

EASTERN S.S. CO.

Reliable and Popular Route Between ST. JOHN and BOSTON.

Fares:
St. John to Boston \$8.00
St. John to Portland \$5.50
Steamship CALVIN AUSTIN.
Complete Wireless Telegraph Equipment.

Leaves St. John at 9 a. m. Wednesdays for Eastport, Lunenburg, Portland and Boston, and Saturdays at 7 p. m. for Boston direct.

Returning, leaves Union Wharf, Boston, Mondays at 9 a. m. and Portland at 5 p. m. for Lunenburg, Eastport and St. John, and Fridays at 9 a. m. for St. John via Eastport, omitting Portland.

City Ticket Office, 47 King Street.
L. R. THOMPSON, T. F. & P. A.
WM. G. LEE, Agent, St. John, N.B.

PICKFORD & BLACK LINE

ST. JOHN, N. B. TO DEMERARA.

S.S. Ororo sails May 2 for Bermuda, Montserrat, St. Lucia, St. Vincent, Barbados, Trinidad, Demerara. S.S. Luristan sails May 16 for Bermuda, St. Kitts, Antigua, Dominica, Barbados, Trinidad, Demerara. S.S. Sobo sails June 2 for Bermuda, Montserrat, St. Lucia, St. Vincent, Barbados, Trinidad, Demerara. S.S. Sobo sails June 9 for Bermuda, St. Kitts, Antigua, Dominica, Barbados, Trinidad, Demerara. For passage and freight apply WILLIAM THOMPSON & CO., Agents, St. John, N.B.

MANCHESTER LINERS

From Manchester to St. John
Apr. 21 Man. Commerce May 9
May 13 Man. Commerce June 29
May 25 Man. Exchange June 12
June 8 Man. Commerce June 26
June 15 Man. Commerce July 3
July 13 Man. Exchange July 31
July 27 Man. Commerce Aug 14
Aug 17 Man. Commerce Sept 4
These steamers also take freight for Philadelphia.
WILLIAM THOMPSON & CO., Agents, St. John, N.B.

Furness Line

From London to St. John
Apr. 12, Shearwater, Apr. 29
Apr. 26, Kanawha, May 13
May 3, Rappahannock, May 20
and fortnightly thereafter, dates subject to change.
Steamers have accommodation for a limited number of saloon passengers.
WM. THOMPSON & CO., Agents, St. John, N.B.

HAVANA DIRECT

S.S. Arnfrid April 25.
Steamer May 15.

And Monthly Thereafter.
For space, etc., apply to WILLIAM THOMPSON & CO., Agents, St. John, N.B.

Dominion Atlantic Ry.

S. S. Yarmouth leaves Red's Point Wharf daily at 7:45 a. m., connecting at Digby with trains East and West, returning arrives at 5:30 p. m., Sunday's excepted.
A. G. CURRIE, Agent.

THE International Railway

Now Open For Traffic

Uniting CAMPELLTON, at head of navigation on the Chama, with the ST. JOHN RIVER VALLEY at ST. LEONARDS, at St. Leonards, connection is made with the CANADIAN PACIFIC RAILWAY for ED- MUNDSTON and points on the TEMISCOUATTA RAILWAY, also for GRAND FALLS, ANDOVER, PERTH, WOODBICK, FREDER- ICTON, ST. JOHN, and WESTERN POINTS. Affording the shortest and cheapest route for FISH, LUMBER, SHINGLES, and FARM PRODUCTS, from LAKE CHAL- EURS and RESTIGOUCHE POINTS to the MARKETS of the EASTERN STATES. At CAMP- BELLTON connection is made with trains of the INTERCOLONIAL RAILWAY. An Express train, with superior accommodation for passengers, is now being operated daily, each way, between CAMP- BELLTON and ST. LEONARDS, and, in addition to the ordinary freight trains, there is also a regular accommodation train carrying passengers and freight, running each way on alternate days.
The International Railway Company of New Brunswick
January 3, 1911.

