

POOR DOCUMENT

THE STAR, ST. JOHN N. B. TUESDAY, JANUARY 5 1909

THREE

EXTRA TROUSERS.

As a rule trousers beat the coat and vest to a finish by several months. Perhaps a pair of our handsome trousers would bridge over the gap that lies between now and spring suit time. Our trousers are made by experts in trouser making. It takes experts to make trousers well. Trousers of correct cut from neat patterns of worsteds, serges, chevots and tweeds, at

\$1.25, \$1.75, \$2, \$2.50, \$3 and up to \$5.00.

UNION CLOTHING CO.,

26-28 Charlotte Street.

Opposite City Market.....ALEX. CORBET, Mgr.

Classified Ads.

ONE CENT PER WORD per issue is all it costs to insert advertisements like those appearing below in the lively columns of THE SUN or STAR. This ensures them being read in 6,500 St. John homes every evening, and by nearly 8,000 people during the day. SUN and Star Classified ads. are veritable little busybodies.

6 Insertions for the price of 4; Minimum charge 25

DOMESTICS WANTED

WANTED.—One chambermaid and one waitress at CLIFTON HOUSE. 5-1-6

WANTED.—Experienced chambermaid. Apply the EDWARD HOTEL, King Square. 5-1-6

WANTED.—A maid for general work. Apply MRS. DUNN, 64 Elliott Row. 4-1-1

TO LET

TO LET.—Back parlor, with or without board. 25 Charlotte St. 11-12-1mo

TO LET.—Shop and premises, 54 Sydney street. Apply to T. M. BURNS, 40 Kilmouth street. 8-12-1

FLATS TO LET.—Apply J. W. Morrison, 50 Princess street, Phone 1813-21. 12-11-1

ROOMS AND BOARDING

ROOMS TO RENT.—To men, Y. M. C. A. new building. Well furnished, steam heat, electric lights, modern plumbing, bath, etc. Apply Secretary. 28-12-1

WANTED.—Boards at 5 Dorchester St. 5-1-12

TO LET.—Rooms 6 Charles Street. Use of bath. Apply Deadwood Restaurant, Market Square. 8-12-1

TWO FRONT PARLORS with the use of piano, with or without board, comfortably heated. 113 Princess St. 8-12-1

BOARDS WANTED.—Gentlemen can be accommodated at 10 and 12 Charles Street. 5-1

FOR SALE

FOR SALE.—A well established boarding house business. Apply to MRS. A. KILLAM, 24 Wellington Row. 20-12-1

FOR SALE.—Two second-hand cash registers. Apply R.W. Carson, 629 Main street. 9-12-1

ENGLISH SELDS

ENGLISH SELDS: DIRECT IMPORTATION. To farmers, florists, market gardeners and growers only, from Sutton and Sons, royal seed establishment, Reading, England. (Send this ad.) Write for prices. Order lists at once, Sutton's Seed Agent, 15 King Square, St. John, N. B. (Copy this ad.) 3-12-1

WANTED

WANTED.—Situation as housekeeper in small family. Address Box 599, Care Star. 5-1-6

WANTED.—A situation as lady's companion. Address Box 591, Star Office. 5-1-6

WANTED.—Small flat, 5 or 6 rooms in central locality; moderate rent. Address Box 585, Star Office. 5-1-6

WANTED TO PURCHASE.—Gentlemen's cast-off clothing, footwear, fur, jewelry, diamonds, musical instruments, fire arms, tools, etc. Call or send postal. H. GILBERT, 24 Mill St. City. 3-12-1

STABLE BOARD

I have board for two horses in my stable, 180 Duke street. Warm stable, best care taken and reasonable rates. Apply A. W. Golding, board, hack and livery stable, 180 Duke street. Phone 1130. 3-12-1mo

SITUATIONS VACANT — MALE

WANTED.—Experienced candy maker. Apply HAME BROS., Main St. N. B. 4-1-6

WANTED.—Shoemaker on new work. No cobblers need apply. SINGLAI'S SHOP STORE, 65 Brussels street. 4-1-6

WANTED.—Experienced male stenographer for railway office. Must be first-class man with good education. Apply in own handwriting, giving references, to J. S. KNOWLES, post office Box 451, St. John, N. B. 3-12-6

TRY GRANT'S EMPLOYMENT AGENCY.

