

BATTLE FLEET AT CALLOO, PERU

"Bob" Evans and His Men Were Enthusiastically Welcomed By the Peruvians.

Callo, Peru, Feb. 21.—The American fleet, Rear-Admiral Evans commanding, arrived here at 11:30 o'clock yesterday morning, having traversed some 10,000 miles since it sailed from Virginia. From Punta Arenas the schedule cruising speed of ten knots an hour was maintained. The Peruvian fleet met the American fleet at sea and escorted it to this port. While the Connecticut, the flagship of Rear-Admiral Evans, was 500 miles distant from this port, a wireless message was received from Senor Pardo, President of Peru, extending a hearty welcome to the fleet in the name of himself and the people of Peru. Admiral Evans immediately sent a reply thanking President Pardo for his message. Callo was thronged with thousands of persons from Lima and other places, who had come to the city to see the fleet and welcome it. In none of the ports at which the warships have called has such enthusiasm been displayed as shown here. This was, without question, due in a great measure to the recent visit of Secretary of State Root, which established a special feeling of friendship between Peru and the United States. Furthermore, the Peruvians have always maintained a friendly feeling for Americans ever since the war between Peru and Chile in 1879, when the United States supported Peru. Consequently the greeting extended to the visitors was marked by the greatest heartiness. Two steamers loaded with excursionists met the warships some distance at sea and steamed as close to them as was consistent with safety. Shouts of welcome and cries of "Viva los Estados Unidos" frequently reached the ears of those aboard the warships. The enthusiasm displayed by this contingent of Peruvians, however, was not to be compared with that shown by the people ashore, many of whom fairly went wild in their demonstrations of welcome. The day was observed as a holiday. All the stores were closed to give an opportunity to the employees to go to the waterfront and greet the American ships. It is doubtful if Callo ever saw such a crowd of visitors from the country before. Great preparations have been made for the entertainment of the visitors, whose time will be well occupied during their stay here. On Saturday, President Pardo will dine 50 officers of the fleet. On Sunday there will be a regatta in the harbor here, in which native boats and boats from the warships will take part. The most spectacular and biggest event on the programme is a special bull fight, which will be held on Monday under the auspices of the Government.

HIGH SCHOOL TRAINING

Continuation Class To End to the Benefit of Rural Students.

Toronto, Feb. 21.—Exit the public school continuation class. In its place will follow the fifth class, taking up in rotation the present junior high school work. The entrance examination as a line of demarcation between the public and high schools will be abolished. Special inducements will be given for the fifth class public school work, and the present grant of \$100,000 will be perpetuated, and probably increased if the finances of the provinces warrant it, in assisting rural trustees and schools in developing the advanced work. In brief, township high schools are aimed at, bringing the high school training to the doors of the rural residents. Such is understood to be an important feature of the additional educational legislation to be presented to the Legislature by Hon. Mr. E. J. McLaughlin, at its present session. An advanced programme is anticipated, to which further radical changes may be outlined, notably along the lines of technical or industrial training, to which the minister has been devoting considerable attention. It is not improbable that he may suggest the formation of an advisory commission to deal with the more intricate phases of this project, upon which public and high schools, the laboring interests and the manufacturers may be represented. The legislation dealing with grants to urban public schools, prominent in the address from the throne, will probably be identified with a series of important and far-reaching changes in the general educational system.

BRITISH COLUMBIA SECURES DOMESTICS

Batch of Five Hundred Leave England Under Salvation Army Agreement.

London, Feb. 21.—F. L. Goldsmith reported gratifying progress on the project to establish "Turnbridge Wells in Canada" at a meeting of supporters. Last year 159 persons emigrated. He urged that the Government should move in the matter of supplying the colonies with British emigrants. Addressing a batch of emigrants, mainly agricultural laborers and female domestics, en route for British Columbia, General Booth defended the Salvation Army's emigration policy. He was satisfied the army was on the right lines, and that it would go on progressing. It was being considered to place 3,000 to 5,000 men on railway construction work. Five hundred of the 800 emigrants sailing today go to British Columbia under the terms of the Salvation Army's agreement with the British Columbia Government.