HOMESEEKERS' EXCURSIONS

April 5 and 19
May 3, 17 & 31
June 14 and 28
July 12 and 26
Aug. 9 and 23
Sept. 6 and 20
Second-Class Round Trip Tickets issued from St. John, N.B., to Winnipeg, \$36.00
Brandon, 38.00
Regina, 40.00
Saskatoon, 43.50
Calgary, 50.00
Edmonton, 50.00
Return Limit 15 Months
Date of Issue
W. B. HOWARD, D.P.A., C.P.R. St. John, N.B.

MERCANTILE MARINE NEWS

(As Compiled by G. F. Olive.)

DAILY ALMANAC:
Tuesday, May 2.
Sun rises, 5:17 a. m.
Sun sets, 7:25 p. m.
High water, 1:46 a. m.
Low water, 5:25 p. m.
Atlantic standard time.

PORT OF ST. JOHN.

Coastwise—Stmrs Grand Mahan, 50, Inouell, Wilson's Beach, Granville, 49, Collins, Annapolis and cld.; schrs Susie Pearl, 74, Clark, Riverdale; Hazelwood, 28, Stevens, Freeport; Emerald, 29, Doucet, Weymouth; Champion, 29, Titus, fishing; Alice and Jennie, 38, Guthrie, Sandy Cove and cld.; Margaret, 49, Simmonds, St. George; Beulah, 40, Fritchard, St. Martin; Virginian, 90, Graham, Apple River; Hustler, 44, Hill, Walton; Lena, 50, McEllan, Noel; H. A. Holder, 40, Port Greville; May Bell, 56, Paddington, River Robert and cld.; Effie Maud, 61, Gough, St. Martin and cld.; Emily R., 30, Sullivan, St. Martin and cld.; Viola Pearl, 53, Wadlin, Beaver Harbor and cld.; Maple Leaf, 98, Baird, Windsor; Constance, 42, Blaine, Bellevue Cove.

Cleared May 1.

Schooner Almada Willey, (Am), 493, Hatfield, for Vineyard Haven for orders, Stetson, Cutler & Co., 2,110,210 spruce laths.

Coastwise—Schrs

Hazelwood, Stevens, fishing; Champion, Titus, fishing; Yarmouth Packet, Thurber, Yarmouth; Emily, 59, George, Five Islands; Annie Blanche, Newcombe, St. Martin.

Canadian Ports.

Parrsboro, April 30—Str Mar- gareville, Baker, St. John, with mer- chandise; Schr St. Anthony, Gates, Advocate Harbor.

Salter, New York with 1,899,000 laths; str Margaretville, Baker, Port Wil- liams; Schr St. Anthony, Gates, Ad- vocate Harbor; Otis Miller, Fulmore, Five Islands.

British Ports.

Barbados, April 29—Sld schr Pon- hook, for Charlottehaven with a cargo of molasses.

Foreign Ports.

Vera Cruz, April 30—Arrd stmr Pandosia, Wright, from Newport News Boston, April 28—Arrd schr Silver Star, Marsters, from Matland, N. S.

Cleared schr Princess of Avon, Walsh, Yarmouth via Portland; Pri- cilla, Granville, St. John, Florence E. Melanson, Meteghan; Laura E. Melan- son, Grindstone Island to Manchester.

New York, April 29—Sld brk Drumblent for Singapore.

Arrived 27th schr Wm. L. Elkins, Dixon, from South Amboy for East- port.

Philadelphia, April 29—Cld stmr Eddie for Parrsboro.

Santa Fe, April 29—Sld stmr Tan- garra, Kehoe, for Rio Janeiro and United States.

Wireless Reports.

Steamer Lake Michigan, Antwerp for Montreal, was 160 miles E of Cape Race at 4 a. m. 29th.

Steamer Casandra, Glasgow for Quebec, was 340 miles E of Cape Race at 9:30 p. m. 29th.

Recent Charters.