THE SPORTING KING

EARN A LECTURE

Spanish Paper Points to the Rulers of Britain as an Example to Alfonso.

MADRID, Spain, Jan. 4.—King Alfonso's fondness for sports of all kinds is known throughout Europe. Recently he has been absent from his capital on a shooting expedition in Andalusia at Lechar and Trasmor, near Granada, on the estates of the Duke of San Pedro Galtinas, and of a wealthy Granada banker, the Count of Aquila.

For some time the public and the press generally have viewed with disfavor these sporting proclivities of the young monarch, and have been more or less critical on the subject. Lately the Mundo, an influential liberal evening paper, took the bull by the horns and published a strong leading article severely censuring the King.

SPORT MANIA CONDEMNED.

"No one more sincerely esteems our young monarch than we do," says the Mundo. "He has many admirable qualities and it grieves us to see his Majesty portrayed every day in the illustrated papers in all kinds of strange costumes and pictures, many of them exceedingly unkingly and undignified—this everlasting monomania for sport, tennis, golf, polo, yachting, shooting, automobilism, and what not. Has the King no duties? no thought of anything but sport? In a country like England where nearly every problem has been solved, such frivolities in a sovereign would not seem so bad, but in our poor, unfortunate, unenlightened, suffering country, badly needing a guiding hand, such spectacles are not worthy of the King. "We are informed that Granada the other day Don Alfonso killed 800 birds with 800 shots. According to statements of the courtiers he did not miss a single shot. What futile and silly amusement! Recently Emperor William, on the termination of a day's shoot, went to see the game and beheld laid out before him sixty deer.

FIRE ONLY 35 TIMES.

"All have fallen to your Majesty's gun," said the courtiers.

"It is possible," replied the Emperor, "but strangely enough. I only fired thirty-five times."

"What, we wonder, does Don Alfonso think when he is told that he has killed 800 head of game? It is sad. Our young monarch is a sportsman, but he is highly intelligent and brave, with all the qualities that go to make an excellent ruler. He is a sportsman, but he is a sportsman for his people, and he is a sportsman for his people."

8. A. WILLIAMS, CARPENTER and CONTRACTOR, office 108 Prince Street, Telephone, 281. All kinds of work promptly attended to.

J. D. McAVITY, dealer in hard and soft coal, Daily promptly in the city, 39 Brussels street.

W. L. WILLIAMS, successor to M. A. Finn, Wholesale and Retail Wine and Spirit Merchant, 119 and 121 Prince Street, Telephone, 1878. Write for family price list.

F. C. WESLEY CO., Artists, Engravers and Electrotypers, 19 Water Street, St. John, N. B. Telephone 922.

E. LAW, Watchmaker, 2 Coburg St.

KILLED HIMSELF TO ALLOW HIS WIFE TO MARRY AGAIN

LONDON, Jan. 4.—Poring her way into the squalid lodgings of her husband who had sacrificed himself in order that his wife might marry his best friend, Mrs. Anthony Riving yesterday found her husband yesterday hanging from a hook in the wall. He had evidently committed suicide on New Year's eve. Strong was the son of a wealthy British clergyman, and was twenty-two years of age. His wife was Miss Phyllis Drake, his wife was eighteen years old and was considered a London beauty. They had only been married three weeks when she allowed her husband to desert him, finding that his wife was infatuated with his friend. Strong arranged a meeting with these two women, and discussed methods that could be pursued in order that Mrs. Strong could secure divorce. Afterwards he was seized with melancholy.

THE ONLY EXCEPTION.

The Suburbanite—I suppose the folks next door don't know we have a Christmas tree.

The Wife—"What makes you think so?"

The Suburbanite—"Well they haven't sent in to borrow it."

NOTICE.

There will be sold by Public Auction at Chubb's Corner (so called), in the City of Saint John, at Twelve o'clock Noon, on FRIDAY, the twenty-ninth day of January next, all the right, title and interest of Sarah Elizabeth Hanson in that lot 66, 67 and 68 on the said Side of the Harbor, in the said City of Saint John, beginning at a point on the north-western side line of Lot Number 117 in the Town Plot of Carleton, thence running in a south-easterly direction along the south-western side line of front row 25 feet, thence south-westerly parallel with front row afore-said 25 feet, thence north-easterly 80 feet more or less to the place of beginning, being one-half part of said Lot Number 117.