IS YOUR FACE PIMPLY?

Thousands of young men and women would be handsome and attractive were it not for unsightly pimples, black heads and rough uneven skin. Custom seems to recommend lotions and salves, but unfortunately their effect is but temporary. These disgusting blemishes do not originate in the skin—Their birth in every case goes further back, to the blood, which must be cleansed of humors before the complexion can be clear and rosy. The quickest cure comes from a blood-building medicine like Ferrerozine. The minute Ferrerozine strikes the blood its good work begins. Poisons and foul matter are expelled. Every trace of humor is driven out, and the whole life current is supplied with nutrient and health-giving qualities. You can always tell a Ferrerozine complexion when you see it—the cheeks are clear and rosy, no signs of redness—the eyes are bright and expressive, because rich, red blood is circulating through the whole system, carrying health, energy and strength with it. Not only will all skin eruptions disappear, but an increase in vital strength, an all-round improvement will be apparent. No rebuilding tonic could be more efficient. Get Ferrerozine today—good for young and old, for well folks and sick ones, too, 50 cents per box or six boxes for \$2.50 at all dealers.

CANADIAN WAS MURDERED IN U. S. WITH DEAD MATE

Word Arrives of the Killing of Patrick Campbell in Wisconsin.

Brookville, Feb. 21.—News has just been received here of the murder at a little place called France, twenty miles from Florence, Wis., on the 2nd inst., of Patrick Campbell, a former resident of this town, who went to Wisconsin twenty-five years ago. Campbell, who was 52 years old, was unmarried, and resided alone in his log cabin on a farm of forty acres. On the evening of the 2nd a Pole called at the cabin and demanded a night's lodging. Campbell did not like the look of the stranger and told him so, whereupon the latter departed. A few minutes later, on going out, Campbell received the charge of a shotgun just as he was leaving his door. Twelve hours later he was found by a neighbor in his hut, still breathing and conscious, and the murderer arrested Paul Kean, who is now being held. Campbell died on being taken to a hospital. Frank Campbell, a resident of Toronto, is a brother and Michael Campbell, of this town, is another brother. Two sisters reside in Denver.

TO RESCUE JAPS

U. S. Cutter Ordered To Pick Up Castaways Off Alaskan Coast.

Washington, Feb. 21.—Information has been received at the Japanese embassy that the Japanese schooner, Satsuma, has been wrecked near Yakutat Bay, Alaska. The information comes from the captain of the schooner, who arrived at Seattle on Sunday. It is understood that the Japanese have applied to the United States Government for a revenue cutter to go to the scene of the wreck. Yakutat Bay is about half-way between Sitka and Valdez. The matter was laid before the cabinet meeting today by Secretary of the Treasury Cortelyou, and at his suggestion he was empowered by the President to dispatch the revenue cutter Thetis to pick up the Japanese wrecked. The vessel is about 1,200 miles distant from the scene of the wreck, and as she must first take on coal she cannot reach the castaways for ten days.

NOT REDUCING WAGES

New York Central and Allied Lines To Keep Up Wage Scale.

New York, Feb. 21.—A committee of 25 railroadmen, representing the Brotherhood of Locomotive Firemen, Brotherhood of Railway Trainmen, Order of Railroad Conductors and Order of Railway Telegraphers, met here today to take action relative to the reported reduction of wages by railroads in the country. The committee were in session all day today and will reconvene tomorrow, with the expectation that the outcome of the session will be completed. It was announced that President Newman, of the New York Central, sent a communication to the meeting to the effect that no reduction of employees' wages on the Central or allied lines is contemplated. Following today's meeting it was announced by Theodore Westmer, chairman of the New York division of the Brotherhood of Railway Telegraphers, that the question of wages had been satisfactorily adjusted with the New York Central system, and that the present scale would be continued.

