that the steamer was unable to go to that buoy. When I heard the minister give that reply, I was astounded. I do not think that even for the purpose of screening his department, which he might naturally be expected to desire to do, he would allow such a ridiculous answer to be put into his mouth as that for ten months in the year the weather conditions in the Bay of Fundy were such that a steamer of the size of the 'Lansdowne' should not go and tow up a buoy of the size of that on the Old Proprietor Ledge. The thing to my mind is utterly absurd and farcical. He also says the press of more important business prevented. I would like the minister to say what that more important business was. I would like to call his attention to the fact that that buoy is considered the most important among all the aids to navigation in the whole Bay of Fundy. What did Captain Gillies say on that very point in the investigation which was held? He said:

Most Dangerous.

The neighborhood of the Grand Manan has always been acknowledged to be the most dangerous locality in the whole bay.

There is the statement of a practical navigator; and yet the minister says that he spent nearly the whole year in looking after more important business while this steamer was lying in harbor of St. John. To give you some idea of the importance of these aids to navigation in the Bay of Fundy, and the necessity of having them kept in the best possible condition, let me remind the House that in the year 1908-9 there was exported from the city and port of St. John alone for transatlantic ports no less than $24,564,840 worth of goods. I would also like to give the House an idea of the number of vessels trading up and down the Bay. I will read from the annual report of the St. John Board of Trade, the figures for the last three years, 1906, 1907 and 1908, of the arrivals and clearances of the port of St. John.

	1906.		1907.		1908.	
Arrivals	No.	Tons.	No.	Tons.	No.	Tons.
Steam	474	827,544	339	747,090	393	978,277
Sail	980	116,664	677	78,574	940	105,319
Coastwise	2,403	411,735	649	244,832	829	282,723
Totals	3,957	1,355,943	1,665	1,070,496	2,162	1,366,339
Clearances						
Steam	305	565,520	247	531,654	283	667,521
Sail	1,027	111,112	692	77,819	963	108,000
Coastwise	2,651	685,123	720	456,403	939	614,596
Totals	3,983	1,361,755	1,659	1,065,876	2,175	1,390,115

Besides the tonnage entering and leaving the port of St. John, and there is the navigation of all the bay ports on both the Nova Scotia side and the New Brunswick side. Not that all the vessels take the easterly side of the Grand Manan in going inwards and outwards, but all the large steamers do, and pass this Old Proprietor Ledge. This buoy was known for ten months to be defective, and that fact is entirely responsible for the wreck of the Hestia. In this connection I wish to read letter of the only deck officer whose life was saved after the wreck, that is, the third officer, S. A. Stewart. On the 2nd of November, this letter was published in the St. John Globe.

Dr. Daniel here read the letter of the third officer, Mr. Stewart, as previously published in The Standard.

Other Evidence.

With regard to the conditions of this light, let me refer to the evidence taken at the investigation. Here is the evidence of the first witness, Colin MacVivar, able seaman. In reply to a question put by Mr. Boyer, who was counsel for the department, he said:

That he had seen the Old Proprietor buoy from the ship as she lay on the rocks on Monday morning, but heard no whistle from the buoy nor was any light visible thereon Monday night.

The next witness was Andrew West Morgan, second engineer of the wrecked vessel, who was saved. He said:

During both Monday and Tuesday the buoy on the Old Proprietor reef was plainly visible during the daytime about a mile away, but he heard no whistle from it, nor was there any light upon it at night.

The next evidence I will give is that of a gentleman whose letter I have just read, the third officer:

The witness was of the opinion that the captain expected and hoped to take up the Old Proprietor buoy. Had the light on the buoy been burning, the accident could not have happened, since they must have passed within a few feet of the buoy.

That is the evidence of the third officer.

Mr. Holden, continuing the examination of Stewart, asked him whether, in his opinion as a navigator, the ship would have gone on the rocks had the Old Proprietor buoy light been burning to which Stewart gave a decided negative.

Mr. Holden went on to ask him this question:

I will ask the witness whether the fact that the light supposed to be on the Old Proprietor buoy has been nonexistent during the whole summer, has been officially brought to the notice of mariners.

The answer is:

Never in any form.