The foregoing sale will be made under and by virtue of the Act 58th Victoria, Chapter 49. For the purpose of realizing \$5.75, \$5.75 and \$5.75, for three respective assessments for the respective years 1907, 1908 and 1909, assessed against the said Sarah Elizabeth Hanson on said land for ordinary City Taxes in the City of Saint John, said 59 cents, 59 cents and 59 cents for three respective assessments against said Sarah Elizabeth Hanson for Water Rates in the City of Saint John, for the years 1907, 1908 and 1909 respectively, in the City of Saint John, no part of which. Taxes or Water Rates has been paid.

Dated the twenty-sixth day of December, 1908.

DUNCAN G. LINGLEY, Receiver of Taxes for the City of Saint John.

C. N. SKINNER, Recorder of the City of Saint John.

South African Veterans

Wishing to dispose of land grant for cash, write at once, stating least possible price, to JOHN BORDER, Yorkton, Sask. 4-1-6

THE KING DENTAL PARLORS,

Cor. Charlotte and South Market Streets.

DR. EDSON M. WILSON, Prop.

NINETY MILLIONS IN NEW RAILWAYS

Greatest Era of New Construction is Under Way.

A Race for Tide-Water—Branch Lines the Great Incentive to Settlement.

The new outposts which Canadian railway builders are planting in the fastnesses of almost unknown Canada, the new vistas of the Indian and the trapper which the layers of rails are bringing nearer, catch the imagination at the first survey of this country's commercial development. Every passing week finds the steel of the transcontinental road stretching farther into virgin country, and new territory gained for the kingdom of the farmer, the rancher, the lumberman and the prospector. The tentacles of these restless steel monsters which are twisting and turning and reaching out to reach tide-water on both sides of the continent, are the branch lines, and, commercially, branch lines are almost as important and costly as the main right of way of the great roads.

RAILWAY FINANCING.

Although these feeders to the main transportation lines constitute a large part of the programme of track-laying planned out by the railway companies for 1909, the attention of the world will be directed to the great national work—the construction of the Grand Trunk Pacific and National Transcontinental Railways. This enormous project will be supplemented by the building of new lines and extensions by the Canadian Pacific, Grand Trunk and Canadian Northern Railways, all of which have already made or have partially accomplished the necessary engineering. The Dominion Government's loans for the purpose are being or have been satisfactorily placed, the British money markets where the view that the wealth represented in the new transcontinental railways is invested in a reproductive undertaking. The Canadian Pacific Railway is simply prepared to undertake the construction of new lines, and the Canadian Northern has recently satisfactorily completed financing in London for the purpose of the same.

At the next session of Parliament the Canadian Pacific will seek authority to increase its capital by the issue of fifty million dollars of new common stock, which amount, however, is said to be planned to be used for equipment purposes. The Grand Trunk Pacific and Grand Trunk Railways will at the same time seek authority to issue new guaranteed and debenture stock.

ENORMOUS EXPENDITURE PLANNED.

From contracts already placed and from those which can be conservatively estimated that the new work projected for 1909 will represent an expenditure of nearly \$100,000,000. In this country, increased 21 per cent, or by 1,248 miles. There are at present under construction 4,827 miles, so that the very large expenditure which the railways are already committed to will not be entirely used in 1909, although this year will mark one of the greatest periods of railway construction in the history of the country. In addition to the laying of steel the expenditure on terminals and equipment will be very heavy, a canvass of the railways and locomotive and car equipment, and the cost of the work advanced by the companies. The total expenditure on the national railway to date has been about \$47,000,000. The most active operations the next year will be between La Prairie, Quebec, and Montreal, and upon the first 180 miles east of Winnipeg upon which the work of steel laying has been advanced by the end of 1909. Terminal shops will be begun at Winnipeg and Montreal. The Ontario line in the last section of the road between Montreal and Winnipeg have been signed.