WOMAN INCITED MOB

Female Anarchist Held Responsible for Philadelphia Demonstration.

Philadelphia, Pa., Feb. 21.—As a sequel to the remarkable scene enacted on Broad street late yesterday afternoon, when several hundred policemen gave battle to more than 1,000 unemployed foreigners, who were marching to the city hall for the purpose of making a demonstration, fourteen Italians were held in jail here today. Five were detained on a charge of assault and battery and inciting riot, and the others on that of inciting riot. During the battle, the police testified at an informal inquiry today, members of the mob fired several revolver shots, one of which slightly injured an onlooker. A witness said that at the mass meeting preceding the march, a woman speaker had incited the men by declaring "It is better to be in jail, where you get plenty to eat, than to be out of work and hungry." Voltaire de Ciere, the anarchist, among others, addressed the mass meeting, but disclaimed today any responsibility for the march. She said her speech was made in English, and that half of the audience did not understand her. During the march toward the city hall a number of red flags were carried.

Ald. Wright, of Hamilton, was fined \$2 for not keeping the snow shoveled in front of his warehouse. He is very angry on P. M. Jeff's for the fine and threatens to resign if it is not remitted.

Unable To Reach Shore, Keeps Weird Vigil for Seven Days.

Toledo, Feb. 21.—Pleading in terror over long stretches of treacherous ice from the Toledo harbor lighthouse, where for seven days he had been imprisoned with the dead body of Capt. Delos Hayden, Joe Berner reached the city yesterday afternoon. He brought the news of the death of his friends and relatives, telling of the nerve-racking vigil beside the dying man in the lonely lighthouse, and his still more terrifying experience while watching over the dead body, waiting for a turn in the weather which would permit his escape.

Hayden was conscious to the last, and left a message for each of his relatives and friends. He died in his faithful companion's arms. Berner placed the body in one of the lower rooms of the lighthouse, and began his vigil for an opportunity to reach shore. Around the lighthouse the ice was firm under the snow, and when Berner started out at 1 o'clock Wednesday afternoon, he had strong hopes of reaching the shore in safety. Yet the trip was extremely perilous. He was driven across with an ice pick pole with which to sound the ice, and he fell many times into airholes. He also found much open water, and frequently was in the merest chance escaped death. Berner cannot explain how he happened to reach Cedar Point yesterday. He had no idea as to the direction in which he was walking, and had he gone 200 feet either east or west of the course he happened to take he would have missed land altogether. He took a few hours' rest at Cedar Point, and then proceeded to the city.

A relief expedition of five men started for the Toledo harbor lighthouse today to bring the body of Capt. Delos Hayden to Toledo, where an invalid widow awaits him. They will make the journey with a sixteen-foot boat on runners.

RUSSIANS WANT OTHERS TRIED

All Who Were To Blame For Defeat Should Be Punished.

St. Petersburg, Feb. 21.—The passing of the death sentence yesterday by a court-martial on Lieut.-Gen. Stoessel, who was tried on charges of cowardice and treason in surrendering Port Arthur to the Japanese, is received with little satisfaction in the Russian capital, where it is felt that the trial of Gen. Stoessel, Fock, Reiss, and Smirnov has done practically nothing toward establishing the real responsibility for the fall of the fortress. The court indeed decided the extent of the guilt of Stoessel and the other generals, but it neglected to judge the system of which they were the product. It declined to admit testimony regarding the preparedness of the fortress at the beginning of the war, the role of the navy in the defense of a marine stronghold, and other underlying factors in the humiliation of Russia.

The newspapers today express sympathy with Gen. Stoessel and declare that the death sentence will undoubtedly be commuted. They also state that Gen. Kurapatkin, Viceroy Alexieff, and other officers still more intimately responsible for the loss of the war be placed on trial.