Then there is the evidence of Captain Gillies with regard to the neighborhood of Grand Manan being the most dangerous in the whole locality. There is no need of citing more evidence of that nature; it is all of the same kind and it must be of the same kind because it cannot be denied.

The "Investigation."

One would suppose that under these circumstances, when it was shown that this buoy had not been lit or its

(Continued On Page 5.)

Horrifying Charges In War On Vivisection

MRS. DIANA BELIAS, PRESIDENT OF THE NEW YORK ANTI-VIVISECTION SOCIETY.

She is a wealthy woman, who, being touched by reports of cruelties imposed upon dumb animals to "advance science," five years ago founded the soicety which now makes sensational charges against medical men for alleged cruelties to helpless human beings.

Allegations in Remarkable Pamphlet That Medical Men the World Over Subject Men, Women, Children and Even Infants to Painful Experiments With the Knife.

New York, Nov. 24.—In its war upon medical men who experiment upon living creatures to "promote science," the New York Anti-Vivesection Society has just brought out a pamphlet which is having general circulation and which makes sensational charges.

The pamphlet is labelled "Human Vivisection." This, it is stated, "is the practice of subjecting human beings, men, women and children, a great proportion of whom are patients in hospitals or asylums, to experiments, involving pain, mutilation, disease or death, for no object connected with their individual benefit, but entirely for "science purposes."

The Incidents.

This remarkable document then goes on to detail a number of instances. The charge is made that a paper from the Wm. Pepper Clinical laboratory, University of Pennsylvania, was read, May 13, 1908, before the Association of American Physicians at Washington, telling of inoculations of tuberculin into children under eight years, all but 26 of them being from St. Vincent's home for foundlings, orphans and destitute children at Philadelphia, many of the injections being made into the eye. More than half the cases reacted (which means they were infected with tuberculosis in a modified form), and some suffered very serious complications, even threatening blindness.

The pamphlet contains what is said to be a quotation from the Boston Medical and Surgical Journal as follows: "Dr. A. H. Wentworth, senior assistant physician to the Infants' hospital, Boston, made 45 vivisections tapping the spinal canals of children, many of whom died."

Charges Made.

Saying that the information was gained from various medical journals, from papers read by scientists and responsible newspapers, the anti-vivisectionists make the following charges:—

"Dr. Sydney Ringer, physician to the University College hospital of London, tested the poisonous effects of various drugs on boys under his care, not for their benefit, but as he would try it upon one of the lower animals. 'Our first set of experiments was made on a lad of 10.' In case 11, after the poisoning, various symptoms are recorded; vomiting, dullness, deafness, quickened pulse, etc. His symptoms frightened the doctor. 'We must confess we felt a little relief when the toxic (poisonous) symptoms, which became for more marked than we had expected, abated.' "

A French physician named Gailleton was condemned in the courts for his treatment of an orphan boy, belonging to one of the charitable institutions. He inoculated the boy with a certain horrible disease which the boy took, and died. On trial Dr. Gailleton defended his conduct on the ground that what he had done was for the advancement of science.

Dr. Lund of Samso, Norway, is charged with feeding his infant son, for 16 months, on milk from tuberculous cows, to learn whether the disease could thus to cemmunicated to a human being. The child developed a tuberculous infection in consequence.

Eighty Cases.

In Austria 80 cases are cited of children being inoculated with disease germs.

Dr. Epstein, professor of children's diseases at Prague, is alleged to have infected five children with "round worms" just for the sake of experiment.

Among a number of cases of vivisection on women, this one appears: "In France Dr. Doyens of Rheims, while operating upon a women took occasion, after removing a cancer of the breast, to engraft a portion of the cancer upon the other breast—at that time perfectly healthy—and some months later the graft developed into a tumor."

Dr. Pellican in France plied confirmed drunken women with as much spirits as they could swallow and applied a lighted match to their mouths in an endeavor to produce spontaneous combustion.

To Inoculate Criminals.

The pamphlet alleges that it was reported in Sacramento, Cal., Dec. 19, 1908, that Dr. Wallace A. Briggs, vice-president of the state board of health, recommended that the state board of pardon grant the privilege of inoculating convicted criminals with germs of tuberculosis.

