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For General Machine Shop, Mill and Foundry Use, or any place where a Good Metal is required
Price 25c. net per lb.
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PURE and SIMPLE
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to your mind, sents the ephemer- the vanity of hu-
electric letters of the proprietor a bar.

THAT IS EVIDENT.
"I've tried to propose to Mable a dozen times and hanged if I can do it, I've slumped every time."
"And she let you slump?"
"Yes."
"My boy, you are courting the wrong girl."

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DOCK STREET, - - - - ST. JOHN
ADQUARTERS FOR MACHINERY IN THE MARITIME PROVINCES.
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of pain is the way we extract teeth by the famous Hale Method, which is used exclusively at our offices.
We Charge only a Nominal Fee 25c.
If you wear a set of artificial teeth try our improved suction plate.
Each dollar spent includes a chance for a Free Return Trip to Demerara, or choice of $100.00 in Gold, and each 25c spent with us gives a chance for a Free Return Trip to New York.
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We have on hand a large quantity Second Quality, also a quantity of choice Number One Hay, which we will sell at very reasonable prices.
Before placing your order we would thank you to call up Telephone W. 7-11 or W. 81 and get our prices.
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"White Clover"
WRAPPED BREAD
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For quality in Bacons, Cooked Hams, Smoked and Salted Meats, Pure Lard and Compound, Cooking Oils and Salad Dressing. Western Beef only handled. All government inspected. Phone, wire or mail your order.
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Dealers in best quality
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Produce Commission Merchant
Western Beef, Pork, Butter, Eggs, Cheese, Potatoes, Lamb, Poultry. Game in Season.
'Phone Main 252. . 8-11 City Market.

HIGH LUMBER FREIGHT RATES.

(Moncton Times.)

J. Nelson Smith, of Lower Coverdale, in conversation with a Times reporter said he was only able to ship three steamers with lumber this summer on account of the excessively high freight rates. "Two years ago the rate across the water by steamer was 30 shillings; now it is up to 80 shillings. Mr. Smith has been sending considerable deals to the St. John market during the past season.

Old folks who need something of the kind, find
NA-DRU-CO LAXATIVES
most effective without any discomfort. Increased doses not needed. 25c. a box at your druggist's.
National Drug and Chemical Co. of Canada, Limited. 164

After all there is just *one best range* on the market—it is called
McClary's Pandora Range

PROVINCIAL PERSONALS.

(Halifax Echo, Oct. 21.)

W. B. Howard, of the C. P. R., arrived from St. John Saturday night and is at the Halifax.

(Charlottetown Guardian, Oct. 22.)

Miss Barbara Guhn, St. John, who has been visiting friends in this province, leaves on return this morning.

Mrs. Lucas of Sackville, N. B., is visiting in Charlottetown, the guest of Rev. Thomas and Mrs. Marshall.

(Halifax Herald, Oct. 22.)

G. L. Fleming and W. K. McKean of St. John are at the King Edward; L. C. Armstrong of St. John is at the Queen; B. R. Holman of St. John is at the Halifax.

(Halifax Recorder, Oct. 21.)

Mrs. A. E. Jubien is visiting her father, Colonel A. J. Armstrong, at St. John, N. B.

George A James has returned from a trip to the Upper Provinces, Boston and New York. He witnessed the world's series, and the trip was the best he has had since he went to England with the Canadian Rugby team.

(Moncton Transcript, Oct. 21.)

C. A. Steeves, barrister of this city, received his commission on Saturday afternoon and was sworn into office by Clerk of the Peace, James Friel of Dorchester. Mr. Steeves entered upon his new duties this morning.

J. H. Arthur, James McFarlane, T. B. Cochrane and James McQuarrie have returned from a week's hunting trip spent near Russells' and Beaver Dam. They report having seen some big game, but were not fortunate enough to come within shooting distance. James McFarlane acted as guide.

(Moncton Times, Oct. 22.)

J. M. Kennedy is in the city en route from Buctouche to Coal Branch. Mr. Kennedy is stopping at the Minto Hotel.

Mrs. Otto Baird of Chardotetown is visiting Mrs. Jacob Burns, Highfield street. Mrs. Baird is en route to Montreal, where she will spend the winter.

W. J. Flynn, for a number of years circulation manager of the Charlottetown Patriot, has accepted a position with the Evening News of New Glasgow, N. S. The News is one of Nova Scotia's newest dailies, but has already taken a leading place.

(Fredericton Mail, Oct. 21.)