Steamer Maud (new) 1600 standards capacity, Campbellton and Dalhousie to W Britain or E Ireland, deals, 32s, option Miramichi loading, 38s. If two ports of discharge, 15 ex- tra, June-July; stmr Inca, St. John, N. B. to W Britain or E Ireland, deals, 35s, one, 36s, 3d if two ports, April; Mora, same, 35s, 3d to 35s, May; Myra, the Grindstone Island to Manchester, deal, 35s, 9d, May; Benedict, Halifax to W Britain or E Ireland, deals, 35s, May; Ethelinda, same from Miramichi 38s, 9d, with options, May; Ethelinda, same; Swed stmr Saga, same, three trips, p. t.; Schr John L. Treat, 436 tons, from Chohaw River or George- town to a range of ports north of Ha- teras, private terms.

ST. LAWRENCE ROUTE.

Empres of Ireland, Fri, May 5
Lake Champlain, Thurs, May 11
First Cabin.

EMPRESSES, . . . \$90.00
One Class Second Cabin, . . . 47.50
LAKE CHAMPLAIN, . . . 47.50
LAKE MANITOBA, . . . 47.50

Second Cabin, . . . 51.25
Third Cabin, . . . 21.25
Other Boats, . . . 20.00
W. B. HOWARD, D.P.A., C.P.R. St. John, N. B.

Grand Trunk Railway System

Round Trip Homeseekers' Excursion Tickets

To Western Canada via Grand Trunk Double Track Route to Chicago, etc., on sale every second Tuesday until September 19th, at very low fares. THE FINEST FARMING COUNTRY IN THE WORLD. Is to be found along the line of the Grand Trunk Pacific, in the Provinces of Manitoba, Alberta and Saskatchewan. Descriptive literature with beautifully engraved maps, and giving full information about FREE HOME- STEADS, and how to obtain them free, can be had at any G. T. R. Ticket Office.

Shipping Notes.

C. P. R. steamship Lake Manitoba, now on her way to London from this port, took away 77,450 bushels of wheat.

Battle line steamship Pandosia, Captain Wright, arrived at Vera Cruz last Sunday from Newport News.

Allan line steamship Victoria, which left this port last week for Liverpool, has on board a cargo valued at \$207,460.

Norwegian steamship Arnfrid, now on her way to Havens from this port, under charter to the Munson line, took away 139 drum dry fish, 7,000 barrels of potatoes, 400 bags do, and 161,562 feet spruce boards.

German steamship Arcot, now on the passage to Melbourne, Australia, took away 16 Canadian made automobiles.

American schooner Almada Willey, Captain Hatfield, cleared yesterday for Vineyard Haven for orders with over two million of spruce laths, shipped by Stetson, Cutler & Co.

Pickford & Black, West India line steamer Sobo, was scheduled to sail from Halifax last night for this port to load for Bermuda, etc.

Furness line steamer Kanawha will be the next of that line to arrive here. She has probably left London on her scheduled time.

Swedish bark Aracan, from Liver- pool for Dalhousie with salt, put in to Queenstown, April 19, reported with main rigging slack and making a lit- tle water.

The schooner Adriatic, Captain Wambash, will load molasses at Bar- bados for St. John.

The schooner Wilfrid M., Captain Bachman, with load of molasses from Barbados, is due at St. Stephens.

Schooner Maple Leaf, recently owned by Adams & Knuckle, of Lunenburg, N. S., has been sold to parties in Newfoundland.

A seaman named Daniels, off the Tunisian, who was sent to the hospital at Halifax with a broken leg, left to- day on the Victorian for England.

Patrick Flynn, a freeman on the Manchester Importer, released from hospital at Halifax, goes back on the Montserrat.

Assistant Steward Jansson, of the Montserrat, was left behind at Hal- lax in the hospital.

Battle line steamer Tanagra, Capt. Kehoe, sailed from Santa Fe, April 29, for Rio Janeiro and United States.

