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ROBT. WILBY, Medical Electrical Specialist and Masseuse. Assistant to the late Dr. Hayard, England. Treats all Nervous and Muscular Diseases, Rheumatism and Wasting, Rheumatism, Gout, etc. Eleven years' experience in England. Consultation free. 27 Colburn St. Phone 2057-21.

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LARGE SLEIGHS for sleighing parties with careful drivers at Hogan's Stables, Waterloo street. Phone 1557.

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ELECTRIC CLIPPING—Horses clipped and groomed while you wait at Short's Stable, Union Street. Only electric clipper in the city.

FOR SALE.

New Home, New Domestic, and other machines. Genuine needles and oil, all kinds, and Edison Phonographs. Buyer will save money in my shop. Call and see. Sewing Machines and Phonographs Repaired. William Crawford, 105 Princess St., St. John.

FOR SALE—100 H. P. Stationary Saw Mill. Apply F. C. Bogart, Rotherham.

FOR SALE OR TO LET—That desirable residence 73 Sewell street. Every modern improvement. Burton L. Gerow, Barrister-at-Law, 102 Prince William street.

FOR SALE—Summer residence. Very desirable property, nicely situated at Lakeside, 12 minutes from station. Substantial house, eight (8) rooms and bath, would make comfortable all-the-year home, modern improvements, fine artesian well, air-motor, fire places, etc. Woodshed and barn attached, buildings insured for \$1,500 and cost great snap. See photos. Alfred Burley & Co., 46 Princess St. Phone 890. Headquarters for farms and country property.

THE MARITIME R. & B. EXCHANGE HAVE FOR SALE—Farms suitable for Cattle, Poultry, and Mixed Farming. We solicit your business to buy, sell, or exchange Real Estate and Business Chances. Public Warehouses for storing light and heavy goods. Furniture, etc., insured and advanced made. J. H. Poole & Son, Realty and Business Brokers, 15 to 25 Nelson St. Phone M. 955-11.

FOR SALE—A pleasant situated summer house in Rotherham Park. Apply to H. B. care of The Standard.

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TO LET—King street east, modern flat, 8 rooms, hot water heating, hardwood floors. Immediate possession. Apply Phone Main 846.

FARM LANDS FOR SALE

FOR SALE—28,107 acres of first-class Western Canada Wheat Land at a low price. Owner must sell. If interested, write L. A. Walsh, Box 2037, Winnipeg, Canada.

WANTED.

WANTED—Kitchen girl. Apply Mrs. C. March, 95 Colburn street.

WANTED TO PURCHASE—South African land warrants. Highest prices paid. Apply to D. S. care of The Standard.

SITUATIONS VACANT.

MEN WANTED to learn the barber trade. We teach the trade in eight weeks. Constant practice. Proper instruction. Graduates earn from \$12 to \$18 per week. Write for full information. H. J. Greene Barber College, 734 Main street, cor. Mill, St. John, N. B.

HELP WANTED—MALE.

SALESMEN—\$50 per week selling one hand Egg Beater. Sample and terms 25c. Money refunded if unsatisfactory. Collette Mfg. Co., Colingwood, Ont.

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FOUND—A bracelet on New Year's Day on Suspension Bridge. Owner can have same by proving property and paying for this ad. Call at C. V. Cowan, 48 Adelaide.

COUNCIL BY MAJORITY OF ONE VOTE DECIDED TO PUT THE FERRY TOLLS UP AGAIN

Strenuous Meeting Yesterday Afternoon when Delegations were Heard in Opposition to Increase in Ferry Tolls, but their Objections Did Not Carry.

Ald. Potts Declared He Voted for Motion Under Misapprehension and Wanted to Change His Vote but Mayor Would Not Permit it—Matter will now go to Bills and By-Laws Committee and Back to Council.

HOW THEY VOTED.

For the Increase:
Ald. Hayes, Christie, C. T. Jones, Kierstead, Elliott, Wilson, Russell, Green, Potts—9.
Against the Increase:
Ald. Smith, McLeod, Scully, J. B. Jones, Wigmore, Codner, Elkin, McGoldrick—8.