Dr. John S. Pyle, graduate of Bellevue Medical College, read a paper at the meeting of the Tristate Medical Association, Peoria, Ill., on Oct. 3, 1893, pleading for the appropriation of criminals, condemned to capital punishment to the experimental physiologist.

Dr. Henry J. Berkley of Johns Hopkins hospital, the anti-vivisectionists say, describes his experiments on eight insane patients of the city asylum in poisoning them with preparations of the thyroid gland. He says this poison "when its administration is pushed even to a moderate degree almost invariably results in death."

"Two patients became frenzied, and of these one died before the excitement had subsided."

CHRISTIAN SCIENTISTS BAR NEGRO MEMBER

Fitchburg Church Directors Keep Out Successful Practitioner--Had Been a Regular Attendant of Church.

Fitchburg, Mass., Nov. 24.—Charles Huskins, a negro, formerly a waiter in a Boston hotel, who has been attending the Christian Science Church in this city, is no longer an attendant there.

The board of directors has published notices that Huskins is not a member of the Christian Science church in this city, or a member of any other church of the denomination or in any way connected with the movement, nor has he any credentials whatever as being qualified to practise Christian Science.

Huskins has been a regular attendant at the church here for several months and was said to be recognized as one of the best healers in the denomination. He lives in Leonminster, but as there is no Science church there he came here to attend the service every Sunday, and according to friends of his who are still members of the local church had a large practice here and in Leonminster.

He always dressed in the latest fashion.

A few weeks ago it was learned that a discussion arose as to admitting him as a member of the church. There was said to have been considerable opposition, and it is said by some that the fact that he was of another color than the other members had a large part in deciding the question. He was not admitted and later the board of directors met and the notice was published.

Huskins has accepted the action as final and has not attempted to attend any services since. He is still engaged in Christian Science work, however, and still comes to this city, where he has a large practice, especially among the white people.

AUCTION SALES

TLC
I Will Sell at My Salesroom, 70 Princess St., On Saturday next at 10.30 o'clock
A Consignment of Ladies' Coats and Other Goods.
Sale Positive.
T. L. COUGHLAN, Auctioneer.

AUCTION SALES

POTTS
F. L. POTTS,
Auctioneer, Broker and Appraiser. All kinds of sales attended to. Buyers and sellers of real estate. Sales at residence a specialty.
Office and salesroom No. 96 Germain St., Masonic Block.
'Phone, 973. P. O. Box, 298.

Sales Solicited. Prompt Returns.
TLC
T. L. Coughlan
AUCTIONEER.
70 Princess St. ST. JOHN, N. B.
Clifton House Building.

CLASSIFIED ADVERTISING

Necessity is the Mother of Invention, and Classified Advertising was invented by The Man who was Forced to be brief.

1c. per word per insertion, 6 insertions for the price of 4.

FOR SALE

For Sale—The house, at present occupied by the subscriber, situated on College Avenue, a few minutes' walk from churches, post office and Mount Allison Institutions, together with barn, carriage house, ice house, etc., and about four acres of land. House contains twenty rooms; up-to-date plumbing; oak floors; electric light. All buildings in perfect condition. For further particulars apply to FRED RYAN, Sackville, N. B.

WANTED

WANTED—Four energetic young men of good appearance to put a good thing before the public in this city. Salary and exclusive territory. Address A. E., C|o Standard.

PUBLIC STENOGRAPHY

REAL TYPEWRITTEN LETTERS in any quantity from 1-2 cents each. DOMINION STATIONERY CO. 78 Prince William street.

SHOW CARDS

All the new things in show cards and window signs. Latest scrubbed effects. HAMPTON'S ADVERTISING SIGNS. 'Phone 1889-31. 23 King street.

Sewing Machines

New Home, New Domestic and other machines for $9. Genuine Needles and Oil, all kinds. I employ no agents. Buy in my shop and save $10. Sewing machines and gramophones repaired. William Crawford, 105 Princess Street, opposite White Store.

MONEY TO LOAN

Money to Loan—For investment on security of City Freehold amounts of $1,000 to $10,000 inclusive. A. C. Fairweather & Sons.

WATCHMAKER

A choice selection of Rings, Brooches, Scarf Pins, Ear-rings, Lingerie Studs, etc. ERNEST LAW, 3 Coburg St.