B. A. Mersereau of St. John is registered at Windsor Hall.

E. Demming, wife and daughter of Woodstock are among the guests at Windsor Hall.

Thos. Chapman and wife of St. John are in the city today.

J. B. Dagett of Centreville, is registered at Windsor Hall.

Mrs. E. C. Elkin of St. John and Miss Yerxa of St. John are registered at Windsor Hall.

NEW RAILWAY COMPANY.

Application is to be made to the Provincial Assembly of Saskatchewan to incorporate a company to be known as the "Grand Trunk Pacific Saskatchewan Railway Company," with the following powers: To lay out, construct, equip, maintain and operate in Saskatchewan the following lines of railway: From a point at or near the town of Watrous, southwesterly through or near the town of Swift Current to a point on the International boundary between ranges 22 and 30 west of the third meridian.

From a point at or near the city of Saskatoon westerly and northwesterly to a point at or near the town of Battleford.

From a point at or near the town of Melville northerly and northwesterly to a point at or near the city of Regina.

From a point at or near the city of Saskatoon southeasterly, southerly and southwesterly to a point at or near the city of Regina.

From a point at or near township 36, range 8, west of the third meridian, southwesterly and westerly to join the bigger Calgary line.

The construction of this line would give Watrous a direct communication with the Pacific terminals and would make that town much more easy of access from such large centres as the cities of Spokane, Seattle, Victoria and Vancouver, than is at the present the case. This line if built, moreover, to run between ranges 22 and 30 would also tap 3 important States, Montana, Idaho and Washington, making connection with the towns and cities in the two Dakotas to the east and the principal cities to the west.

WHAT IT WILL COST TO GET SCOTCH COAL

Mayor Receives Message From Glasgow — City May Buy Steamer Load if People Desire Such Action

St. John, N. B., Oct. 19, 1912.
Canadian Commission of Glasgow:

Please quote price on Scotch anthracite coal f. o. b., Glasgow, for municipal use.

JAMES H. FRINK, Mayor.

Glasgow, Scotland, Oct. 22, 1912.
James H. Frink, Mayor of St. John:

Price of Scotch anthracite coal indicated by merchants is 15s., 15s. 6d. f. o. b., Glasgow.

CANADIAN COMMISSION.

The foregoing telegrams explain the action which has been taken by the city to date with the view of doing something to relieve the coal situation. The figures quoted amounted to about $3.75 a ton, added to which must be the cost of freightage, about $2.40 a ton, and additional insurance, wharfage and cartage prices, which it is estimated will bring the cost to the consumer here up to about $7.50 a ton. It is not known for a certainty whether the 10 shillings freightage signifies shipment in bulk or bags.

The commissioners were of the opinion that if Scotch anthracite could be obtained at these prices and if a sufficient number of requisitions were sent in by citizens they would seriously consider the chartering of a steamer.

While they are desirous of seeing the dealers make a fair profit, still they feel some definite action is necessary owing to the fact that there is reported a great shortage of anthracite.

Engineers to Dine Tonight.

The annual dinner of the Canadian Association of Stationary Engineers will be held in Wanamaker's restaurant, Charlotte street, this evening. An excellent menu has been prepared and a programme of speeches will be carried out. Magistrate Ritchie will be a guest and deliver an address. A committee consisting of J. A. Y. Smith, F. Watson and J. Hooly has been in charge of the preparations.

THE GADDER IS ON THE JOB
Travelers Don't Fear Strange Dishes Stuart's Dyspepsia Tablets Enable the Stomach to Stand Anything

A Box of Stuart's Dyspepsia Tablets if Your Best Travelling Companion.
"Railroads tell you about the wonders of Nature along their lines; hotels describe their modern accommodations; but they never fail to ring in their 'cuisine unexcelled.' The wise traveller knows he is taking 'pot' luck when he leaves home, hence a box of Stuart's Dyspepsia Tablets is quite as essential as many of the other travelling requisites."
Thus commented a philosophical travelling man, speaking of hotel life, restaurants, grills and junction lunch counters. "The agitations in this world," he continued, "are the result of one set of men trying to compel the other set to think and act against their own inclinations. It is the same in religion, politics, and eats. I have learned from experience to eat what they serve; to forget the food experts read the current news and jokes and leave the stomach to the best expert in the world—Stuart's Dyspepsia Tablets."
And Stuart's Dyspepsia Tablets actually do the work assigned them. They relieve weak and overburdened stomachs of a great portion of digestive action. Their component parts assist the digestive fluids and secretions of the stomach and they simply take up the grind and carry on the work just the same as a good, strong, healthy stomach would do it.
Stuart's Dyspepsia Tablets are for sale by all druggists at 50 cents a box, and they are the one article that the druggist does not try to sell something in the place of it that's "just as good." Their unqualified merit and success and the universal demand for them has placed them within the reach of everyone.

