

Peerless Richmond

Owing to an entire absence of deep carving, and removable nickle rails, this range is easy to clean and takes a beautiful polish.

Saves fuel. Perfect cooking.

Philip Grannan, - 558 Main St.

PIANOS

This is the time of the year when people having old Pianos to exchange, begin to think of doing business.

We are making some special offers just now, and it would pay those interested to call and see us, or write. We have several

NEW SCALE WILLIAMS

which we will sell very low to close out. Some big bargains in second-hand Squares and Uprights

THE W. H. JOHNSON CO., LTD.,

7 Market Square, St. John, N. B.
Also Halifax, New Glasgow and Sydney

PAINTING, PAPERHANGING, WHITEWASHING,
Promptly done by skilled workmen. Satisfaction guaranteed. Estimates furnished on application.

E. W. PAUL, Painter

Established 1876 39 Waterloo Street, St. John

Removal Notice.

I have moved to 16 Sydney Street, where I will continue to do Painting, Paperhanging and Whitewashing in the excellent and up-to-date manner as heretofore. Estimates furnished. Satisfaction guaranteed.

B. A. DENNISTON,
Dealer in Paints, Varnishes, Enamels, Bronzes, etc. Phone Main 1015.

THE PUBLIC SCHOOL BOOKS; DETAILS OF THE PRICES

Hon. Mr. Flemming in reply to Mr. Robinson's inquiry said:

Q. 1.—What amount has been paid by the Government to date for school books and scribblers?

A.—\$11,932.06.

Q. 2.—What amount has been received by the Government from the sale of school books and scribblers?

A.—\$4515.51.

Q.—What is the cost of each school book and what is the price paid by each vendor for school books?

A.—The cost is as follows:—
1st Primer 20c; 2nd Primer, 10c; 3rd Reader 30c; 4th Reader 50c; 5th Reader 60c; less 45 per cent. Geography 50c net. Scribblers about 2-1-4c each.

The prices paid by the vendors are as follows:—
1st Primer 3c; second 7c; 1st Reader 12c; Second 18c; third 25c; fourth 30c; 5th 40c. Geography 55c; Scribblers 3c each. Less 10 per cent. commission for selling.

Q. 5.—Who pays the transportation charges from the manufacturers to Fredericton, and who pays the transportation charges from Fredericton to the vendors?

A.—In the case of the school books the manufacturers pay the charges to Fredericton; in addition there is no charge for cases of packing, the books costing the Government the price

named. In answer to question 4 delivered in Fredericton net 30 days on transportation charges both on books and scribblers from Fredericton to the vendors. In the case of the scribblers the difference between the net cost and the price paid by the vendors will cover the cost of the transportation charges from Toronto to Fredericton as well as the cost from Fredericton to the vendors.

Q. 6.—What is the total amount of transportation charges from the manufacturers to Fredericton to date and what is the amount of transportation charges from Fredericton to the vendors to date?

A.—No charge from the manufacturers to Fredericton on the books. Charges from the manufacturers to Fredericton on scribblers 1st carload \$140.66; 2nd carload \$134.91. Transportation charges from Fredericton to the vendors \$179.41.

Q. 7.—What is the cost of handling the books to Fredericton to date?

A.—Extra pay one clerk \$96.66; March 31st. Extra help packing and shipping books, A. W. Kldner, fifty-seven days \$57. Freight on the two car loads scribblers \$275.57. Freight charges from Fredericton to the vendors \$179.41; balance of expenses including printing, carriage, &c. \$203.82, making a total of \$812.46.

Q. 8.—What is the amount due?

A.—\$9,179.54.

The Week-End At The Nickel.
How the Blind Children of France are Educated, will be shown at the Nickel today in a long interesting picture, one of the finest educational films yet received in St. John. The Tour of the Ruins of Pompeii will be continued. Here are two pictures worth several times the admission price to see. In addition to this portion of the programme the late Biograph Co. successes "The Lure of The Gown" and "A Row In The Nursery" will be shown as well as Pathé's trick-photo comedy "An Unusual Elopement." Mr. Harry Bennett is today going to sing a Lauder song entirely new to the people of St. John in the burlesque sailor-yarn "We Parted On The Shore." For the children on Saturday he has consented to sing "The Saffest Q The Family" with its funny boyish monologue. Mr. Bennett is proving a great drawing card because of his clever imitations and versatility. No entertainer heard in St. John has been able to so entirely change his make-up and programme better than he. Miss Edwards is singing "Doan You Cry Ma Honey" and Mr. Courtis has a prettily picture ballad. At the Saturday matinee there will be more secret enaphotes taken.