NO FURTHER NEED OF PIERPONT MORGAN

As Motto on Left Coin Is "In God We Trust."

New York, Feb. 21.—At the Pilgrim's Society dinner Wednesday night the Right Rev. Rufus K. Lyman, of the Massachusetts, responded to the toast, "A Message From New England to Old England," and Esme Howard, counselor of the British embassy, in Washington, spoke in the absence of Ambassador Bryce, who is in Canada.

Mark Twain began by saying he had never expected, even during his long and distinguished career to receive a degree from Oxford, the oldest university of England. "I appreciate its value," he said, "above all things, and I delight in recalling the hospitality extended me in England from all ranks, from the top to the bottom. There didn't seem to be any reason for my being there, but the hand, even the police would do so. I think I have been in every capital in Christendom, and I have always been an object of interest to the police; but London surpassed them all. The London police always saluted me—sometimes with a suspicious eye, but not always. And the policeman there would lift his hand and paralyze the commerce of the world to let me pass. I liked that. I approved heartily of the message which Bishop Lawrence of New England has conveyed. But he has overlooked one thing, and I ask permission to add it. "It is important. I read in a telegram from Washington yesterday that Congress will immediately pass a bill restoring to our gold coinage the words 'In God We Trust.' I am very glad that I thought we would get into difficulties if we left it off, and straightaway they came. "The prosperity of the whole nation went down in a pile when he ceased to trust in God in that conspicuous and well-advertised way. I knew it would come. If Pierpont Morgan had stopped in just then, and—well if the bishop would add in his message that we have resumed our trust in God, we will discharge Mr. Morgan from the high office of honor."

A BIG PRICE.—An announcement is made today of the sale of the Alliance building on Place d'Armes Square, east of the Bank of Montreal building. The price paid is in the vicinity of half a million dollars. The building at present used for the head office of the Alliance Insurance Company, and a general office building. It is not stated to what purpose the building will be put but by its purchasers, nor has the identity of these been revealed. The deal having been put through the head office in England.

Montreal, Feb. 21.—An announcement is made today of the sale of the Alliance building on Place d'Armes Square, east of the Bank of Montreal building. The price paid is in the vicinity of half a million dollars. The building at present used for the head office of the Alliance Insurance Company, and a general office building. It is not stated to what purpose the building will be put but by its purchasers, nor has the identity of these been revealed. The deal having been put through the head office in England.



Original Charter 1854
Authorized Capital \$2,000,000.00
Special Consideration given the industrial and farming interests of London City and the County of Middlesex.
Full Compound Interest Paid on Savings Accounts Four Times a Year.

394 Richmond Street
In the premises recently vacated by The Sovereign Bank.
F. E. KARN, Manager of The Home Bank of Canada, in London.

ABOUT AILSA CRAIG

A Lively Village—There is Always "Something Doing."

An Ailsa Craig correspondent calls attention to the fact that this thriving village, about 24 miles west of London, is on the main line of the Grand Trunk Railroad, midway between Sarnia and Stratford, and has about 700 of a population. Ailsa Craig has one of the best flax mills in the county of Middlesex. The structure is cement from top to bottom, and a force of about fifteen hands is employed in the mill, three expert Bulgarians looking after the "skutchin."

Near by there is a sawmill, where thousands of logs are piled from 30 to 40 feet high, which are worth probably \$40,000 to \$50,000. This mill provides work for fifteen to twenty hands.

Then there is a flouring mill, which employs five or six hands. During the day there can be seen four to six teams loading and unloading all the while.

Besides these concerns, there is an extensive about 30 feet square and 25 feet in height, full of ice. There is also an evaporator, which put through some thousands of bushels of apples last fall. This concern employs from ten to thirteen hands during the season. In addition, there are quite a few more industries. It is probable that not another village in Ontario three times the size of Ailsa Craig handles as much money as does this place. "One thing is lacking," says the correspondent, "that is, a newspaper. We had one, but after it got on its feet, its proprietor thought it would do better in another place, and so it went to Parkhill."

