MC2289

POOR DOCUMENT

BOARD OF WORKS RECOMMEND INSPECTOR ON WHARF WORK

The board of works, acting under the advice of the officials, last evening recommended that an inspector be appointed to supervise the building of the new South Rodney wharf. The director reported his reason for the dismissal of S. Herbert Mayes, the late inspector. A report by the director on the dredging at No. 2 berth was submitted and charges were made by Ald. McArthur that the scows from the dredge Beaver did not dump outside the three mile limit and he moved for an investigation under oath. Ald. McGoldick occupied the chair and Ald. Hamm, Lewis, Tilley, Holder, MacRae, McArthur, Frink, Sproul, Pickett, Bullock, Vanwart and Baxter were present with the director, city engineer and common clerk.

Ald. Bullock called attention to the obstruction on the sidewalk at the corner of King and Canterbury streets in consequence of the demolition of a corner building. He thought the chief of police should have looked into the matter. A four foot obstruction was, he said, the limit permitted by law. Two people to his knowledge had fallen at the spot and been injured. He moved that the chief of police be requested to notify the contractors to immediately clear the sidewalk. This was carried after discussion.

The following tenders for sand for asphalt purposes were opened: James Cavanagh, $1.15 a load; Herbert Creighton and Walter H. Mills, each $1.25. The tender of Mr. Cavanagh was accepted. The director said it is ten cents lower than last year.

The director and harbor master submitted a report on the question of removing the I. C. R. trestle bridge to improve the facilities for the coasting schooners. The report stated that if the bridge now in use were removed a track might be laid in Charlotte street extension and by way of the present street railway track along Brittain street to Reed's Point. The report was filed after discussion.

Director Asks for a Wharf Inspector.

The director asked for an inspector on the new Rodney wharf.

In reply to a question, Engineer Peters said it would not be prudent to carry on a work of that magnitude without an inspector.

The matter was laid on the table while the director's report giving reasons for dismissing S. Herbert Mayes was read. In part it was as follows:

"I am far from satisfied with the reports he has made concerning the work; attached are copies of my letters of Nov. 8, 1905, to the said Mr. Mayes, as also to our city engineer, Mr. Hurd Peters, clearly setting forth what his reports and records should be, and you are no doubt, all familiar with what they have been as set forth by his own statements before your honorable board on 27th ult.

"On this my first report of dismissal or suspension I have given a particular reason as required by the resolution of 21st ult, but I trust that in your wisdom you will waive this requirement because probably in many cases it would be unpleasant for an official to give a reason and also might prove to be an injustice to the party, when it is remembered that all will go out in the public press. It would seem that giving a reason could only be for the approval of the board or committee, and if an approval of the reason is to be obtained please provide that approval be obtained before the act is committed.

"I would say that the letter of dismissal was handed by me to the city engineer, Mr. Hurd Peters, about 11 a. m. on 28th ultimo, for immediate delivery to Mr. Mayes, but about 3 p. m. of the same day he brought me back the letter saying he did not approve of the act and requested that if such letter had to be sent that it be sent through some other channel, and I reluctantly consented as he (Mr. Peters) was the proper person through whom the letter should be delivered. I told Mr. Peters I would make this statement in my report so it would be clearly known that he had no part in the dismissal and he approved of my doing so.

In reply to a question, the director said that in Mr. Mayes' official diary no mention of defects, part of which had since been found correct, was made.

Ald. Baxter, in explanation of the statement in evidence as to his knowledge of the private diary, said: "I never actually saw the book until it was produced here. Mr. Mayes did tell me he was keeping a second diary and he told me the reason. I said I would not look at it but that I thought he should keep a copy of all the reports he submitted."

Ald. MacRae—"You thought it was a copy?"

Ald. Baxter—"I did and that it was just for his own protection." Continuing, the alderman said he noticed Mr. Cushing complained of the unsatisfactory nature of the inspector's reports.