At its meeting yesterday the Common Council by a vote of 9 to 8 decided to instruct the bills and by-laws committee to amend the ferry by-law so that the tolls should be 3 cents, and that 40 commutation tickets should be sold for 50 cents.

Delegations from the Trades and Labor Council, the Longshoremen's Union and the West Side residents were present and on motion of Ald. Scully and McLeod, five selected spokesmen were heard in opposition to the increase in the ferry tolls.

After the division on the motion to increase the tolls was taken, Ald. Potts started to explain that he had voted under the misapprehension that the motion called for an increase of the rates on teams; but his remarks were ruled out of order.

Besides the mayor there were present Ald. Hayes, Scully, Wilson, Elliott, Smith, McLeod, Russell, Elkin, C. T. Jones, Wigmore, McGoldrick, Potts, Christie, Kierstead, Green, Codner, J. B. Jones, with the common clerk, the recorder, Supt. Waring, Marshal Connelan.

Among the members of the delegations present were C. B. Lockhart, Rev. H. E. Thomas, Rev. W. H. Sampson, C. E. Colwell, Rev. Dr. Helney, Charles Coster, A. E. McGinley, S. Herbert Mayes, W. D. Haskin, W. L. Harding, Thomas Brown, W. W. Allingham, E. Cowan, W. J. Sanderson, E. J. Tighe, Elmer Young.

Ald. Scully, as one of the signers of the requisition for a special meeting, moved that the council resolve itself into a committee of the whole to hear the delegations.

Rev. W. H. Sampson Explains.

Rev. W. H. Sampson, chairman of the West Side delegation, explained that the meetings in Carleton were indignation meetings. Special attention given to the proposed new rates unfair and unjust, because no extra rates were placed on teams. Boys and girls working in the city for a few dollars a week had to pay the same as those who were not.

He said that the tolls meant an extra tax of \$4 or \$5 a year on every man, woman and child in Carleton. The proposed increase was ill-advised. The people of Carleton did not want an expensive ferry service; they had asked and been promised a bridge, which would be a great deal cheaper to the city than the expensive ferry service.

Mr. C. B. Lockhart.

C. B. Lockhart said that if the council had given the matter serious consideration, they would never have voted to put an extra tax on a section of the people. Before the union Carleton owned its water system, had very low water rates, and taxed itself for maintenance of streets and lights. Carleton was forced into the union by the vote of the North End and city proper. If then had as assets its water works, the public lands, and fisheries. It was thought that a clause in the act of union would provide for a bridge, but such a clause was not inserted. The west side people then claimed that failing a bridge they should be given a free ferry. They did not get this, but the council reduced the fares. Even as they are the tolls are heavy tax upon the workingman and working-girl.

When the rates were reduced by the council, no provision was made for meeting the deficit, and a debt of \$20,000 was rolled up. Later the council got authority from the legislature to levy up to \$10,000 a year for ferry maintenance, the presumption being that the ferry was a public highway. So long as the ferry deficit was \$10,000, the council had no right to increase the tolls.

Continuing, Mr. Lockhart said that before the union west-enders were paying from \$3 to \$5 for water, whereas now they have to pay from \$8 to \$10. Before union the tax rate in the west end was \$1.04; now it is \$1.98.

The city issued bonds to pave the streets leading to Portland; there was no consideration for the past years, but the city had to pay for the ferry—perhaps more, because Portland came into the city with a heavy debt.

J. E. Cowan.

J. E. Cowan said an increase in the ferry rates was a special discrimination against the people of Carleton. The ferry earned about \$34,000 last year, and there was a deficit of about \$9,000. The proposed increase would mean a tax of \$10 or \$12 for the average family of four persons, who usually did not buy book tickets, the tax would be heavier.

In view of the assets Carleton had brought to the city, its people deserved some consideration for the past years, but the city had to pay for the ferry service had been improved; but the increase in the size of the boats was not made for the people of Carleton, but to accommodate the business of the winter port, and vehicle traffic.