The correspondent thinks there is a good opening in Ailsa Craig for a newspaper. At the same time a newspaper is a "good opening," in which a pile of money can soon be dropped, with slim chances of getting it back.

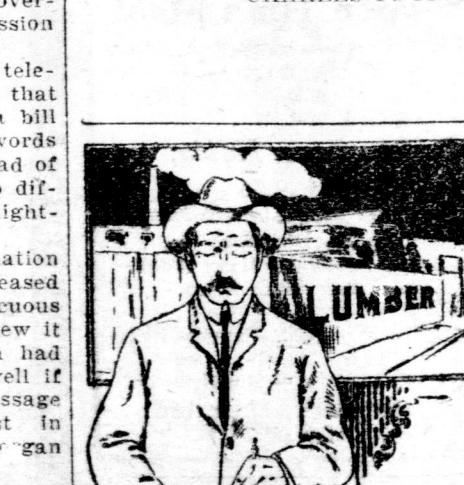
BOY BADLY FROZEN

Huntsville, Feb. 21.—A youth of 19 years named Phelps, who had no known relatives or friends in this country, died here under sad circumstances. He was brought to town from Burks Falls with his hands, feet and nose in a state of decomposition, the result of repeated frost bites. In the hope that he would be admitted to the Huntsville hospital. This institution, however, is now a private enterprise, the Government grant having been withdrawn, and the young fellow having insufficient money to pay for an operation, admission was denied him. Finally, accommodation was secured for Phelps in a private house, and a local physician gave him medical treatment, but it was too late. The youth died a week after his admission to the house.

WANT SISTER'S SHARE.

Toronto, Feb. 21.—Christina Collins, of Waverley Township, died in April, 1902, leaving a daughter, Nellie, in New York, who has not been heard of for eleven years. Other children of the woman this morning made application to have divided among themselves the share. His Lordship Chief Justice Mulock, while deciding that the information before him was slight, asked the applicants to advertise for the woman in New York, and if the money is paid out of court the applicants must give bond for repayment in the event of the daughter returning to Canada.

Fairville, Sept. 30, 1902. Minard's Lumber Company, Limited: Dear Sirs.—We wish to inform you that we consider your MINARD'S LUMBER CO. a sure relief for sore throat and chest. I will give you one dollar a bottle, if the price was one dollar a bottle, I mean it. Yours truly, CHARLES F. TILTON.



It's a wise thing to count the cost of your building material—then you "know just where you're at." Mr. Farmer, you should get our estimate on the LUMBER, SHINGLES, FLOORING or SIDING that you will require. We will save you money. We'll guarantee you courteous treatment and good value for every cent you drop into our cash drawer. Remember, we also make FRAMES, DOORS and SASH. Consult us. It won't cost you anything. GEO. H. BELTON Rectory St., North Grand Trunk Ry.

FORTIETH ANNIVERSARY SALE.

Forty years in the Hardware Business in London.

Meat Choppers Reduced No. 761, 85c. No. 20, 98c. No. 22, \$1.25.

Imperial Rotary Washer.....\$7.00
Storm Doors.....\$1.85
Puritan Oil Stoves.....\$3.50
Arctic Robes.....\$6.70
Soapstone Foot Warmers.....35c
Harness Soap per tub 37c
Cannister Coffee Mill 89c
Kitchen Meat Saw.....18c
Sleighs, Bells and Mitts at Cost.

WESTMAN'S HARDWARE

121 DUNDAS STREET and Market Square



Department of Railways and Canals, Canada TRENT CANAL ONTARIO-RICE LAKE DIVISION SECTION NO. 3.