PRINCE WILL RETIRE.

Berlin, Mar. 31.—Admiral Prince Henry of Prussia will retire next fall from the position of commander-in-chief of the navy, to become grade admiral and general inspector. He will be succeeded by either Admiral Von Fischeh or Vice Admiral Von Holtzendorf.

Barnes & Co. Ltd.

In the Royal Gazette this week Mr. C. H. Ferguson, solicitor, gave notice of application for incorporation of Messrs Barnes & Co. Ltd., the applicants being Messrs. George P. Barnes, James W. Barnes, Eustace Barnes, Annie E. Barnes, Jennie E. Barnes, and Jessie M. Barnes. The capital is \$49,000, and of course the object is to carry on the printing business at present conducted by Messrs Barnes & Co.

The Canadian Club.

A special meeting of the Canadian Club will be held on Saturday next at 1.15 p. m. at White's Dining Rooms when luncheon will be served. A. J. Dawson of London, England, will address the club. Mr. Dawson's Empire-wide reputation in connection with The Standard of Empire justifies the expectation of an enjoyable luncheon.

MARINE NEWS

Port of St. John.

Arrived—April 1.

Stmr. Montclair, 3500, Hodder, Bristol, C. P. R., general cargo.
Schr. Harold J. McCarthy, (Am) 251 Bath, Me., J. W. Smith, ballast.
Schr. Isalah K. Stetson, (Am) 271 Hamlin, Camden, Me., J. W. Smith, ballast.

Coastwise—Schr. Nellie D. 32, Paul, Beaver Harbor; Stmr. Bear River, 70, Woodworth, Bear River; Schr. R.P.S. 74, Baird, Parraboro.

Arrived—March 31.

Stmr. Rappahannock, 2490, Buckingham, from London via Halifax, Wm. Thomson & Co., general cargo.
Stmr. Monarch, 4775, Clare, from Liverpool via Queenstown, J. H. Scammell and Co. ballast.

Cleared—April 1.

Coastwise—Schr. Dorothy Tupper, Bridgetown; Bay Queen, Graham, Bellevue Cove; Constance Blinn, Bellevue; Eliza Graham, Nickerson, Yarmouth.

Sailed—April 1.

Schr. Annie A. Booth, Melvin, Salem for orders, Alex. Watson.
Schr. Aldine, City Island for orders.

British Ports.

Manchester, Mar. 31.—Sailed—Stmr. Manchester Shipper for St. John, N. B. Fastnet, April 1.—Passed—Str. Salacia from St. John, N. B. for Glasgow.

Foreign Ports.

City Island, N. Y., April 1.—Bound south.—Schr. Lucia Porter from St. John, N. B.

Boston, Mass., April 1.—Arrived—Lady Sybil (Br) from Halifax, N. S.; Boston (Br) from Yarmouth, N. S.; Calvin Austin from St. John, N. B. via Eastport and Portland.

Eastport, Me., April 1.—Arrived—Schr. Virginian (Br.) from Parraboro, N. S.
Gloucester, Mass., April 1.—Arrived—Schr. Johnnie N. Huddell from Boston for St. John, N. B.

Vessels in Port.

Steamers.

Cassandra, 5228, Glasgow, Robt. Redford Co.
Lake Champlain, 4714, Liverpool, C. P. R.

Manchester Mariner, 2672, Manchester, Wm. Thomson and Co.
Monarch, 4775, South African ports, J. H. Scammell and Co.

Rappahannock, 2490, London, Wm. Thomson and Co.
Sardinian, 2786, London and Havre, Wm. Thomson and Co.

Victorian, 3744, Liverpool, Wm. Thomson and Co.

Barks.

Robertson 733, dis. J. A. Likely.
Schooners.
Annie A Booth, 165, A W Adams.
Corra May, 117 rpe, N C Scott.

D W H, 99, laid up, A W Adams.
Dora C, 401, dis, J W Smith.
Emily F Northam, 315, dis, A W Adams.

E B Wood, 242, laid up, Stetson, Cutler and Co.
F and E Givan, 99, C M Kerrison.
Helen Montague, 214, N Y, P. McIntyre.

Hunter, 187, D J Purdy.
Lizzie H Patrick, 412, N Y, master, Mineola, 270, dis, J W Adams.
Minnie Slauson, 271, J Splane and Co.

Moama, 348, rpe, Peter McIntyre.
Rebecca W Huddell, 210, D J Purdy.
Sallie E Ludlam, 199, D J Purdy.
T W Cooper, 150, A W Adams.
Rewa, 123, laid up, D J Purdy.
Witch Hazel, 238, N Y, C M Kerrison.