Captain William Wallace, a veteran skipper of the Allan line, died last Sunday at his residence, Hudson, Que- bec. He was for twenty-five years in the service of the line as officer and master. His last command was the Sicilian, which he relinquished last October, and previous to being appointed to her he was on the Hi- bernian, Assyrian and several of the freighters of the company.

VESSELS BOUND TO ST. JOHN

Steamers.
Mora, 1965, chartered.
Sobo, Halifax, May 2.

Elhel Clark, Philadelphia, April 25
LIST OF VESSELS IN PORT.

In Commission.
Steamers.

Kwara, 2204, J. T. Knight & Co.
Sokoto, 1969, Wm. Thomson & Co.
Shenandoah, 2412, Wm. Thomson & Co.
Wakenfield, 1560, J. E. Moore.

Barks.
Emma R Smith, 374, A W Adams.
Wera, 424, J. A. Seely.

Ships.
Benmore, 1355, F. C. Beatty.
Chenier, 519, C. M. Kerrison.

Annie F. Conlon, 519, C. M. Kerrison.
Greta, 146, C. M. Kerrison.
James Young, 225, J. Spaine and Co.
Minerva, 37, W. Smith.
Nettie Shipman, 287, A W Adams.

MANY ATTENDED SALE OF RIBBONS AT MARR'S

Wet Weather did not Prevent Rushing Business at Bargain Sale of Ribbons, Jewelry and Barettes, Yesterday.

Yesterday's unpleasant weather did not prevent a goodly number from taking advantage of the extraordinary values in modish silk ribbons, jewelry and barettes.


The display in each line is both large and varied. The ribbons are shown in broad widths, all the most popular colorings and are of excellent quality, being very desirable for dress trimmings, hair bows, neck ribbons, etc. The jewelry is neat in design, strong and durable, the assortment including blouse sets, collar and cuff sets, brooches, beauty pins, skirt pins and baby pins. The barettes are of upland quality and are shown in all the most recent effects. Those attending this sale should not fail to see the fine display of The Better Hats, in the new showroom on the second floor, Marr's advertisement ap- pears on page 2 of today's Standard.

C. P. R. Suburban Service. Commencing May 18th and daily to and including June 3rd, suburban train will leave Welsford at 6:45 a. m. arriving in city at 7:55 a. m. This for ac- commodation of suburbanites wishing to reach the city early. For the same period the Boston Express, leaving St. John at 6:40 p. m. will stop at Grand Bay, Ononette and Westfield. Com- mencing June 4th, full suburban service will be inaugurated, which will be practically the same as that in effect last season. On May 24th special train will leave the city at 9:30 a. m. for Welsford, and returning leave Wels- ford at 7:30 p. m.

The Empire Typewriter in Nova Scotia Lunenburg, N. S., April 27th, 1911. Frank R. Fairweather, Esq., St. John, N. B.

Dear Sir:—Your favor of the 19th to hand. We are using an Empire Typewriter in our office and find it to give perfect satisfaction.

Yours truly,
Lunenburg Foundry Co., Ltd.
Per D. U. Smith.



Vaseline
SURE CURE FOR SKIN INJURIES & DISEASES.

COUNCIL'S LAST MEETING FOR MUCH WORK TO DO; SESSION WAS LENGTHY ONE

No More Work to be Done on Western Extension, but New Council will Hold Special Meeting to Grapple with Whole Ferry Problem—Criticism of Accounts of Special Committee.

At its meeting yesterday the Com- mittee on the action of the Mayor in stopping work on the Western Extension, severely criticized the special committee appointed to look after the ferry work and decided to call another meeting of the whole council to deal with the ferry question. It was decided to retain Mr. Dunham as clerk of the market and collector of tolls for another month, and to call for applications for the position of clerk and toll collector.

The tender of B. Mooney and Sons for paving Pond street was accepted, as was that of A. R. C. Clarke for Nelson street, and that of the Hassan Company for Dock and Mill streets.

The mayor was instructed to give Ald. Vanwart credentials as representa- tive of the city at the coronation of the King. A good deal of other busi- ness was dealt with.

