Industrias Were Strong Feature On New York Market

Much Buying of Bonds at Improved Prices—Foreign Issues Made Slight Gains.

New York, May 16—Industrial offerings were the active and strongest features of today's bond market, responding to the prominence of those issues in the stock list.

Steels and coppers improved on the ratification of the Bethlehem-Lackawanna deal and the inquiry for copper metal at higher quotations. Lackawanna Steel fives of 1923 and United States Steel 5's strengthened with Chile Copper sixes and Cerro De Pasco 8's.

Buying of Liberty Bonds was light but no changes of tone occurred in that group. Belgian 7's, French municipals, Mexican fours and fives and Philippine Railway fours made fractional gains. Total sales, par value, $15,073,000.

Montreal Produce

Montreal, May 16.

Oats, Canadian Western, No. 2 68½ to 69.

Oats, Canadian Western, No. 3, 66½ to 65.

Flour, Man. Spring wheat patents, firsts 8.50.

Rolled oats, bag 90 lbs, 3.00.

Bran, 31.50.

Hay, No. 2, per ton, car lots, 29.00 to 30.00.

Cheese, finest easterns, 13 to 13½.

Butter, choicest creamery 35 to 36.

Eggs, selected 34 to 36.

List
New Brunswick
al Bonds will be
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ong & Bell, Ltd.
Securities
reet, St. John, N. B.
. Armstrong - T. Moffat Bell

SHIP LINES, LTD.
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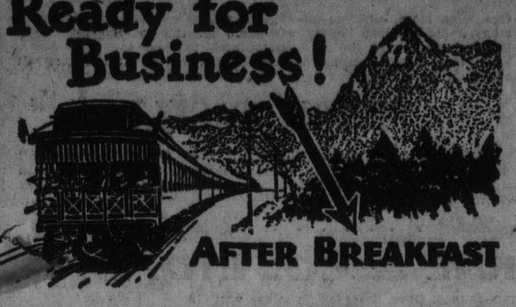
on & Sons, Ltd.
JOHN
Fredericton

Trans-Canada Limited

Quickest Train Across Canada

LEAVE MONTREAL, 5.00 P.M. (DAILY)
TORONTO, 9.00 P.M. (DAILY)

Ready for Business!



AFTER BREAKFAST

2ND MORNING AT WINNIPEG 10.15 A.M.
3RD MORNING CALGARY 10.15 A.M.
4TH MORNING VANCOUVER 10.00 A.M.

Everything Canadian Pacific Standard—None Better!

First Train MAY 21st.

For Reservations, apply to

N. R. DesBRISAY, District Passenger Agent.
St. John, N. B.

Eastern Steamship Lines, Inc.
International Line

Resumption of Freight and Passenger Service between St. John and Boston, commencing May 24.

Fare $10 Staterooms $3 up.

Steamship Governor Dingley will leave St. John every Wednesday at 8 a.m., and every Saturday at 6 p.m. (Atlantic time).

The Wednesday trips are via Eastport and Lubec, due Boston 11 am. Thursdays.

The Saturday trips are to Boston direct, due Sundays at 2 p.m.

Direct connection at Boston with Metropolitan Line steamers for New York via Cape Cod Canal.

For rates and additional information, apply to.

A. C. CURRIE, Agent,
St. John, N. B.

CANADIAN PACIFIC TRAIN SERVICE

DAYLIGHT TIME

At 12.01 a.m. Sunday, May 21st, all city clocks will be advanced one hour to conform with Daylight Time.

This means that new daylight saving time will be one hour faster than Atlantic Standard and two hours faster than Eastern Standard Time; Canadian Pacific trains are all operated under the latter.

Effective May 22nd practically full Suburban Service will be re-established, times of trains adjusted to meet requirements account of daylight as follows:

Arrivals

Suburbans from Welsford 5.45 a.m., 9.50 a.m. and 7.00 p.m., daily except Sunday, and on Wednesdays and Saturdays until July 1st, 3.25 p.m.

Fredericton train No. 106 leave Fredericton 4.10 a.m., arrive St. John 6.50 a.m.

Departures

For Welsford, 7.15 a.m., 3.15 p.m. and 8.20 p.m., daily except Sunday.

Fredericton Train No. 105 leaves same time as at present 4.10 p.m.

On Wednesdays and Saturdays until July 1st, noon Suburban at 11.20 a.m.