GOOD VACANCY

Eor farmer and wife, also steady work for carpenters etc. Apply at Grant's Employment Agency, 205 Charlotte St. West.

BEAUTY PARLORS

Hairdressing, facial massage, manicuring, scalp treatment, wigs, toupees. Mail orders attended to.
MADAME WHITE,
16w-3mo-f18. King Square.

ST. JOHN BOSTON & CUBA STEAMSHIP COMPANY

S. S. KAREN
Will Sail Direct for Havana
November 25
We are receiving freight at Pettingill's Wharf. For space and rates apply to
F. E. WILLIAMS CO., Limited.

ALL FAITHS READ AT LAFFAN'S BURIAL

New York, Nov. 24.—Words of solace and of inspiration from "The Scriptures of the World" taken from the books of many faiths and creeds were read at the funeral services of William M. Laffan, late principal owner of the New York Sun, which were held at the family home, in Lawrence, L. I. The broad and catholic nature of the man himself was reflected in these simple observances.

They were conducted by the Rev. Thomas R. Slicer, pastor of All Souls' Unitarian church, in this city, an old friend. First the minister read from the 139th Psalm and then came quotations from the sacred books of the Buddhists of Brahmins and Confucius. The calm words of Plato on immortality followed, and after that were read thoughts of Seneca on the value of friends.

"What is past we are sure of," were the words of the Roman philosopher. "Ther is nothing that can make it not to have been."

Friendship was the dominant note of the opening lines of "Paracelsus" from Browning. Last of the readings were voices from the ancient world, selections from the Egyptian "Book of the Dead." At the end a prayer was offered, which concluded with the Lord's Prayer. No hymns were sung.

FLORISTS

ADAM SHAND, FLORIST.
Cut flowers and Floral Emblems a Specialty.
THE ROSARY, 34 King Street.

ENGRAVERS

A. G. PLUMMER
General Engraver, Stencil Cutting, Visiting Cards and Stationery. Engraving, Etc. 87 Germain Street.

Professional.

Dr. A. PIERCE CROCKET
Late Clinic Assistant Royal Hospital, London, England.
Practice limited to
EYE, EAR, NOSE AND THROAT.
50 King Square, St. John, N. B.
Phone Main 1164.

HAZEN & RAYMOND,
BARRISTERS-AT-LAW.
108 Prince William Street,
St. John, N. B.

John B. M. Baxter, K. C.
BARRISTER, ETC
10 Princess Street.
ST. JOHN, N. B.

POWELL & HARRISON,
BARRISTERS-AT-LAW.
Royal Bank Building.
ST. JOHN, N. B.

Crocket & Guthrie,
Barristers, Solicitors, Notaries, &c.,
Offices, Kitchen Bldg., opp. Post Office,
FREDERICTON, N. B.

H. F. McLEOD,
BARRISTER, SOLICITOR, ETC.
Office in the Royal Bank Building,
Opposite Post Office.
Queen St. FREDERICTON, N. B.

COAL
AMERICAN ANTHRACITE
SCOTCH ANTHRACITE
OLD MINE SYDNEY
RESERVE
Delivered in bulk or in bags.
Prices low
R. P. & W. F. Starr,
Limited

FALL & WINTER
Over-Coatings and Suitings in all the LATEST STYLES
are now being shown by,
A. R. Campbell & Son
Merchant Tailors 26 Germain street.

GAME ACT

There will be sold at public auction in the county market in the city of St. John on Wednesday, Nov. 24, 1909, at 10 o'clock in the forenoon about 70 brace of partridges, seized by Jaison Corey, deputy game warden for violation of the game act.

Tenders for Boiler

Sealed tenders will be received at the office of the Common Clerk of the City of Saint John addressed to H. E. Wardroper, up to 12 o'clock noon of Monday, the 29th day of November instant, for the building of a new boiler for No. 5 Steam Fire Engine according to specification to be seen at the office of the Director of Public Safety, City Hall.

Dated Saint John, N. B., 23rd. November, 1909.

ROBERT WISELY,
Director, Department of Public Safety.
ADAM P. MACINTYRE,
Comptroller.