W. J. Sanderson.

W. J. Sanderson said the increased rates would be very unfair to the workingmen. Even the present rates were too high. At this time the ferry was from 1,000 to 1,700 workingmen employed at Sand Point, and the increased rates would be a tax on them, as many lived on the east side.

A Longshoreman Heard.

E. J. Tighe, representing the Longshoremen, said his union composed of 1,200 men, had protested against the increase. On the west side the longshoremen had no place to warm their hands, but to wait around in the cold till 8 o'clock Sunday morning. He wanted the boats started at 6 o'clock on Sunday mornings.

Glowing accounts appeared in the paper about the increase in the winter business. But the ships were loading grain mostly, and there was very little work for the longshoremen. Five hundred men crossed the ferry three or four times a day and counted themselves lucky if they got a few hours' work.

Many days the longshoremen did not earn enough to pay their ferry fares. If the fares were advanced, the men would be in a mood to refuse to cross the ferry. Then the ships would have to unload themselves.

In conclusion, Mr. Tighe protested strongly against any increase in the ferry rates. He said the men ought to be given a refund of the extra fares paid, and asked the council to provide the longshoremen with a place to eat their meals.

The Mayor—The common council offered a site for a longshoremen's shelter on the west side. It was understood the Minister of Public Works would build the shelter.

Mr. Tighe said the site of the proposed shelter was too far away from the wharves.

Trades and Labor Council.

W. W. Allingham, president of the trades and labor council, also protested against the increase in the rates on behalf of the trade unionists of the city. He thought the expenses of the ferry might be cut down.

The Mayor—The ferry paid its way in 1893-1894.

Continuing, Mr. Allingham pointed out that the workingmen were taxed to the hilt, and an increase in the ferry rates would increase their burdens.

Ald. Hayes Moves For Increase

The common council reconvened and Ald. Hayes moved that the bills and by-laws committee be instructed to amend the ferry by-law, so as to provide that single fares should be 3 cents, and books of 40 tickets, 50 cents.

Ald. Christie seconded this. Speaking to the resolution Ald.

Hayes said that as chairman of the treasury board his only interest was the welfare of the city as a whole. He thought a ferry service ought to pay. When the present tolls were fixed the ferry debt was about \$60,000. Since against the ferry had increased to \$150,000. For this reason he was of the opinion that there should be an increase in the ferry rates.

Continuing, he pointed out that the original estimates for 1912 were \$34,000 in excess of last year, which would have increased the tax rate 11 cents, while they only had a leeway of 4 cents. At the meeting of the treasury board, the members present were unanimous for an increase in the ferry rates.

He did not think the West Side had any cause for complaint. The city's total assessment was about \$26,413, or only 4 1/2 per cent of the total. The city carried a debt of \$25,000 on account of the West Side water works. Carleton was given \$16,586 for schools last year, as well as \$600 to school children for ferriage. On the West Side five departments \$8,000 was expended. The city spends about \$2 in Carleton for over \$1 the people of Carleton pay into the city treasury. He could not see how the West Side could seriously object to a slight increase in the ferry fares.

No Seconded For Ald. Potts.

Ald. Potts said the argument against the tolls was that boys and girls and workingmen would suffer. He believed those classes should be considered. Boys and girls getting \$1.50 a week shouldn't have to pay \$10 or \$12 a year in ferry tolls.

The burden should be put on those able to stand it. If it wasn't for the teams the ferry would be able to carry passengers for 1/2 cent a trip.

Continuing, Ald. Potts said the city was in a peculiar position. The ferry could not exist on a grant of \$1,000 a year.

He moved that monthly tickets be issued to laborers, male or female and to children for 50 cents, and to other adults for \$1.00; general fare to be 3 cents; double teams 15 cents and single teams 8 cents.

This was not seconded.

A Straight Amendment.