ORGANIZED MOVEMENT LAUNCHED LAST NIGHT TO GET BETTER ROADS

Many Practical Suggestions Made at Meeting Held in Board of Trade Rooms

Provincial Bond Issue for Permanent Highways, One of the Proposals — Province Wide Campaign to Interest Farmers

The question of improving the highways of the province was discussed at a largely attended meeting of prominent citizens held in the Board of Trade rooms last evening under the auspices of the Automobile Association, and the Good Roads Association.

Many of the speakers favored a bond issue to build permanent roads, contending it would be a good business investment. One point brought out strongly was the necessity of organizing a province-wide movement for good roads, and enlisting the interests of the farmers in the benefit of good roads upon traffic and farm values. Many interesting suggestions were thrown out, and a committee was appointed to incorporate them in a programme of organization and education. Another meeting will be held at the call of the chair to deal with the report of this committee.

Would Revitalize Good Roads Associations.

In opening the meeting R. D. Patterson spoke of the importance of good roads to automobilists, farmers and the general public, and pointed out that as a result of organization there were now about 82 bills before the legislatures of American states, providing for road improvement.

On motion of R. B. Emerson, W. F. Burditt was elected chairman of the meeting, and H. Ervin secretary. On taking the chair Mr. Burditt said the Good Roads' Association was practically moribund, and suggested the advisability of a general reorganization. He went on to speak of the value of good roads. He said that every ton of freight passed over the highways before it reached a railway, and it cost as much to haul a ton eight miles on the common road as it did to haul a ton 200 miles on a railway. While the farmers were kicking about freight rates they might consider the saving that might be effected by improving the highways.

To Concentrate Responsibility

The question before the meeting was how to get an increased expenditure, but they should remember Good Roads Campbell's statement that without a better system an increased expenditure was merely an increased waste.

The trouble at present was that the responsibility was too much diffused. There were too many bodies, and too many men engaged in the expenditure of road money. The province expended $100,000, and the municipalities about $60,000 on the highways. But this money was handled by a large number of officials, few of whom had any technical knowledge of roadmaking.

Suggests Engaging Experts.

To improve the system Mr. Burditt suggested that the expenditures be divorced from political influence, and that an expert be appointed to instruct the local supervisors, and exercise general direction over the road work of the province.

He said the government grant should be expended on permanent improvements, as in some of the other provinces and states. He did not know of any government which contributed a larger proportion of the road expenditure than that of New Brunswick did, but the grant from the central authority did not go to permanent roadmaking. Roads were not destroyed by traffic but by the elements. The important thing was that they should be well drained and this was a matter that received scant attention from the ordinary road mender.

What New York Has Done.

New York state encouraged permanent roadwork by making a grant of 50 per cent. of the amount raised by the townships for building permanent highways under proper supervision.

In view of what the government of New Brunswick was doing for agriculture and horticulture, it was surprising that more attention was not given to roads. The question was one of educating the rural constituencies. Three-fourths of the members of the legislature represented rural districts and the rural districts rather looked upon the good roads movement as a fad of city business men.

Should Follow Railways' Examples.

Continuing Mr. Burditt said that the county council of St. John should endeavor to get more money from the government for the roads around St. John, in view of the heavy traffic on suburban roads, and in consideration of the large revenues obtained by the government from licenses in St. John. He urged that a delegation be sent to the annual convention of the Farmers and Dairymen Association to enlist their interest in the good roads movement. He thought the farmers who were only paying a rate of 20 cents on $100 for roads would recognize that it would be a good investment to spend more money on the roads. He suggested the need of having the road work done by permanent roadmakers on the principle of the railway section gang. One man and a team could keep 8 or 10 miles of road in good condition.

In response to a question of T. P. Regan, J. King Kelley said the Union of New Brunswick Municipalities had always taken an advanced position on the good roads question, and had urged the government to issue bonds and build permanent highways.

Government Wants Good Roads.

T. P. Regan said the government had been urged to spend $150,000 or $200,000 in making permanent roads at once, and take the proceeds of automobile licenses to pay the interest on this amount. He added that Mr. Flemming had told him that a bill would be introduced next session that he (the Premier) thought would meet with the approval of all good roads' lovers. He did not know what the proposed measure was, but thought it had something to do with the Federal government's grant. He thought the Federal grant would not go far enough.