Vessels Bound to St. John.

Steamers.

C. P. R. Line.

Empress of Ireland, Liverpool, Mar. 25.
Lake Michigan, Antwerp, Mar. 24.

Allan Line.

Corsican, Liverpool, Mar. 25.
Donaldson Line.
Hestia, Glasgow, Mar. 20.

Athenia, Glasgow, to sail Mar. 27.

Genoa Line.

Prinz Oskar, Hamburg, Mar. 22.
Willheld, at Hamburg, to sail April 16.

Barks.

Ahlfeld, Rosario, Mar. 20.

Marine News

A British bark 109 tons, has been fixed to foad molasses at Barbados for St. John or Halifax at private terms.

Steamship Rappahannock, Captain Buckingham arrived Wednesday night from London via Halifax, with a general cargo.

The West India liner Dahome sailed from St. Kitt's Monday for Bermuda and St. John, N. B.

The big four-masted ship Lancing, from New York, anchored inside of the Old Woman buoy Monday afternoon and was taken in tow this morning by tugs Hugh D. and Wanda for docking at Tusket Wedge—Yarmouth Herald.

South Africa steamship Monarch, Capt. Clare, arrived Wednesday night from Liverpool via Q'town to load for Cape Town. More than 100 car loads of freight have been awaiting the arrival of this steamer here. The Monarch sailed from Liverpool March 15 with defective machinery, and resumed her voyage to this port on the 16th.

A. C. H. Nyland, passenger agent of the Holland-American line, is here from New York and is at the Royal Hotel. He will meet the Prinz Oskar when she arrives.

Mr. Nyland who is accompanied by Henry Schlesner, another official of the line, has visited Sand Point and expressed himself as well satisfied with the facilities for handling freight and passengers there.

The Furness line S. S. Shenandoah left London yesterday at noon for here with a general cargo.

The Rappahannock left Pettingill wharf yesterday for Long Wharf to discharge Western cargo.

The Allan line Royal Mail Steamer, Victoria, Capt. Outram, will sail for Liverpool via Halifax with a general cargo and passengers today.

The C. P. R. steamship Montclair, Capt. Hadden arrived yesterday morning from Bristol with a general cargo.

RED TAG SALE

Going-out-of-Business

The Union Clothing Company,

26 and 28 Charlotte Street,

Great Closing-Out Sale Commences

SATURDAY MORNING, MARCH 27TH.

ALL THE IMMENSE STOCK OF

Men and Boys' Clothing and Furnishings

will be cleared out at FIRE SALE PRICES. This is everybody's opportunity to buy their spring and summer supplies at about half prices. The whole stock will be cleared out by April 17th. Everything that men and boys wear, Except Boots. Have a dandy line of Trunks, Valises, Suit Cases, Straps, etc. Every one will be surprised when they see how the prices are marked; cut away down. If you are anxious to save money, attend this bonafide going-out-of-business sale

Union Clothing Co.

26-28 CHARLOTTE STREET.

Robt. Maxwell

Mason and Builder, Valuator and Appraiser.

Brick, Lime, Stone, Tile and Plaster Worker.

General Jobbing Promptly and Neatly Done.

Office 16 Sydney Street. Res. 385 Union Street. Tel. 823

The steamer had a quick run across the Atlantic.

The United States schooner Harold J. McCarthy, recently purchased by Boston parties arrived in port yesterday in command of Captain Belvea, a native of St. John, from Bath, Maine. The vessel's agent here is J. Willard Smith. She is well equipped vessel and will be employed in the lumber trade out of this port.

The steamer Tallman which went ashore off the coast of New York state was floated undamaged.

West India Line S. S. Dahome is due at Bermuda Friday, coming north.

The Nova Scotia Stead and Coal Co's steamer Woburn, which is now undergoing an overhauling at Dartmouth, is to be equipped with a wire-telegraph outfit. The Woburn will be the first of the Nova Scotia coal fleet to have the system installed.

The S. S. Victorian will sail this morning with passengers and a large general cargo.

The S. S. Corsican is due at Halifax today from Liverpool via Moville, Ireland. She has 21 saloons; 340 second and 670 steerage.

The Eder Dempster steamship Monarch docked in No. 5 berth yesterday morning. She left Liverpool on the twelfth of March, but was compelled to put into Queenstown on account of a break in her machinery. She was delayed in Queenstown for 5 days, and left there on the seventeenth.

After experiencing a very stormy passage and being delayed again by a break in her steering gear for three days, she arrived here nineteen days from Liverpool. The work of unloading the steamer was started yesterday morning.