Ald. Smith declared he had never stated that Carleton got all it wanted. If he had known that the treasury board was going to interfere with the grant secured for the ferry by Ald. Baxter and McLeod, seven years ago he would have been at the meeting. He thought the council had acted in a high handed manner in cutting down the ferry grant from \$10,000 to \$1,000.

He moved that the council order the preparation of a bill to be presented to the legislature authorizing an assessment of \$10,000 for ferry purposes this year.

Ald. Scully seconded this. He said it was argued that the estimates of the other departments had been cut down. The fact was the appropriations for the other departments had been increased. The ferry department was the only one cut down. He thought the proposed increase was an imposition. But if they raised the passenger fares they ought to increase the tolls on teams.

Special Tickets for Special Hours.

Ald. Kierstead said he had once been of the opinion that the ferry could be run by a private company at a profit. But he was not sure of that now. The city was expending an average of \$15,000 a year on the ferry, while the total assessment of Carleton was only about \$25,000.

He moved that the ferry by-law be amended so as to provide for the sale of tickets under the following conditions: 50 tickets for 50 cents, or 25 tickets for 25 cents, good between 6 and 8 a.m. between noon and 1 p.m., and between 5 and 7 p.m.; 40 tickets for 50 cents good at other hours; 1 double team 15 cents.

Ald. Elliott seconded this.

Ald. McLeod said the ferry was the only service which had not asked for an increased appropriation. The other boards thought they had their estimates cut were getting larger grants than last year. He was unalterably opposed to any increase; even the present rates were a burden.

The ferry was a public highway. They might with equal justice collect tolls at Portland bridge.

West End Should be Considered.

Ald. McGoldrick recalled that at the time the union was formed the legislature the people of Carleton were promised a bridge. He thought the West End had an equity in the present ferry rates. He wasn't kicking on his own account, but the city should remember that the city of Saint John had declared they could run the ferry all right, but apparently it would need the two of them rolled in one.

Ald. Elliott said residents of the West Side were complaining that Stanley ward only paid one half the

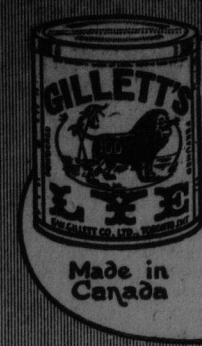
Continued on page four.

To Unclog The Pores
Remove Stifling Skin

"Clogged pores are the cause of many complexion difficulties," according to Dr. Herman Ward. "This condition makes the skin coarse in texture, interferes with the elimination of waste matter, producing a muddy or blotchy complexion, eruptions and other defects."

"To open and cleanse the closed pores there is nothing more effective than ordinary mercurized wax, used as you would cold cream, but not rubbed in. It should be applied at night and washed off in the morning. Mercurized wax, to be had at any drug store, will also remove the effects of the conditions referred to. That is, it removes the undesirable complexion itself, with its disfiguring marks. Possessing a peculiar absorbent power, it flakes off the solid skin in minute particles, but so gradually there is no irritation or inconvenience. It is recommended in preference to cosmetics, as the new complexion it reveals is a perfectly natural one."

Ald. Christie seconded this. Speaking to the resolution Ald.



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GILLETTE'S PERFUMED SOAP

Long Service
and satisfaction are assured if you purchase knives, forks, spoons and serving pieces bearing the trade mark.

1847 ROGERS BROS.

This brand is known as "Silver Plate that Wears" and is made in the heaviest grade of plate. Famous for over twenty years for its durability and beauty.

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LADIES!

After years of experience in Ladies' Custom Tailoring, and having been catered to a most exclusive class, I am in a position to guarantee absolute satisfaction as regards the price, quality and workmanship of my goods. Your inspection and patronage is respectfully solicited.

HAY, 162 Union St.

Assessors' Notice

The Board of Assessors of Taxes for the City of Saint John hereby require all persons liable to be rated for the year 1912 forthwith to furnish to the assessors true statements of all their property, real estate, personal estate and income, which is assessable under "The Saint John City Assessment Act, 1909," and hereby give notice that blank forms on which statements may be furnished can be obtained at the office of the assessors, and that such statements must be perfected under oath and filed in the office of the assessors, within thirty days from the date of this notice.