The director referred the alderman to the city engineer. To Ald. Baxter the latter said Mr. Mayes did note the force employed and the progress of the work. He reported no conversations useful at a later day.

Ald. Baxter—"Perhaps the director will explain how the diary was unsatisfactory."

Mr. Cushing—"I could not do better than to point to the evidence of Mr. Mayes himself before this board. He came forward with an official diary and a supplementary diary containing a much fuller report which he said he never intended to bring forward. I never dreamt there were two diaries until he produced them before the board."

Ald. MacRae—"What Mr. Mayes ought to have done if as he claims he was appointed by the council was to have come to this board and reported when any difficulties arose."

A New Specification Suggested.

Ald. Baxter suggested that the officials prepare a new specification stating in direct terms what could be reasonably carried out but that not a dollar should be taken from the contract. He moved that the communications from the director be referred to the investigation committee and hoped they would recommend some such plan as he mentioned.

After a discussion on whether merchantable timber or timber without wane was referred to in the specification, Ald. Pickett suggested that a new inspector be appointed.

Ald. Baxter thought the matter should await the investigating committee defining the duties.

Ald. Bullock said the officials recommend it and it must be of some good. He claimed they knew of the deviations only through an inspector.

Ald. Sproul moved an amendment that the board recommend an inspector be appointed.

Ald. MacRae suggested an advisory committee to act with the inspector.

Ald. Frink objected to an inspector and believed no advisory committee would go over two or three times a week to see the work.

Ald. Baxter opposed the appointment on the ground that the director never took the trouble to find out what the inspector's reports were.

Ald. Lewis told the board the motion abolishing the office was out of order when it was passed. It came upon him, he said, like a flash and as a matter of fact the last inspector had never really been dismissed at all.

The amendment was carried. Ald. MacRae, Tilley, Hamm, Lewis, Sproul, Pickett and Bullock voted aye; Ald. Baxter, Frink, Holder, McArthur and Vanwart nay.

The director reported that the I. C. R. asked for extra accommodation for new bridges over Stanley and Wall streets as they would be raised. The matter was laid on the table for the plans to be examined.

The Dredging at No. 2 Berth.

The director submitted the following report on the dredging at No. 2 berth:

March 20.

Diver Edward Labey has been inspecting berths at Sand Point since the afternoon of 10th inst. and his report of 10th to 17th inst. is in regard to No. 2 berth. He began at the harbor end, and has carefully examined the entire bottom except a strip ten feet, more or less, wide at the northerly edge of the berth. He has found 28 to 32 feet depth of water below the bottom of tide guage, except at 180 to 220 feet from the said end of the wharf where he found 23 feet depth on a bank of ashes and dirt. At 400 feet from the said end of the wharf and 30 feet northerly from the wharf he found a stick of new birch timber 19 feet long and about 17 inches square and it has been removed. He has found no mark of keel or bilge in the bottom. At the western end of the berth and 35 feet northerly from the wharf he found two sticks of new birch timber, one 22 feet long, the other 19 feet long and these have been removed. He is now working at No. 3 berth while it is vacant and will complete No. 4 berth later.

Ald. Pickett asked if there were any private marks on the birch timber. It was important they should get to the bottom of the matter.

The director, in reply to Ald. Baxter, said the berth was all clear now and he could guarantee it. He had notified William Thomson & Co. and the agent of the Allan line.

Ald. Frink moved that no birch timber should be loaded to vessels in the harbor except from scows. Carried.

Ald. MacRae referred to the European system of scaling the traps as the only method to prevent ashes and other material being dumped by steamers and the enforcing of a heavy penalty for an infringement. He urged information should be obtained on these points.

Ald. Baxter moved that the attention of the minister of marine be called to the matter with a view to providing legislation to be effective in all the harbors in Canada. The motion was carried.

Ald. McArthur drew attention to complaints as to the scows from the dredge Beaver dumping material near the mouth of the harbor. The bar, he said, was filling up and the pilots had made complaints. He moved that the council be recommended to appoint a committee of five to take evidence under oath. The question of reappointing a harbor inspector he thought would appear to be becoming important.