Besides the mayor, there were present Ald. Hayes, McLeod, Potts, Sprout, Smith, Willet, Russell, Elkin, Van- wart, Scully, White and Jones with the common clerk, the city engineer, Supt. Waring, and Marshal Loughlin.

In opening the meeting the mayor called attention to the disastrous fire at Bangor. He said he had telegraphed the mayor of Bangor asking if St. John could assist the stricken town in any way.

The mayor also called attention to the latest move of the Hydro-Electric Company, and expressed the opinion that the council should reaffirm its at- titude as to the company's demands.

Ald. Potts said he was surprised to note that there was an opportunity for the city to acquire the property of the Bills and Bye-Laws Committee. The legislature at its recent session had adopted an act giving cities the authority to adopt the same.

Ald. Potts said that most of the work was not dealt with now, the clerks might have an opportunity for evening holidays during the sum- mer.

The common clerk then read the election returns, and the mayor and aldermen returned thanks for the en- suing were duly declared elected. The returns for the plebiscite on the com- mission and the bridge expenditure were read and adopted.

The report of the treasury board was then taken up, and adopted without dissent.

The report of the board of works was then considered. In reference to the recommendation to lease the McLeod building to the McAvity Com- pany, the council decided to reject the same.

Ald. Potts said that the city had been receiving and why the re- pairs were not to be made to the sat- isfaction of the council.

Ald. McGoldrick said the previous rental was \$500. As regards the re- pairs he thought the city would be able to raise the money.

Ald. McGoldrick said the com- pany would have to spend \$2,400 or \$2,500 to put the building in proper shape for its purposes. The recom- mendation was adopted without fur- ther discussion.

When the recommendation to have a new floor of Bay Shore spruce dealt with, the council decided to refer it to a report.

Ald. Potts said the expenditure should be the end of Rodney wharf. The mayor said that Mr. Dunham had moved that it be referred back for a further report.

Ald. Potts said the expenditure should be the end of Rodney wharf. The mayor said that Mr. Dunham had moved that it be referred back for a further report.

Ald. Elkin moved that the Motor Car and Garage Company be given the right to erect an electric sign, and this was passed.

Ald. Scully wanted to know why the Board of Works had not repaired the wharf. He thought it would be a good idea to have a committee to look after the wharf.

Ald. McGoldrick said the wharf was in a bad state. He would attend to the matter.

I. C. R. Will Not Assist.

A supplementary report on the street paving tenders was submitted, stating B. Mooney & Sons was the lowest for Pond street; J. E. Moore for Nelson street, and the Hassan Company for Dock and Mill streets.

Ald. McGoldrick moved that the low- est tender for the respective streets be accepted.

Ald. McGoldrick read a telegram from Deputy Minister Campbell, stat- ing that the I. C. R. had decided not to pay for paving a street not on gov- ernment property. He said the Board had been led to believe that the I. C. R. would bear a portion of the cost of Pond street, as they used it a great deal. In similar circumstances in other cities the I. C. R. paid a portion of the paving cost.

Ald. Potts moved that the question of paving Pond street be referred back until they found out what the govern- ment would do.

Ald. Likely couldn't see why the gov- ernment should pay for paving the city's streets. He had a good opinion of the government, but he knew it's hard to get anything out of them.

Ald. Christie said they were good to you.

Ald. Likely said they couldn't help themselves.

Ald. Russell thought the government if properly approached would consent to bear a portion of the cost.

Ald. Potts amendment was voted down, and the motion to accept the lowest tenders and proceed with the paving of the streets was adopted.

Ald. Hayes moved that the asst-en- gineer be placed in charge of the street work during the summer. He

said there was a general opinion that the city engineer had more work on his shoulders than he could properly handle. It had been suggested that the Board of Works should have a se- parate engineer, but he thought they should try the plan of placing the asst. engineer in charge of street work for the summer.

The Mayor ruled the motion out of order, as it should come up under the head of new business.