All other trains will arrive and depart on schedules effective April 30.

Effective Sunday, June 4th, and on Sundays until further notice, new train service between St. John and Fredericton will be established, leaving St. John at 8.10 a.m., arrive Fredericton 10.50 a.m., returning leave Fredericton 3.20 p.m., arrive St. John 6.05 p.m.

TO CONVERT INTO DAYLIGHT TIME ADD TWO HOURS TO TIMES SHOWN FOR EACH TRAIN.

Suburban folders, summer service, will be available for distribution shortly.

TRANS-CANADA LIMITED

Effective May 21st from Montreal, Toronto and Vancouver, the Trans-Canada Limited train service will be re-established by the Canadian Pacific Railway Company.

This splendid train, carrying standard sleeping car equipment only and making the fastest time between terminals of any transcontinental in America, leaves Montreal, Windsor street station at 5.00 p.m., and Toronto, Union station, at 9.00 p.m., Eastern Standard Time, daily, consuming 88 hours between Toronto and Vancouver, and 92 hours between Montreal and Vancouver, also reaching Winnipeg in 41, Regina in 51 and Calgary in 65 hours.

The schedules are so arranged that train passes through all important points (commercial or tourist) at most convenient hours for entraining or detraining, and during the portion of the trip through the Canadian Rockies, open observation cars from Field to Revelstoke are special feature. There is no extra charge made for this feature by Canadian Pacific.

Although this is the only deluxe train run in Canada, in which sleeping car passengers only are carried, there is no special fare required to travel on same.

With the resumption of the full summer transcontinental service, the Canadian Pacific will have at 8.00 a.m. every day, thirty-six transcontinental trains moving on its rails at various points between Montreal and Vancouver, among which are included eight "Trans-Canada" trains—of all this vast fleet of trains the Trans-Canada is the "Premier Train."

MARINE NEWS

MOON'S PHASES

Last Quarter.....May 18
New Moon.....May 26

	High Water a.m.	High Water p.m.	Low Water a.m.	Low Water p.m.
Wednesday ...	4.05	4.41	10.22	10.44
Thursday	5.00	5.38	11.14	11.37
Friday	5.56	6.34	12.00	12.07
Saturday	6.53	7.27	12.33	1.01
Sunday	7.48	8.15	1.31	1.54

PORT OF ST. JOHN, N. B.,
Wednesday, May 17, 1922.

Arrived Tuesday

Stmr. Monmouth, 2,963, Sutherland, from New York.

Coastwise—Stmr. Keith Cann, 174, McKinnon, Westport; stmr. Valinda, 56, Merriam, Bridgetown; Centreville 54, Lewis, Digby; Ruby L., 2, 117, Baker, Margaretville; Bear River, 70, Woodworth, Digby; Granville 3, 64, Calkins, Annapolis.

Cleared Tuesday

Stmr. Sicilian, 5602, Henderson, Havana via Boston.

Coastwise—Stmr Prince Arthur, 238, Crosby, Digby; stmr Bear River, 70, Woodworth, Digby; stmr Valinda, 56, Merriam, Bridgetown; stmr. Centreville, 54, Lewis, Digby; stmr. Ruby L, 2, 117, Baker, Margaretville; stmr Granville 3, 64, Calkins, Annapolis

Canadian Ports

Sydney, N. S., May 16—S. S. Amalienborg, Montreal; Hospital ship Jeanne D'Arc, Grand Banks.

British Ports

Cardiff, May 14—Ard, stmr Canadian Aviator, St. John, N. B.

London, May 15—Ard, stmr. Canadian Conqueror, Halifax.

Foreign Ports

Rotterdam, May 13—Ard, stmr Rose Castle, Louisburg, N. S.; Sld 11th, stmr West Kebar, Montreal.

Shipping Briefs

The steamer Monmouth arrived in port yesterday morning ffom New York, and docked at the refinery wharf to load a cargo of sugar for British ports.

The steamer Sydfold sailed from New York at 6 p.m. on Saturday for Charlottetown to load potatoes for Cuba.

The C. P. S. Sicilian will sail this morning for Havana via Boston, with passengers and cargo. Among the passengers are 348 Chinese who are enroute from Hong Kong to Havana and points in the West Indies.

The steamer Wagland sailed from Antilla, Cuba, on May 9, for this port with a cargo of raw sugar for the refinery here.

The steamer Capulin is due in port from Baltimore to load sugar for the United Kingdom.