In reply to Ald. Frink, the director said the material should be dumped three miles out below Shag Rock.

Ald. Frink said a pilot had informed him that the Beacon eddy was too shallow for three-masted schooners.

Ald. McArthur—"If I am correctly informed the scows empty half their load and the rest is dumped on the way back, but the investigation will prove it."

A "Harbor Policeman."

Ald. Frink was opposed to an investigation and moved as an amendment that a harbor policeman, who should see that the dumping was properly done, be appointed.

Ald. McArthur—"We should make the present official do his duty. That's the trouble. The pilots are prepared to give evidence to a man."

Ald. Pickett thought if the matter were brought to the notice of Mr. Shewan or Mr. Mayes it would not occur again. There was no need of making a tempest in a tea pot and incurring heavy expense.

Ald. McArthur—"Your not an alderman at large you know."

Ald. Baxter said Mr. Mayes paid so much a scow load; it was no advantage to him.

Ald. Frink did not want a permanent official. It was not, he said, a question of personal feeling but of peril to the city and had a wider sphere. He would withdraw his amendment, and wait for evidence to be produced at the common council.

Ald. MacRae said the point was that material was said to be thrown into the harbor by steamers and others, and that might be investigated. The other matter could be introduced at the same time.

Ald. Pickett moved an amendment that the attention of Mr. Shewen and Mr. Mayes be called to the matter and the director and harbor master report at the next meeting. If an investigation should be found necessary it could be taken up later.

This was carried, Ald. McArthur, Sproul and MacRae dissenting.

The director reported that all the heating apparatus at Sand Point was completed and certain alterations were suggested for next year as to increased heating surface.

On motion of Ald. Baxter the report was recommended.

Ald. Frink moved that five fire extinguishers be purchased for use in the warehouses at Sand Point. Carried.

D. C. Clark asked permission to move his cribs to No. 3 and 4 berths after the winter port season.

The director said there would be enough accommodation and the matter was referred to the harbor master.

Ald. Bullock asked if the dredging operations were progressing fast enough to allow of the new wharf being ready by the next winter port season.

The engineer will report at the next meeting after consulting Mr. Shewen.

J. S. Gregory wrote asking for a small wharf to be built near Dunn's wharf. This was referred to Ald. Tilley, the engineer and director.

Walter Nice offered $5 for the shed on South Rodney wharf.

The director reminded the board that the building was insured for $1,000 a short while ago and he had frequently advised that the city should take the building down and have it placed elsewhere.

Ald. Tilley and the director were authorized to dispose of the shed.

Ald. Tilley asked what was being done with the plate glass taken out of the house removed frm Union street. He thought it would bring 25 cents a foot.

The director said he expected to get 40 cents a foot for it. It was stored and perfectly safe. The matter was left to the director.

J. J. McGaffigan asked permission to put prism glass in the sidewalk at 55 Dock street. This was referred to the recorder, director and engineer for an opinion on the whole question.

W. S. Melliday, writing with reference to a ledge of rock on the western side of Duke street, said he saw by The Telegraph that he was allowed $11 or one and a half cents a foot which he thought gave a good idea of the make up of the present council. He wanted the work done by the city as soon as possible. The matter was left to Ald. Bullock and the engineer.

The report of James McAulay was referred to the wharf investigation committee.

W. J. Seeley wrote that his wife had sustained serious injury from slipping on the side walk in Union street and asked that the city make arrangements as to damages. He claimed there was no sand on the pavement.

On motion of Ald. Baxter the matter was referred to the recorder and director to report.

P. Walter Lanalum offered $50 for some broken anchors taken up about twenty-five years ago and now on the Pettingill property, Water street.

The director said the anchors weighed five tons each; he had taken the matter up with F. J. Harding and he thought the board could do better.

Ald. Lewis moved the offer be accepted.

Ald. Bullock move an amendment for the director to ascertain if the department of marine would offer more. The amendment was carried.