G. T. R. AND G. T. F.

The progress made by the Transcontinental and Grand Trunk Pacific, however, has been recent very fully described by President Hays. There is actually completed of the latter road 660 miles west from Winnipeg into Alberta. Contractors' equipment necessary for the construction of terminals at Prince Rupert and for the first hundred miles from that point eastward has already been landed at the new Pacific port. Tenders for the second hundred miles of track east of Prince Rupert are to be called at an early date, and grading is finished for 120 miles west of Edmonton. Trains will be in operation from Port Arthur to Edmonton within a few months. President Hays' statement regarding the remarkably favorable gradients secured through the Rocky Mountains and the probability of diverting a large percentage of the western grain business to Pacific ports was given publicity so recently that no further reference to it is necessary in this review. The same may be said of the Grand Trunk Railway, of which Mr. Hays is General Manager. Plans of the construction of a number of new lines of a long stretch in the Ottawa division through Algonquin Park and the construction of a large bridge over the Richelieu River at Beloeil.

C. P. R. WEST AND EAST.

The Canadian Pacific Railway will have over five hundred miles, at least, of road under construction during the coming year. The most important work to residents of this province, especially during the past year, was the bridge work. The bridge work of the past year included the filling in completion of the Sudbury branch

from Bolton Junction to Remond Junction, which gives communication between Toronto and the main transcontinental line of the C. P. R. The C. P. R.'s construction in this province also included the twenty-mile branch from Embury to St. Mary's, making a total for this road in this province of some 250 miles completed in 1908. In the current year the branch line from Coldwater Junction to Peterboro, a part of the scheme for a short rail route between Montreal and Georgian Bay ports, will be in the hands of contractors. It is anticipated also that in the next two months forty additional miles will be added to the double-tracking of the C. P. R. between Toronto and Montreal. The branch of the double track in operation between Montreal and Smith's Falls at present is about 80 miles.

WEST OF WINNIPEG.

The C. P. R. has about 500 miles projected for 1909 in the west. The past year's extensions west of Winnipeg include the completion of the Reston branch from Reston on the Arcola extension of the South branch, to Volney, on the main line, and the carrying of a line from Stoughton to Weyburn. The financial editor of The Globe is informed that an extension of the line from Weyburn to Macleod—a distance of 450 miles—is contemplated.

A new country has also been opened up by the laying of rails from Moose Jaw to the South Saskatchewan River. This new line will be continued to the east, and will probably be finished in 1909, and which will afford a direct route from Winnipeg to Saskatoon via Portage la Prairie.

CONNECT WINNIPEG AND EDMONTON.

The line from Winkle to Hardisty will connect Winnipeg and Edmonton via Kirkella and Saskatoon. This through line will be 301 miles long, the link between Winnipeg and Hardisty being 100 miles.

Other important extensions in construction will be the cut-off from Leslie to Macleod, an expensive work carried out to make a saving of a little over four miles. Its chief feature will be a viaduct over the Belly river, having a total length of 5,200 feet, and a maximum height of about 365 feet.

Other work in connection with the main line and the branch lines will be the extension of the line from Regina, 43 miles; the branch from Golden, on the main line to Fort Steele, on the British Columbia branch, which will also open up a new territory new mining and fruit and farming country 15 miles and a line from the Peace River, on the main line of the Esquimaux and Nanaima Railway, on Vancouver Island, to Alberni, 55 miles extension will be made in 1909, and will afford direct railway communication between the east and west shores of Vancouver Island.

In connection with Mr. Hays' recent statement concerning the low gradients of the new line, the distance is about 8 miles, which includes three tunnels of a total length of 4,436 feet. This will cut the grade over the so-called "big hill" from 4.40 per cent. to 2.2 per cent., a very important economy.

C. N. R. EAST AND WEST

Including partially constructed lines which have been completed and lines nearing completion, the Canadian Northern Railway has completed, during the season into ten different districts in Manitoba and Saskatchewan, a total of 533 miles, and in eastern Canada some 100 miles in the west 220 miles of line from Brandon to Regina was completed. In the rich country southwest of Hudson's Bay Junction to the Pass, on the Saskatchewan River, the first section of the distinctive line to Hudson's Bay. Other extensions completed or in hand are—Rossburn to Russell and west, 49 miles; Thunder Hill branch, 25 miles. Delmar to LaPrairie, 25 miles; branch to Rapid City, 60 miles; Oakbank branch, 20 miles; Oakbank branch 12 miles; a total of 533 miles.

IN CENTRAL CANADA.