The schooner Muriel M. Young sailed from Sydney for this port on Monday.

According to word from New York, 187,000 mackerel were landed there last Thursday, 460 barrels at Boston and 700 mackerel at Newport, which were the first to arrive at that port.

Made Fast Time

Nagle and Wigmore received word yesterday morning that the tern schooner Frederick H. had arrived at Norwalk, Conn., after a return trip to St. George, in the fast time of thirteen days. The schooner left Norwalk in ballast on April 25 for St. George, where she took on a cargo of 800 tons of pulp and arrived back at Norwalk on May 11, thus making the trip in thirteen days.

Service Resumed May 22.

The International Division of the Eastern Steamships Lines, Inc., will resume its service from Boston to this port on Monday, May 22, when the steamer Governor Dingley will come on the route. The service may be permanent now, as the company has a steamer in view for the winter service which would handle large freight consignments and about twenty-five passengers. This will depend upon the prospects for business. The present service will be bi-weekly, with sailings from St. John on Wednesday and Saturday, the latter trip to be direct to Boston.

Halifax, N. S., May 16—Arrived: Steamers Thomas H. Wheeler, Texas City; Schr Annabelle Cameron, New York.

Sailed: Steamer Belvernon, St. John's, Nfld.; steamer Thomas H. Wheeler, Boston.

REALIZES THE STRATEGY OF BISMARCK

French Generals See in Russo-German Treaty the Germ of Another War.

Paris, May 16—With almost unanimous declaration in the Paris press that the Genoa Conference is now closed, so far as France is concerned, and that the Russian reply has proved to be the "final torpedo," I have obtained exclusive statements from four famous leaders of the French army on the present situation, based on the Russo-German treaty of Rapallo. The first is from Marshal Fayolle, commander of the group of the "armies of the center" during the final stage of the war. He says:

"I have always predicted the present conditions. They seemed unavoidable. The Russo-German treaty implies the greatest military possibilities, and in fact, is the realization of Bismark's old plan. The mere cementing of friendship between Russo-Germans is the greatest event since the war. The Brest-Litovsk treaty, which was the first manifestation of such friendship, almost caused our defeat. It is astonishing that certain people do not yet realize the danger and still play friends. They will stop and repent. The Germans have a scientific and technical organization and aircraft and general staff, while Russia will furnish innumerable recruits."

General Debeny, commander of the "Ecole Superieure de Guerre" and former commander of the First French Army, says:

"In addition to the military threat the new pact includes a serious naval danger, for it gives the Germans a chance to reorganize their fleet. While the Germans were compelled to destroy their principal ships, they retained their naval staff and crews. On the other hand, Russia while lacking a technical knowledge, now has units of the imperial fleet."

General Mangin, one of the greatest fighters in the war, says:

"The Germans will certainly organize military Russia. The people are uncomfortably congenial to each other. Both are gregarious and follow blindly as cattle follow the herd leader. The Russian army no longer is an anarchical horde. Bolshevism has evolved into a plutocratic form of government.

"The present national army of the Soviet Government is nothing but the former imperial army remodelled and is under the command of the same officers. In fact, it is neither better nor worse. The same strict discipline has been resumed and there is no longer the soldiers' council. The army is 1,300,000 strong, partially equipped and drilled. These contingents are animated by a national spirit and aims; namely, the retaking of Poland and Bessarabia and the restoration of national unity."

The last in my list, but probably the most important in view of his intimate knowledge of the Russian army is General Weygand, the right-hand man of Marshal Foch, who went to Poland two years ago this summer and dramatically took command of the Polish army and saved the nation from Soviet invasion. He says:

"The Russians have shown a curious forgetfulness and disregard of Bolshevist principles. But I am not surprised. Months ago I realized what measures the Germans would adopt to resume their plan of world domination. So I am not disconcerted. Counter measures must be opposed and we may remain confident. People, like governments, have a fate they deserve. It has been declared that France now desires further occupation of the district. That is not our desire, but new military steps have been considered in connection with the non-payment of the next reparations installment due by Germany two weeks from next Wednesday, the 31st of May."

DAYLIGHT TIME AND THE RAILWAY SCHEDULES

C.N.R. Trains Will Run on Atlantic Standard Time as Shown in Time Tables.

Daylight time effective in St. John Sunday next, does not apply to the schedules of trains on the Canadian National Railways.