The Douglas Avenue Petition.

One hundred and twenty-five residents of Douglas avenue petitioned for watering carts, street crossings, asphalt sidewalks and better street cleaning.

On motion of Ald. Bullock the matter was referred to the director to report.

Ald. McArthur moved that the director be instructed to make a report as to Harris street.

Ald. MacRae—"I have been at the council nine years and I never heard so much about Dufferin ward as during the last six weeks. (Laughter.) There are other wards which require just as much attention."

Ald. Bullock—"Is it a chartered street?"

Ald. MacRae—"Not a bit of it."

The matter was left for Ald. McArthur and the director to report.

The director was instructed to remove the mooring posts when the new planking was being done on Rodney wharf and to negotiate on the purchase of 100 tons of red pine for fenders and repairs to the hoisting scow. The board then adjourned.

Allan Mail Contract Signed.

Ottawa, March 27—(Special)—The contract for the Atlantic mail service with the Allans has been signed and will be presented to parliament tomorrow or next day.

Leading Chemist of the Laboratory of Practical Sciences, writes as follows:

I hereby certify that "WILSON'S INVALIDS' PORT" is a wine of good quality, agreeable to taste, and that the medicinal properties of Quinquina which it contains, make it a powerful tonic.

L. Minier

Paris. *Chemist.*

35a

EATEN OUT OF HOUSE AND HOME

How a Confirmed Dyspeptic Developed an Appetite Like a Corn-husker's and Cleaned out Everything in Sight.

The wife of a leading druggist of Des Moines tells how her brother was changed from a dyspeptic without appetite to a prodigious eater.

"My brother, who is a lawyer in Chicago, came to visit me and I hardly knew him on his arrival, he was so thin and run down. I had not seen him for years and was much alarmed at his appearance. He told me not to worry as he had been in this condition for years as a result of chronic dyspepsia. I asked him what he had done for it, and he said he had done everything—taken every remedy he had ever heard of and consulted doctors without number, none of them helped him. I asked him if he ever took Stuart's Dyspepsia Tablets, and he said he hadn't and what was more he wouldn't. He had sworn off taking medicine of any kind.

"I had my husband bring home a box from the store and I actually made him take one or two of the tablets after he had eaten. They made him feel so much better that he offered no further objection. He had not taken the one box before he was greatly improved and three or four boxes cured him of dyspepsia and gave him a wonderful appetite. He came near eating us out of house and home. My, but it did me good to see him eat. He gained fifteen pounds before he returned home, and he writes me that he has not been troubled with dyspepsia since."

Stuart's Dyspepsia Tablets actually do the work assigned to them. They relieve weak and overburdened stomachs of their work of digestive action. Their component parts are identical with those of 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.

On this account Stuart's Dyspepsia Tablets are perfectly natural in their action and effects. They do not cause any unnatural or violent disturbance in the stomach or bowels. They themselves digest the food and supply the system with all the nourishment contained in what is eaten and carry out Nature's plans for the sustenance and maintenance of the body.

Stuart's Dyspepsia Tablets, by thus relieving the stomach of its work, enable it to recuperate and regain its normal health and strength. Nature repairs the worn and wasted tissues just as she heals and knits the bone of a broken limb, which is of course not used during the process of repair.

Stuart's Dyspepsia Tablets are for sale by all druggists at 50 cents a box. One box will frequently effect a perfect cure.

SHEFFIELD

SHEFFIELD, March 24—Mr. and Mrs. Robert Carle are receiving congratulations on the arrival of a baby boy in their home.

Miss Mabel Brown and Mrs. Ketch, of Maugerville, were the guests of Mrs. Joseph Craswell this week. Mrs. George Briggs has returned from a visit to her daughter, Mrs. Charles Weddall of Fredericton. Frank Vandine has returned home from the lumber woods. Stanley Dillon and Tom Turner left on Wednesday for Alberta. Miss Carrie Upton, who has been seriously ill at her father's home at Lakeville Corner, is somewhat improved. George Porter, of Carleton county, is the guest of Mr. and Mrs. George Byno. Sydney Byno, who has been suffering for the past month with diphtheria, is improving slowly. Miss Sadie Bridges entertained a number of her friends on Thursday evening last. Mrs. Millard Reid is in poor health and purposes spending a few months at her old home in Sheffield.