Dr. Inch in Poor Health. Special to The Standard. Fredericton, April 1.—Dr. J. Inch left this evening for an extended trip to United States cities. He is in poor health and will consult specialists in Baltimore.

Before leaving Dr. Inch stated that he would not come to a decision regarding his retirement which was forecasted in his annual report until he returned again.

Gillmor Brown, C. E., Mrs. Brown and Miss Brown came in on last night's Boston train.

DEATHS

PETERS—On Thursday, April 1st, Wm. Peters, Jr., in the sixtieth year of his age.

Funeral on Saturday at three p. m., from his late residence 218 King street East.

ALLISON—In this city, on March 31, after a lingering illness, Harriet, widow of the late Samuel Allison, leaving one daughter.

Funeral on Friday, at 2.30 o'clock, from the residence of her son-in-law, W. J. McAlary, 101 Victoria street.

A Brief History of the Tiger Ceylon Tea Plant and its Manufacture Into Tiger Indo-Ceylon Teas.

The Tea Plant from which the Tiger Brand of Ceylon tea is made, is an evergreen shrub.

Tiger Tea plant's stem is bushy with numerous and very leafy branches—its leaves are alternate, elliptical, serrated and veined.

The flowers of the Tiger plant are white and slightly fragrant.

The majority of the coolies employed plucking Tiger tea leaves are men and children. They are naturally better adapted than men to be good pluckers, having much more practice.

Tiger Ceylon Tea Manufacture. Under British supervision, both the cultivation and especially the manufacture of Tiger Ceylon teas have undergone remarkable improvements.

Many of the processes employed by the Chinese are quite superfluous and several of the manual operations which bulk largely in their manufacture have with advantage been supplanted by mechanical agency.

In Ceylon all this is done by machinery. In China the operation is performed by hand, and it only requires this process to be pictured to see that in the leaf must derive a considerable amount of dirt and perspiration from

the hands of the unwashed Mongolians.

The whole object of the manufacture of Tiger Teas is to roll, ferment and dry the leaf, and to the end it undergoes withering, rolling, fermenting and firing.

Withering Process Tiger Teas. As soon as the leaf arrives at the factory it is taken to the lofts above and spread thinly on tatts or shelves, to wither. Withering is preliminary to rolling. The object is that the Tiger leaf may become soft, limp and flaccid, so that it may be susceptible of receiving a good twist when put into the rolling machine.

Tats are usually made either of canvas or of wire, through which the air can pass freely.

To wither well the Tiger Tea leaf requires light, warmth and a dry atmosphere. In fair weather it will naturally wither in about 24 hours, but on wet or dull days it becomes necessary to employ mechanical agency, and to act upon the leaf with artificially dried and heated air.

If compressed in the hand the withered leaf folds together into a clammy mass without cracking or rebound.

It may be mentioned that the green leaf loses about one-third of its weight in withering and rather more than another third in the several other processes through which it passes.

Rich'd Sullivan & Co.

Wholesale only

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LAWSON'S LIQUEUR,

GEO. SAYER & CO.'S FAMOUS COGNAC BRANDIES,

PABST MILWAUKEE LAGER BEER.

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Our long experience has taught us just what the public needs.

Our course of training is kept up-to-date, and meets just those needs.

Our graduates' good work has been our best advertisement.

The public has confidence in our statements.

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STANDARD QUALITY AT RIGHT PRICES.

JOHN HOPKINS,

186 UNION ST.

1909 Established 1867

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To Let—Middle floor on north side Queen street between Carmarthen and Wentworth, also flat on west side Carmarthen street, each with separate entrance, bath room, etc. Mrs. Normansell, Britain and Carmarthen streets. 94-8.

To Let—Flat No. 275, Princess, and 162 and 164 St. James Street. Can be seen Wednesday and Friday afternoon. Enquiries of Bustin & French, Barristers, 305 Prince William St. 7-42

To Let—Shop 37 Waterloo street. Apply to B. C. Drury, 39 Waterloo St. 6-42

HUTCHINGS & CO.

MATTRESSES and BEDDING,

WIRE MATTRESSES and COTS

IRON BEDSTEADS and CRIBS

WHOLESALE AND RETAIL

101 to 105 GERMAIN STREET

Store open till 9 p.m. Friday, April 2, 1909.

Fooled Again Were You?

Gentlemen you must wear the GOLD BOND SHOE, if in future you would avoid this. You have in the GOLD BOND SHOE Comfort, Style, Durability and Elegance, combined with economy.

Price per pair \$4.00, \$4.50, \$5.00 or \$6.00.

See Local Agents.

Percy J. Steel, Foot Furnisher,

519 521 Main Street.