Trains will run on Atlantic Standard as shown in current time tables. Suburban trains have been advanced one hour to meet conditions, and will leave St. John for Hampton at 11.20 a.m. and 5.05 p.m.

The Sussex train No. 24 will leave at 4.15 p.m.

No. 10 will leave at 10.15 as shown in table.

Suburban trains will leave Hampton at 12.35 p.m. and 6.35 p.m. No. 25, the Sussex train will leave Sussex at 5.50 a.m.

No. 9 from Halifax will arrive at 6.45 a.m.

NEW TRAIN SERVICE IS GIVING SATISFACTION

Trains Between Campbellton and Edmundston via St. Leonard a Great Convenience.

Travellers are finding the new train service between Campbellton and Edmundston a great convenience.

Train No. 37, leaves Campbellton on Monday, Wednesday and Friday at 7.30 a. m., arriving at St. Leonard at 12.35 noon and reaching Edmundston at 1.30 p. m.

Train No. 38, leaves Edmundston on Tuesday, Thursday and Saturday at 12.30 p. m., and arrives at St. Leonard at 1.35 p. m., and reaches Campbellton at 6.20 p. m.

DINING CAR SERVICE FOR P. E. ISLAND PASSENGERS

Passengers for Prince Edward Island leaving Moncton on No. 4 train at 4.30 p.m., will be served dinner on the Dining Car, commencing at 5.00 p.m., this allowing 50 minutes for those who wish to enjoy the early meal.

This arrangement will be in effect until the full summer change of time when a Parlor Cafe Car will operate between St. John and Tormentine.

Swears Guide Sold Mrs. Stillman's Notes For $15,000

Detective Avers Beauvais Haggled Over the Price of "Canadian Love" Screed.

Poughkeepsie, May 15.—Attorneys for Jas. A. Stillman put on the witness stand here today a witness who declared that he had paid Fred Beauvais, the Indian guide, $15,000 for four letters alleged to have been written by Mrs. Stillman to Beauvais.

Two of the letters are those which ended "lots of Canadian love," and were signed "Kahlilo," an Indian word meaning "Dear Flower." They were shown to Mrs. Stillman when she was on the stand yesterday. She said they looked like her handwriting, but were certainly not her sentiments.

Today's witness who said he bought the letters was Edmond Leigh, manager and part owner of the National Intelligence plant Protection Service at 52 Broadway, New York, a private detective employed by Stillman's counsel. According to his testimony he and Severance Johnson, also employed by the Stillman lawyers, went to Montreal and negotiated with Beauvais for the letters, which were turned over to a newspaper man named James Sheahan, who in turn handed them to Mr. Horsey of counsel for Stillman. Horsey, according to the witness, then sent back the $15,000 by devious routes to Beauvais.

Would Tell a Tale of Theft.

Leigh said that he had promised Beauvais that he would not tell any one that the letters had been sold, but that he would say they were four of a package stolen from the guide some time before. The sale of the papers took place in May of last year, according to the witness.

Leigh said that he and Johnson went to Montreal on May 6 and saw Beauvais in a Childs restaurant there the next day. He said that on May 9 he was introduced to Beauvais on the second floor of the transportation building in St. James street, Montreal.

"What did Beauvais do?" asked Col. Wm. Rand of counsel for Stillman.

"He took some papers from the inside pocket of his coat."

"What were the papers?"

The witness replied that they were exhibits 82, 83, 84 and 85, the four letters which were introduced yesterday as having been written by Mrs. Stillman to Beauvais. Leigh said that he looked over the letters and returned them to Beauvais.

"What happened to them after that?" he was asked.

"Beauvais gave them to Sheahan and Sheahan gave them to Mr. Horsey, the witness said.

Judge Mills took up the questioning at this point and asked Leigh who he saw before he went to Canada. Leigh replied that he had seen Mr. Horsey in the office of Nicholl, Venable, Fuller & Sullivan, and that Mr. Horsey had told him to go to Montreal with Sheahan and get certain letters if he thought they were worth getting.

"Did he mention any money?" asked Judge Mills.

"Yes," said Leigh, "he said that they would be worth $5,000."

"Was that the highest amount named?"

"No. Later he said that from $5,000 to $10,000 would be paid, if I thought they were worth it."

Meeting Held in Ritz Hotel.

Leigh then told of his journey to Montreal and of meeting Sheahan in the latter's room at the Ritz Hotel.