Since July 1915, the 119 miles of the Canadian Northern Ontario, from Parry Sound to Sudbury, has been in operation and 21 miles of the branch line from Parry Sound to Sudbury has been completed. The first shipment of ore has been sent out from the Pickett Crossing to Koy Harbor, on Georgian Bay, has been built. Ten miles from Udney to Orillia have been put in hand, and under the Canadian Northern Ontario charter, 53 miles from Hawkesbury to Ottawa on the Ontario line of the Ottawa River is approaching completion. The Canadian Northern Quebec, of which the Ottawa-Hawkesbury line is really an extension will open a new route between Montreal and Quebec near the junction of the St. Lawrence and the Saguenay rivers, and will be ready for operation. On the Canadian Northern Quebec also, a branch of 10 miles of new track built from La Tuque Junction to La Tuque, on the Upper St. Maurice. The year also saw direct Canadian Northern connection established between Winnipeg to Duluth, taking the tracks of the newly completed Duluth, Rainy Lake and Winnipeg line at the international boundary near Port Frances, and entering Duluth over the tracks of the Canadian Northern from Virginia, one of the famous range towns. Early in December was announced that the Canadian Northern had acquired the D. R. L. and W. V. line, was looking forward to its own access to Duluth and a direct route thence to Chicago. The 1909 extensions already named for Manitoba and Saskatchewan for the C. N. R. will be completed or further entered, the Dominion government having guaranteed the bonds

for the purpose. The Edmonton Board of Trade has taken special steps to obtain extensions of the Monteville branch to Athabasca Landing in order to make the fertile and mineralized areas of the Peace River Valley more accessible. This extension is expected to be under way early in the summer. With the line from North Battleford to Prince Albert under construction—the train and steam bridge across the Saskatchewan at Prince Albert is being pushed this winter—the coming winter will see notable additions to the railway facilities north of the Saskatchewan River, and, indeed, into the Mackenzie Basin, for the height of land between the Saskatchewan and the Athabasca Landing is only ten miles beyond Monteville.

THE ROAD TO HUDSON BAY.

The north country is generally regarded as being tributary to Hudson Bay, a route to which from the Pass is being surveyed this winter for the Dominion government, which is planning to the immediate construction of a railway from that point to Fort Churchill, and which has now four parties in but in the main the development of all the western prairie country means the development of eastern Canada, in the Province of Ontario. The Canadian Northern must be extended from Selkirk to Port Arthur, and the space between Key Harbor and Ottawa now bridged. The intended extension from Selkirk to Gowganda, the new silver district northwest of Cobalt, will only be a feeder to the main line. The main line itself is the principal consideration from the Ontario standpoint.

Specific for Cancer.

Researches All Over the World Indicate That It Will Eventually be Found.

LONDON, Jan. 4.—While such claims as those made a few weeks ago by a Belgian physician to the effect that he had discovered a cure for cancer in all its forms are discounted on many grounds, there is tangible evidence that the researches which are being made all over the world are surely, though slowly, arousing the hope that a specific remedy will eventually be found.

An interesting demonstration was given this week in Paris by the League Against Cancer when Prof. Bourcard and Gaucher and Drs. Domini, Degrais and Keating-Hart described some striking cases of cancer and tuberculosis.

Dr. Domini made his first experiments in cancer treatment with radium in Prof. Gaucher's ward at the Hospital Saint-Louis. He treated not only superficial cancer of the skin, but also profound tumors and cancers that could not be operated upon. He treated sixty-two cases in the space of three and a half years, and only six failed to be cured. In a few light and superficial cases of cancer, an application of one hour sufficed to cure. In profound tumors the doctors applied, so to speak, a cross-fire consisting of two bulbs with cures, whose action converged on a given point, and the result has been very satisfactory. In very deep tumors, however, the radium was incapable of producing rapid improvement. In such cases Dr. Keating-Hart showed that an excellent result could be obtained by means of high tension electric sparks acting on cancerous tumors subjected to the surgeon's knife. This fulguration treatment of cancer has given remarkable results.

Several patients who had undergone this treatment and were cured were shown. One of these had a great tumor on the neck upon which several surgeons considered it impossible to operate. Dr. Tuffier cut it out piece by piece and Dr. Keating-Hart fulgurized it several times as the operation proceeded, with the result that the pain vanished at once. The wound, which was larger than the fist, closed with wonderful rapidity in less than five weeks.

Another case was that of a man who had five tumors on the leg. Four of them disappeared under the rays, but the fifth only became more malignant. An operation was then performed with fulguration. The pain at once ceased, a rapid cure set in, and the patient, whose leg was considered lost, is now able to stand on it.