Miss Margaret Whyte, second daughter of the Rev. Mr. Whyte, is to take charge of the Little River school the first of April.

Mrs. Isaac Carle, of Scoodiatown, is spending a few weeks with her daughter-in-law, Mrs. Orland Carle, of Lakeville Corner. Mr. and Mrs. Harry Bailey are visiting relatives and friends in Fredericton and vicinity. Herbert Banks has returned home from Westfield, where he has been employed in the lumber woods.

The death occurred on Wednesday at Greenfield Settlement, Sunbury Co., of Miss Reta N. Jordan, daughter of Mr. and Mrs. Rainsford Jordan, formerly of Lakeville Corner. Heart trouble was the cause of the little one's death. R. B. Adams, of Fredericton, had charge of the funeral arrangements.

SACKVILLE

Sackville, March 27—The death of Aubrey F. Copp, of Baie Verte, occurred very unexpectedly on Saturday evening. Deceased had been indisposed for the past week but nothing serious was anticipated until Saturday morning, when he took a serious ill turn, resulting in death in a few hours. Mr. Copp was one of the prominent men of Baie Verte and in his demise not only the immediate relatives have sustained a severe loss, but the whole community. A widow and seven children survive. The daughters are Edna, Sadie and Isabella; the sons, Percy, Clarence, Cecil and Russell. He also leaves a mother, Mrs. John Copp, of Cambridge (Mass.), and seven sisters—Mrs. Glennie, Fort Lawrence; Mrs. Arthur Scharman, Amherst; Emma, Flora, Minnie, May and Edith, of Cambridge. Funeral takes place this afternoon.

The graduating recitals of Miss Gladys Louise Woodbury and Miss Winnifred Harper were given in Beethoven Hall last evening. Miss Woodbury gave three readings very excellently. Miss Harper as pianist displayed marked ability in her chosen vocation. Miss Winnifred Sinclair, pantomimist, assisted.

Mrs. Wm. McLeod and Miss Blanche McLeod will leave tomorrow for Missoula, Montana. A number of Mrs. McLeod's friends assembled last evening and presented her with a handsome pearl hoop ring and a piece of cut glass.

The death of Joseph Anderson, of Shemogue, occurred on Thursday after a brief illness.

OLD NEWSPAPERMAN DEAD

NEW YORK, March 27—Charles G. Holland, who has been connected with the New York office of the Associated Press for about 40 years, and who was for a number of years day manager of that office, died of Bright's disease at his home in this city yesterday. He was 60 years old. Mr. Holland began his newspaper career in the Washington office of the Associated Press as a boy and came to New York in 1866 since which time he has been continuously in the employ of the Associated Press.

United States Consul Holloway, of Halifax, was in the city yesterday, returning after a trip to his home in Pennsylvania.

TONS OF SALT FELL INTO MUD

With crash and crackling of wood about 5.30 o'clock last evening, 1,000 bags of salt went through a light platform between the wharf and the trestle in the rear of No. 1 shed, Sand Point, and piled up on the mud of the harbor bottom for the tide was out.

After hours of work, the latter part a race with the incoming tide, the salt was recovered.

The salt, in sacks, was being unloaded from the C. P. R. liner Lake Manitoba, which shifted Monday from No. 4 to No. 1 berth. As the shed was full at the time it was decided to pile the salt outside and in looking for a clean, dry spot the platform referred to was chosen as the most suitable.

This platform was built more than anything else, for the use of trainmen. It covers a space of about four feet between the wharf and the trestle that runs close by the elevator. The supports were not, therefore, built very sturdily, three by four pieces of scantling being strung across and on them the planks were laid. With the exception of a few barrels of oil, nothing has been stored on it before.