"I did not know it at the time," he said, "but I found out afterward that Beauvais was in a closet listening to what was said. Sheahan said that he thought I could buy letters from Beauvais for Mrs. Stillman for $25,000. I said I couldn't pay that, but that I would like to see copies of the letters. That's all there was to this conversation.

"The next day Sheahan saw me at the Ritz, in my room, and said that Beauvais wanted $25,000 for the letters. I saw him at 12 o'clock that night and he assured me that at 9 o'clock the next morning Beauvais would have copies of the letters. I said that the letter I had seen was not worth $5,000, but Sheahan said that he had seen more, but that Beauvais had instructed him to say this was all he had."

Leigh said that Sheahan showed him copies of another letter, which was endearing and poetical, and later took to his hotel copies of three more letters.

"Jimmy said he went to a safe deposit vault with Beauvais," said the witness, "and saw more letters, but that the limit of Beauvais' patience had been reached and he could not hold him. I insisted on him going back for more letters. Sheahan talked all the while of Beauvais's demand for $25,000 and I said we could not pay that.

"When Sheahan came back later he brought copies of the three other letters that you have there and said that Beauvais was awfully nervous, and unless we gave him $25,000 it was all off. I then called Horsey on the telephone to New York and at his request dictated to his stenographer exhibits 84 and 85 of the letters."

Hudson Bay Co. Will Breed New Dog For Sleighs

Vancouver, B. C., May 16—A new venture is being started by the post managers of the Hudson Bay Company at Herschel Island and two other northern posts in Canada this year. It is the breeding of special dogs for sleigh-drawing purposes in the ice fields. Three well-bred Russian wolfhounds have been purchased by the company and will be taken North this summer, to breed with the Esquimo dogs.

At present the Esquimo dog, like his master, is very slow, but has the huskiness and strength to pull the sleighs. On the other hand, the wolfhound, while speedy and able to get over the ground in a hurry, cannot stand the long pulls that the Esquimo dog is capable of. By breeding these dogs the company expects to produce a strong, fast-working animal capable of keeping up the speed that the fast-travelling world of today demands. This new dog will be known as the Hudson's Bay dog.

PROPHESIES INDUSTRIAL PROSPERITY

British Board of Trade President Says Recovery Will Spread from America Across Atlantic.

London, May 16.—April returns of overseas trade show commercial improvement hangs fire, but the president of the Board of Trade prophesies recovery will spread from America across the Atlantic. Some industries, like shipbuilding, are still declining and engineering deadlock retards progress.

Money remains a drug on the market. This helps the stock exchange to resist depressing news from Genoa. Shipping dividends have been fairly satisfactory to shareholders, but would-be travellers complain bitterly that fares are still nearly treble the pre-war figures, despite reduced wages and great reduction in the price of steam coal. Wages of colliers and the domestic price of coal are still declining.

Lord Inchcape's plea for economy has been strongly indorsed on the ground that lower taxation is an indispensable condition to better trade. Sir Robert Horne, Chancellor of the Exchequer, has announced further economies and the Government of British India is appealing to the retrenchment committee to reduce the deficit. Sir Robert has been telling British bankers the trouble in Central Europe will continue until German reparations have been scaled down and exactly defined. He says half of Germany's bill is composed of debts the Allies owe each other. The two problems, therefore, should be solved together, he declares. The report of American credit to Jugoslavia coincides with a disquieting report that the Croatians have declared independence.

International oil magnates are so active and powerful that their presence in Genoa has roused interest. One of them, Leslie Urquhart, has denied in the Financial Times the charge of concession hunting. He spent half of his life in Russia and keeps in close touch with recent oil developments. He states the present production in the Baku field is 3,000,000 tons, against the average pre-war rate of 7,000,000 tons annually. The Grosny field nearly maintains its pre-war production, 1,000,000 tons. He predicts Russia will be unable to export oil for many years. To restore the output of Russian fields, he estimates, will require an outlay of 20,000,000 pounds. Apparently he supports Lloyd George's Russian policy, and speaks highly of the premier's prestige and skill at Genoa.

City opinion is not hopeful of a settlement of the Russian situation, and demand for pre-war Russian securities has fallen off, but Baku loans contracted in London before the war are worth double those of Moscow and Petrograd. Swedish industrial conditions are improving, but Swedish crowns are gradually losing their premium, possibly owing to cessation of imports by Russia. Collapse of the Greek currency continues through the failure of peace negotiations with Turkey.