Prof. Gaucher, in discussing all these cases, said it was evident that in most cases in which one mode of treatment failed another succeeded, and that these different methods in themselves valuable discoveries, supplement or complete one another.

THEIR NEW YEAR'S WISHES.

Wear Wrangles—If I was only back at old home that's a spread I'd have this New Year's day! Oh fer de wings uv a dove!

Hungry Hank—Oh fur de wings av a turkey, wid some plum puddin' to come afterward!

RAILROADS.

CANADIAN PACIFIC

IMPORTANT CHANGE IN SERVICE

WEST OF MONTREAL

Train No. 1 Leaving Montreal Dec. 31st, will run to Calgary only, and after that date will run between Winnipeg and Calgary only until about March 1st.

Train No. 2 Will leave Vancouver Dec. 31st, due Montreal Jan. 4th. Thereafter this Train will run between Calgary and Winnipeg only until about March 1st.

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

INTERCOLONIAL RAILWAY

ON AND AFTER SUNDAY, Oct. 11th, 1908, trains will run daily (excepted), as follows:

TRAINS LEAVE ST. JOHN. No. 6—Mixed for Montreal (leaves Island Yard) 6.40

No. 2—Express for Montreal (leaves Island Yard) 7.00

No. 4—Mixed for Montreal (leaves Island Yard) 7.15

No. 5—Express for Montreal (leaves Island Yard) 7.30

No. 13—Suburban for Hamilton, 11.15

No. 14—Express for Quebec and Montreal, also Ft. du Chene . . . 12.00

No. 10—Express for Montreal, the Sydney and Halifax 12.25

TRAINS ARRIVE AT ST. JOHN. No. 4—Mixed from Montreal (leaves Hamilton) 6.20

No. 1—Express from Montreal (leaves Hamilton) 6.30

No. 7—Express from Sussex 6.40

No. 13—Express from Montreal, Quebec and Ft. du Chene . . . 12.40

No. 5—Mixed from Montreal (arrives at Island Yard) 16.00

No. 25—Express from Halifax, Pictou, Ft. du Chene and Campbellton 13.30

No. 3—Mixed from Montreal . . . 13.30

No. 11—Express from Montreal and Turco 13.30

No. 11—Mixed from Montreal (daily), (Arrives at Island Yard). 4.00

All trains run by Atlantic Standard Time: 24.00 o'clock midnight.

IMPORTANT NOTICE.

Express trains No. 35 and 38 between Halifax and Sydney will be discontinued after Saturday, January 10th, 1909, until further advised.

CITY TICKET OFFICE: 3 King Street, St. John, N. B. Telephone 77.

GEORGE CARVILLE, C. T. A., Montreal, Oct. 7th, 1908.

STEAMSHIPS

CANADIAN PACIFIC ATLANTIC STEAMSHIPS

St. John to Liverpool

Sat. Jan. 2—Lake Manitoba. Fri. Jan. 3—Empress of Ireland.

FIRST CABIN. EMPRESSES . . . \$82.50 and up

LAKE MANITOBA . . . \$6.00 and up

ONE CLASS CABIN. LAKE EMPIRE . . . \$45.75 and up

LAKE CHAMPLAIN 45.00 and 47.50

SECOND CABIN. EMPRESSES . . . \$45.75 and 50.00

LAKE MANITOBA . . . \$42.50

THIRD CABIN. EMPRESSES . . . \$31.25

Other Boats \$30.00

TO LONDON. 1909.

(a) Mount Temple—Feb. 2nd.

(b) Lake Manitoa—Feb. 17th.

(c) 2nd Class only. (d) 2nd and 3rd Class.

RATE: Ticket, \$37.50.

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

MAIL CONTRACT.

SEALED TENDERS addressed to the Postmaster-General will be received at Ottawa until Noon, on Friday the 13th February, 1909, for the conveyance of His Majesty's Mail, on a proposed Contract for four years six and three times per week each way, between Holdenville and Milledgeville from the 1st April next.

Printed notices containing full information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of Holdenville, Milledgeville and route offices, and at the office of the Post Office Inspector at St. John.

G. C. ANDERSON, Superintendent.

Post Office Department, Mail Service Branch, Ottawa, 2nd January, 1909. 2-13-1909.

STAR WANT ADS.