The work of piling the salt was being proceeded with, at a rapid rate and the bags were stacked to a considerable height. About 5.30 o'clock, when it is estimated 1,000 bags or more had been piled up, there came a lurch of the mass, then a crunching of planks and scantling. The platform had given away under the great weight and the salt had found a resting place on the harbor bottom. Fortunately all the men who had been at work were in the shed at the minute or else one or more might have gone down and been pinned in the mass of sacks.

On hearing the noise the workmen rushed to the direction from which it came; and the sight that met their gaze was a sorry one. About twenty feet down, in the mud lay the bags of salt, and round about them was a mass of debris—planks, boards, scantling, etc., all crushed and broken.

The fact of the tide being out, however, saved the salt, but the question that confronted the railway people was whether the sacks—1,000 bags—could be taken out before tide time. A big crowd of men were put to work and the race with the tide began and continued for some hours, the bags being at last placed out of the reach of the water. The task was very difficult. The salt was the property of Messrs. Gandy & Allison, North wharf.

CANCER ITS CAUSE AND CURE.

Send 6 cents (stamps) for this little book that tells of the wonderful cures made by our painless home treatment. Stott & Jury, Bowmanville, Ont.

SMALLPOX CASE IS FOUND AT McADAM

Upon the arrival of the Boston express last evening it was learned that a case of smallpox had developed at McAdam Junction. The sick man was reported to be William Steen, who until a few weeks ago conducted a large general store at McAdam.

Yesterday the house he is occupying was quarantined and all possible precautions have been taken to prevent the spread of the disease, for the Junction is an important railroad centre, and the volume of travel through it is very considerable. As far as could be learned last night the medical authorities have confined their work to keeping the house under quarantine and making the usual disinfection.

A McAdam special despatch to The Telegraph says: "Doctors Butler and Young have discovered that William Steen, of this place, is suffering from smallpox. The young man, who had been living with his brother, is a member of the firm of Steen Bros. He has been sick for about a week but it is thought the smallpox is of recent development. It is not known where he contracted the disease. Rev. W. O. Raymond, jr., who is boarding in the house, is among those quarantined."

Rev. A. B. Higgins, of Digby, who visited Palestine recently as a member of the large Sunday school touring party, spoke in Portland Methodist church last evening upon his travels. The lecture was illustrated with stereopticon views. Mr. Higgins is a very pleasing speaker, and his excellent descriptions were listened to with close attention. The lecture included a descriptive account of many places closely identified with the life and work of Christ. There was also an exhibit of curios, illustrating the manners and customs of the people who now inhabit the Holy Land.

A RIGHT WAY and A WRONG WAY

Many people have many ways to bring about the same result. Most of them are mistaken ways, but this is not known until the test of time points plainly to the error. Practically there are but two ways to accomplish anything; a right way and a wrong way. Take, for instance, a man with a bad back, there are lots of them, and of various kinds, some with stiches and twitches, others with cricks and twinges; then there's the dull, heavy continuous kind that lasts all day and doesn't sleep at night. They're all bad enough, they're all hard enough to get rid of. Some people rub the back with liniment, others cover it with plasters, either or both means often bring relief, but the pain comes back—it's the wrong way to cure the trouble.

DOAN'S KIDNEY PILLS

have a way to cure backache, a way that's all their own—the right way. They're made for the kidneys only. When the kidneys fail in their work of filtering the blood the back aches because they are situated in the small of the back; backache is the kidney's warning of trouble, and every day you let the warning go it brings you nearer to urinary disorders, Diabetes, Bright's Disease, etc.

Doan's Kidney Pills cure every form of kidney ills and that's why they bring such quick relief from bachache. Mr. Fred Gray, Good Corner, N.B., writes: "I was greatly troubled with pain across my back. I procured a box of Doan's Kidney Pills, and received so much benefit from them that I consider them the best remedy for kidney trouble there is. I would not be without them in my house."

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

THE ALTERATION SALE!