Austrian exchange is making new bad records. American railways are attracting more favorable attention.

Urging Congress To Adopt Present Ship Subsidy Bill

Harding Administration Working Overtime to Jam This Measure Through This Session.

Washington, May 16—(By Canadian Press)—Developments of the past week have made it clear that the most intense efforts will be made by the Harding administration to force the ship subsidy measure through Congress at the present session. At the very latest, if the administration has its way, the bill will be forced through Congress at the short session next winter.

The advocates of ship subsidy legislation have become convinced that their only real hope of getting the bill passed is in the present Congress. They are apprehensive of waiting until the new Congress comes into power March 4, 1923, for it is quite clear the new Congress will have more opponents of subsidies than the present one and that it will be a Congress less amenable to administration pressure.

Moreover, the organization of the movement for ship subsidy legislation at this time is the most far-reaching and powerful ever effected in the United States. If the subsidy bill cannot be driven through with the aid of this organization there is little need of attempting it under other circumstances.

The fact that President J. R. Howard of the American Farm Bureau Federation, including over a million farmers, has come out for the subsidy bill, despite the fact that the farmers of the United States have persistently fought the policy of subsidies, is noteworthy. It is indicative of the far-reaching ramifications of the subsidy movement which has been most carefully promoted by the shipping interests and allied interests which are anxious to get the benefits of the payment of aids from the Treasury.

It is plain the subsidy bill can be forced through Congress, both House and Senate, when it can be brought to a vote. It can be brought to a vote soon under the House rules but it is entirely uncertain when it can be brought to a vote in the Senate. The opposition still has hope of blocking a vote in the Senate this session and possibly next session. Long delay in passing tariff and bonus bills is helpful to the plans of the opposition to subsidy.

Notice has been served that the administration purposes to make support of the subsidy bill a party matter. In other words, attempts will be made to bind the republicans in both houses by caucus action to support the bill. This is already causing protest and may cause an outbreak of political insurgency whose consequences will not be easily measured. In spite of the efforts to make it appear the farmers are for subsidy, there is down at the bottom tremendous agricultural opposition, though it is but little organized.

POLISH LANDS BEING RAPIDLY RESTORED

Warsaw, April 26.—(By Mail.)—Polish farmers restored 50 per cent of their war devastated land to cultivation last year, the Ministry of Agriculture reports. In 1920, Poland had 1,200,000 acres of tillable land laid waste by war and resulting neglect. By the end of 1921 this figure was reduced to 600,000 acres.

Plows, tractors and other farm implements purchased in America have played a large part in this restoration of Polish farm lands.

THE NEW FRENCH REMEDY.
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WANTED—Good Protestant foster homes for children, eight boys from a year and a half old to 12 years old and three girls from five months' old to eight years old. Apply by letter to Rev. George Scott, 4 Queen street, St. John, N. B.

KING TAXI-CABS

Seven passenger taxi-cabs with trunk rack; body and upholstery in good condition; repainted, over-hauled; electric lights, cord tires all around. Six to select from, $250 each. Terms. Vim Motor Truck Co., of N.E. 1106 Commonwealth Avenue, Boston, Mass.

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LATH SAWYER MAN capable taking charge machine and millwright ing. References. Hazen Flemming Greenwich Hill, Kings County.

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We start you in the Candy making Business at home, or small room anywhere, furnishing everything and buy your candy. Men-Women. Big pay Experience unnecessary. B-B CANDYMAKERS CO., Philadelphia, Pa.

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FOR SALE—FERTILIZERS. Buy Standard FERTILIZERS. Special Fertilizer for lawns. Get our prices. St. John Fertilizer Co., Chesley Street, St. John, N. B. 'Phone M. 4317.

FOR SALE—Property at Gondola Point suitable for summer camp or all the year round house. J. F. H. Teed, 120 Prince William Street.

FOR SALE—Building lot, freehold, Summer Street. J. F. H. Teed, 88 Summer Street.

AWNINGS AND TENTS—Stewart Manufacturer, 242 St. James, Montreal.

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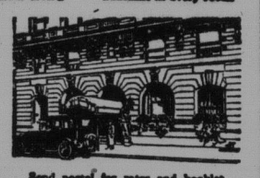
Within 3 minutes Grand Central 5 minutes Pennsylvania Terminals.



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