The report of the Safety Board was then taken up, and it was adopted without change, or even discussion.

A supplementary report recommend- ing a lease of a lot on Greenhead to J. King Kelley was, however, referred back to the Safety Board.

The report of the Water and Sewer- age Board was then taken up. In reference to the engineer's recommen- dation to lay a 34-inch lead pipe from the northern end of the 6-inch main on Cranston avenue to John M. Thompson's new house.

Ald. Potts said the district was growing and they should put in a big- ger pipe.

Ald. White said the residents were willing to guarantee 6 per cent on the cost of putting in a fair sized pipe.

Ald. Potts moved that a 2 1/2-inch pipe be laid, and this was adopted.

Ald. Christie moved that the city officials only be allowed to attend the meetings of the council when notified to be present, but he got no second.

The Excavation Tenders.

There was some discussion over the award of tenders for excavation work. The mayor wanted to know why there was a difference of \$125 in the price for excavating rock.

Ald. Scully said in one case it was digging boulders and in the other cut- ting through slate rock.

Ald. Potts said that most of the work was for digging out old trenches and the estimate for rock did not mat- ter.

Pollock and Nice were given the contract for excavation work.

Ald. White moved that the board of works be instructed to call for ten- ders for excavating a trench for water and sewerage pipes on Adelaide street, and that the treasury board be asked to find the money for the work.

Ald. McGoldrick seconded this. The district was being built up rapidly.

Ald. Likely said the engineer es- timated that they could only get a revenue of 3 per cent.

Ald. Hayes said he would like to help Ald. White and his people, but he thought the same thing would get a better result.

Ald. Potts said that in his opinion not more than \$500 had been spent on labor on the boat.

Ald. McLeod said he was one of the four who voted against the re- pairing of the Western Extension.

He thought it strange that \$4,000 should have been wasted to find out the boat was no good.

The common clerk read a report by the Ferry Superintendent giving the items of the account. It showed that about \$1500 had been spent for stock, and the balance on labor and incidentals. The total bill was \$4,000. Nearly \$100 was spent advertis- ing for tenders for stock, but only one bid was received.

The Mayor said he looks to me as if the Western Extension and the ac- counts of the special committee had been on an ocean trip. Everything is so much at sea.

After some further discussion, the motion to approve the action of the Mayor, and discontinue work on the Western Extension was adopted.

Ald. Russell moved and Ald. Mc- Leod seconded that the Mayor call a special meeting of the council to consider the ferry question, and that the report of the committee be in- structed to present an itemized account of their expenditures. This was adopted.

On motion of Ald. White it was decided to comply with the request of Rev. E. B. Hooper to attend service at St. Paul's church on Coronation day.

The Early Closing Act.

Ald. Willet said the Bills and Bye- laws Committee had not received a certified copy of the early closing act, but he believed it had passed, and been assented to by the Lieut. Govern- or on April 7. He understood there was a communication from the Early Closing Association of St. John, and he moved that the matter of making the early closing act applicable to St. John be taken up at the special meeting to be held shortly.

Ald. Hayes then moved that the question of having the assistant city engineer placed in charge of street work be referred to the board of works, and this was adopted.

Ald. White brought up the matter of buying Capt. Lispet's lot on Ken- nedy street, and keeping the stone crusher at work there. He moved that Capt. Lispet's offer of four lots for \$800 be accepted. It would cost \$900 to move the crusher.

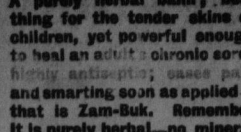
Ald. Jones moved in amendment that the crusher be moved to the Hollis property on Rockland road, where the city had procured its stone for ten years.

Ald. McGoldrick said it would take five or six weeks to move the crusher, and they needed the stone for street work in a short time.

Ald. Jones' amendment was adopted. In reply to Ald. Scully, the mayor said he had written the C. P. R. offi- cials in connection with the widening



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SURE CURE FOR SKIN INJ