Percy W. Thomson said the government wanted good roads as much as the automobilists. The question was how could the government get the money. He did not think the idea of a bond issue would be received with favor at Fredericton, and he could understand why the government of a small province should not want to incur a great increase in the debt. Personally he did not think a bond issue was necessary. He gave figures to show that bonding for permanent roads would not be a good business investment under present conditions. He said the government should take full charge of the up-keep of trunk roads, and in addition to its own grant should use the Federal grant to improve the trunk roads. He advocated the abolition of statute labor, and the holding of meetings to interest the farmers. He did not want a macadamized road, but would be content with a smooth, dry road, such as could be built without great expense.

E. A. Smith said he could not blame any government, present or past, for not giving us good roads, considering the limited resources available. He thought the good roads movement should be organized on provincial lines and that a competent lecturer should be sent round to give instruction in the making of roads.

The chairman—A highway commissioner of the right kind would go around in the winter, and give illustrated lectures on roadmaking.

Senator Daniel's View.

Senator Daniel said he thought the chairman's address contained the germs of the question of getting good roads in the province, and that P. W. Thomson's remarks were exceedingly pertinent. He thought too much money was wasted on temporary repairs. He suggested the appointment of a committee to draw up a programme embodying the proposals of the various speakers, and the organization of a campaign of agitation and education.

R. D. Patterson said there was hardly a state or province which had not issued bonds for roads. In the past month six American states had issued $134,000,000 worth of bonds for roadmaking. If the statute labor system was abolished and a tax levied it would pay the interest on a bond issue of $1,000,000, and provide for a patrol system of repairs.

John Jackson said they would have their hands full if they confined their attention to getting the trunk roads in shape. If the trunk roads were put in shape, emulation would arouse lo-

Easy to Interest Farmers.

D. C. Clinch said it should be easy to interest the farmers for they should be bringing their produce to market in auto cars before long.

Dr. Addy said the main question was to educate the farmers to the value of good roads. They did not appreciate the cost of wear and tear on vehicles.

Favors Bond Issue.

Manning W. Doherty suggested the working out of a definite policy and having petitions in support of this policy circulated in all the parishes. He did not believe the government of the province would issue bonds without a demand from the farmers, but he believed a bond issue was a good business investment.

He said that about 15 years ago a similar agitation was started in Ontario. The government then did not issue bonds, but it had appointed a road commission who had gradually educated the rural districts. After the Ontario government started issuing bonds the taxes on his farm near Toronto had increased $16, while the value of his farm had increased 25 per cent. He considered a bond issue for roads would be good business as it would increase the value of farm lands.

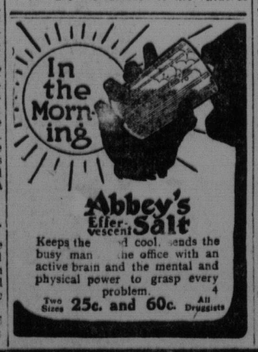
L. P. D. Tilley, M.P.P., made a brief speech, suggesting the need of unity of purpose when approaching the legislature.

Committee Appointed.

On motion a committee consisting of W. F. Burditt, Percy W. Thomson, R. D. Patterson, T. P. Regan, Dr. G. A. B. Addy, and Manning W. Doherty was appointed to bring in a report on the whole subject, and outline a plan of action and to report at an adjourned meeting.

J. King Kelly, the county secretary, was elected to represent the gathering at the meeting of the Union of N. B. Municipalities in St. Stephen.

The gathering then adjourned to meet at the call of the chair.



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Keeps the head cool, sends the busy man into the office with an active brain and the mental and physical power to grasp every problem. 4
Two Sizes 25c. and 60c. All Druggists

ABORN CO. TONIGHT

With Two Car-Loads of Scenery and Special Effects—Big Aborn English Opera Co. Arrives at Noon

Without the slightest doubt, the mammoth production of The Bohemian Girl, as it will be represented by the Aborn English Opera Co. tonight, will be the red letter musical attraction of the 1912-13 opera house season. When the audience tonight sees the highly dramatic escape of Devilshoot with the stolen child over the burning bridge, and the pursuit of the cavalrymen, they will realize the added interest which such effects represent. And this is only the climax of one of the six big scenes all of which enjoy a thriller.

Excellent seats remain for this evening's performance, for those who call today.

Attention is directed to the bargain matinee tomorrow.

NEWS IN SHORT METRE

LOCAL.