Notice to Contractors

Scaled tenders addressed to the undersigned and indorsed "Tender for Trent Canal" will be received until 10 o'clock on Thursday, 12th March, 1908, for the works connected with the construction of Section No. 3, Ontario-Rice Lake Division of the canal. Plans, specifications and the form of the contract to be entered into, can be seen on and after the 5th February, 1908, at the office of the chief engineer of the Department of Railways and Canals, Ottawa, at the office of the superintending engineer, Trent Canal, Peterborough, Ont., and at the office of Mr. J. B. Brophy, division engineer, Trenton, Ont., at which places forms of tender may be obtained. Parties tendering will be required to accept the fair wages schedule prepared or to be prepared by the Department of Labor, which schedule will form part of the contract. Contractors are requested to bear in mind that tenders will not be considered unless made strictly in accordance with the printed forms, and in the case of firms, unless there are attached the actual signatures, the nature of the occupation and place of residence of each member of the firm. An accepted bank check for the sum of \$100.00 must accompany each tender, which sum will be forfeited if the party tendering declines entering into contract for the work, at the rates stated in the offer submitted. The check thus sent in will be returned to the respective contractors whose tenders are not accepted. The advertisement dated the 16th January, 1908, is hereby canceled. The lowest or any tender not necessarily accepted. By order, L. E. JONES, Secretary, Department of Railways and Canals, Ottawa, Feb. 3, 1908.

Newspapers inserting this advertisement without authority from the Commissioners will not be paid for it. 75c-97c

Dover, England, will have a new harbor, which will be completed in 1910, when it will accommodate fifty men-of-war.

NOTICE TO CONTRACTORS.

Scaled tenders addressed to the undersigned, marked on the envelope "Tender for Construction" will be received at the office of the Commissioners of the Transcontinental Railway, at Ottawa, until 10 o'clock noon of Tuesday, the 10th day of March, 1908, for the work required for the construction, in accordance with the plans, profiles and specifications of the Commissioners, of the following sections of the Transcontinental Railway, viz.: (1) District "A"—From a point designated on the plans of the Commissioners, at or about the 56th mile west of Montreal, to the crossing of the Intercolonial Railway at or about mile 77.7, a distance of about 37.7 miles. (2) District "B"—From a point designated on the plans of the Commissioners, at or about the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (3) District "C"—From a point designated on the plans of the Commissioners, at or near the Tobique River to a point shown on the plans and about 25 miles west of the Town of Grand Falls, in the Province of New Brunswick, a distance of about 100 miles. (4) District "D"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (5) District "E"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (6) District "F"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (7) District "G"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (8) District "H"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (9) District "I"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (10) District "J"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (11) District "K"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (12) District "L"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (13) District "M"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (14) District "N"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (15) District "O"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (16) District "P"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (17) District "Q"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (18) District "R"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (19) District "S"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (20) District "T"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (21) District "U"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (22) District "V"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (23) District "W"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (24) District "X"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (25) District "Y"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (26) District "Z"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (27) District "AA"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (28) District "AB"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (29) District "AC"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (30) District "AD"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (31) District "AE"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (32) District "AF"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (33) District "AG"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (34) District "AH"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (35) District "AI"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (36) District "AJ"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (37) District "AK"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (38) District "AL"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (39) District "AM"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (40) District "AN"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (41) District "AO"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (42) District "AP"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (43) District "AQ"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (44) District "AR"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (45) District "AS"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (46) District "AT"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (47) District "AU"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (48) District "AV"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (49) District "AW"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (50) District "AX"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (51) District "AY"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (52) District "AZ"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (53) District "BA"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (54) District "BB"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (55) District "BC"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (56) District "BD"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (57) District "BE"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (58) District "BF"—From a point designated on the plans of the Commissioners, at or near the crossing of the Intercolonial Railway by the Transcontinental Railway at mile 87.7 west of Montreal to the Tobique River, at or about mile 105.1, less one mile, a distance of about 67 miles. (59