WILCOX BROTHERS.

ONLY THREE DAYS LEFT, THURSDAY, FRIDAY AND SATURDAY.

DON'T MISS IT!

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Glasgow and St. John

Winter Service, 1906.

From Glasgow.		From St. John.
Feb. 24	S. S. Tritonia	Mar. 17
Mar. 3	S. S. Salacia	Mar. 24
Mar. 10	S. S. Alcides	Mar. 31
Mar. 17	S. S. Kastalia	April 7
Mar. 24	S. S. Athenia	April 12
Mar. 31	S. S. Concordia	April 21

(Completes winter sailings.)

Freight and passage rates furnished on application to the following agents:
Donaldson Brothers ..... Glasgow
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ATLANTIC STEAMSHIPS OF THE CANADIAN PACIFIC RY.

—FINEST AND FASTEST—

"EMPRESSES"

18,000 H. Power { EMPRESS OF BRITAIN / EMPRESS OF IRELAND } 14,500 TONS

From Liverpool.	From St. John. N. B.
Mar. 13.....LAKE MANITOBA	Mar. 31
Mar. 27.....LAKE CHAMPLAIN	Apr. 14
Apr. 10.....LAKE ERIE	Apr. 28

FIRST CABIN.—To Liverpool, $47.50 and $60 and upwards, according to steamer.

Round Trip Tickets at reduced rates.

SECOND CABIN.—To Liverpool, $40; London, $42.50.

THIRD CLASS.—To Liverpool, London, Glasgow, Belfast, Londonderry, and Queenstown, $26.50. From Liverpool, London or Londonderry to St. John, $27.50 To and from all other points at equally low rates.

ST. JOHN TO LONDON.

S.S Montrose, April 7, Second-class only. S. S. Mount Temple, April 10th. Third Class only.

Rates same as via Liverpool.

For Tickets and further information apply to

W. H. C. MACKAY, St. John, N. B. or write.

F. R. PERRY, D. P. A., C. P. R., St. John, N. B.

RAILROADS.

CANADIAN PACIFIC

LOW RATE

Second-class tickets on sale daily, Feb. 15th to April 7th, 1906, inclusive, from St. John, N. B.,

To Vancouver, B. C., Victoria, B. C., New Westminster, B.C., Seattle & Tacoma, Wash. Portland, Ore. $56.40

To Nelson, B. C., Trail, B. C., Rossland, B. C., Greenwood, B. C., Midway, B. C. 53.90

Proportionate Rates from and to other points. Also rates to points in COLORADO, IDAHO, UTAH, MONTANA and CALIFORNIA.

Call on W. H. C. MACKAY, St. John, N. B., or write to F. R. PERRY, D.P.A., C.P.R., St. John, N. B.

The dining car service betwween Montreal and Sherbrooke, which has been in effect during the winter season, is now cancelled.

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ROYAL HOTEL,

41, 43 and 45 King Street,

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RAYMOND & DOHERTY, Proprietors

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Electric Elevator and all Latest and Modern Improvements.

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ABERDEEN HOTEL.

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

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74 Princess Street and 141 and 143 Germain Street,

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W. ALLAN BLACK, Proprietor.

NEW VICTORIA.

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

248 and 258 Prince William Street

ST. JOHN, N. B.

J. L. McCOSKERY. Proprietor.

Prince Royal Hotel,

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

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ATLANTIC CITY, N. J.

CHALFONTE

On the Beach. Fireproof. Always Open.

THE LEEDS COMPANY.

Wood's Phosphodine, *The Great English Remedy.* A positive cure for all forms of Sexual Weakness, Mental and Brain Worry, *Emissions, Spermatorrhoea, Impotency,* Effects of Abuse or Excess, all of which lead to Consumption, Infirmity, Insanity and an early grave. Price $1 per pkg., six for $5. One will please, six will cure. Sold by all druggists or mailed in plain package on receipt of price. Write for Pamphlet. The Wood Medicine Co., Windsor, Ontario.