Scows for Courtenay Bay.

Tugs Vigilant and Charles F. Dunbar arrived in port yesterday with four scows in tow for the Norton Griffiths Company. The tugs steamed later in the day to bring four more scows to this port.

Social at St. David's.

The winter season was opened by the congregation of St. David's church on Monday evening with a social. Goudie's orchestra was present and played a number of selections during the evening. A programme of meetings has been arranged for the winter. They will be in charge of the different committees.

Cutters May Convene Here.

The St. John Cutters' Association has elected the following officers for the season: President, Angus A. Chaisson; financial secretary and treasurer, Frederick J. Cooke; recording secretary, H. Youngclaus; chairman of practical work committee, George Lobb. It is possible that the cutters' association will hold a convention here in the spring of next year.

PROVINCIAL.

New Organist for Cathedral.

Fredericton, Oct. 22.—Samuel Jessop of New York has been appointed organist in Christ Church Cathedral. He succeeds J. Stanley Farrar, who recently resigned ad who will leave shortly for New York.

GENERAL.

Hon. Mr. Sifton Ill.

Ottawa, Oct. 22.—Hon Clifford Sifton, who for the past six days has been suffering from a severe attack of pneumonia, shows little improvement this morning, and his physician states that he does not expect much improvement for a few days. No serious developments are, however, anticipated. Mr. Sifton is confined to his suite of rooms in the Chateau Laurier. Mrs. Sifton and Wynne Sifton are the members of the family in attendance.

A Wife's Responsibilities in Quebec.

Montreal, Oct. 22.—A wife, separate as to property, is responsible for the burial expenses of her involvent husband, according to a ruling handed down in the Superior Court by Mr. Judge Martineau.

The Co-operative Funeral Expense Society sued Mrs. J. T. Rudel for expenses incurred in the burying of the deceased. The suit was opposed by the widow on the grounds that she was separate as to property from her late husband, and that she did not consent to figure amongst his heirs. As the deceased was insolvent at the time of his death, the court decided that the widow must pay.

This is the feather-weight loaf of snow-like purity, golden-domed and lofty, porous, satin crumb—of course you use FIVE ROSES.
LAKE OF THE WOODS MILLING CO. LIMITED. MONTREAL.

Five Roses
Not Bleached
Not Blended
Flour

MODERN METHODS OF FARMING OYSTERS

Farming under forty feet of water would seem to be rather difficult. It is both difficult and expensive work, and is done upon a vast scale. There are farms under forty, fifty and even sixty feet of salt water—sometimes more than twenty thousand acres under a single management.

These farms do not produce grain, but oysters. They are sometimes more extensive and expensive than the vast grain fields of the West. Oyster grounds have been sold for $700 per acre—all under water.

The crop is prepagated, seeded, planted, protected, removed, replanted, matured and harvested all by steam power, large steamers being employed capable of catching 1,200 bushels of oysters per hour from these grounds.

These oyster grounds, as may be readily seen, are no longer in the little creeks, estuaries and rivers where natural oysters formerly grew, but are in the great open bays and sounds, like Long Island Sound, Peconic, Gardiners, Narragansett, Great South and Chesapeake Bays, where the ground is swept by the deep, pure current of the salt sea water, and where the product of oysters is always pure and delicious. This is modern culture, which has practically replaced the small, natural oyster fishery.

PAPE'S DIAPEPSIN ENDS INDIGESTION.
Time It! No Sick, Sour, Gassy Stomach, Heartburn or Dyspepsia in Five Minutes
You don't want a slow remedy when your stomach is bad—or an uncertain one—or a harmful one—your stomach is too valuable; you mustn't injure it with drastic drugs.
Pape's Diapepsin is noted for it's speed in giving relief; it's harmfulness; it's certain unfailing action in regulating sick, sour, gassy stomachs. It's millions of cures in indigestion, dyspepsia, gastritis and other stomach trouble has made it famous the world over.
Keep this perfect stomach doctor in your home—keep it handy—get a large fifty-cent case from any drug store and then if anyone should eat something which doesn't agree with them; of what they eat lays like lead, ferments and sours and forms gas; causes headache, dizziness and nausea; eructations of acid and undigested food—remember as soon as Pape's Diapepsin comes in contact with the stomach all such distress vanishes. It's promptness, certainty and ease in overcoming the worst stomach disorders is a revelation to those who try it.

RED ROSE FLOUR
is a straight Manitoba and is not excelled by any flour made in Canada. It comes in barrels, half barrels, and 24 1-2 lb. bags