Dated this Second Day of January, A.D. 1912.

ARTHUR W. SHARP, Chairman.
URIAH DRAKE,
TIMOTHY T. LANTALUM,
JOHN ROSS.

Assessors of Taxes.
Extracts from "The Saint John City Assessment Act, 1909."

"Sec. 22. The assessors shall ascertain as nearly as possible the particulars of the real estate, the personal property, and the income of any person, who has not brought in a statement in accordance with their notice and as required by this law, and shall make an estimate thereof at the true value and amount, to the best of their information and belief; and such estimate shall be conclusive upon all persons who have not filed their statements in due time, unless they can show a reasonable excuse for the omission."

"Sec. 43. No person shall have an abatement unless he has filed with the assessors the statement under oath within the time required; nor shall the Common Council, in any case, sustain an appeal from the judgment of the assessors, unless they shall be satisfied that there was good cause why the statement was not filed in due time as herein provided."

NOTICE.

PUBLIC NOTICE is hereby given that under Chapter 86 of the Consolidated Statutes of New Brunswick, 1903, License to transact business in this Province has been granted for one year from the First day of December, A. D. 1911 to The Canadian Home Investment Company, Limited.

M. D. EMACK,
Manager.

Dated the 23rd day of December, 1911.

PUBLIC NOTICE is hereby given that a Bill will be presented for enactment at the next session of the Provincial Legislature to further amend the "St. John Assessment Act, 1909," and amending Acts.

The objects desired to be attained by this Act are:

(1) To provide that after the 1st day of January, 1912, the tax on buildings and improvements be reduced fifty per centum and after such date still further reduced from time to time until the tax on such buildings and improvements disappears altogether; also that the land exclusive of buildings shall be assessed at twice the true value, to provide for the revenue lost on account of the decrease in the taxation of such buildings and improvements.

(2) To provide that personal property be exempt from taxation as soon as circumstances will permit.

(3) To empower the Common Council of the City of Saint John to appoint a Commission which shall become a permanent Court with power to adjust as equitably as possible all difficulties which may arise on account of the change above mentioned, more particularly with reference to long renewal leases.

(4) To provide that the Five dollar poll tax be reduced to Two dollars.

(5) To repeal Section 1 of the Act of Assembly 10th Ed. 7, Chap. 64 (1910), which provides that the rate of taxation for the years 1911, 1912, 1913, 1914, 1915 and 1916 shall not exceed the tax rate for the year 1910.

Saint John, N.B., the fifteenth day of January, A.D. 1912.

HERBERT E. WARDROP,
Common Clerk of the City of Saint John.

TO PLUMBERS

Sealed tenders, endorsed "Tender for Heating, Etc." will be received by the undersigned up to noon of Friday, 26th inst., for Hot Water Heating and Plumbing required in the Board of Trade Building.

The lowest or any tender not necessarily accepted.

Plans and specifications may be seen at the office of the Board of Trade, Prince William street.

W. E. ANDERSON,
Sec. of the St. John Board of Trade.

F.L. POTTS
Auctioneer, Stock, Bond and Real Estate Broker, Bonds, Stock and Merchandise of every description sold or negotiated. Furniture sales at residence and sales of horses a specialty. Office and Salesrooms, No. 96 Germain St. (Masonic Block). Business hours from 2 a.m. to 6 p.m. All business strictly attended to. P. O. Box 298. Phone 973.

Drug Business For Sale

Tenders will be received at the office of the undersigned Mortgagee, up to January 27th at 12 o'clock noon, for the assets of Drugs, Patent Medicines, Prescription Bottles, Soda Fountain, Gasoline Lighting Plant, Cash Register, Show Cases, Fixtures and Fittings, Books and Book Debts contained in the above No. 109 Brussels street, formerly occupied by the late Joseph F. Bardsley, the same being sold under and by virtue of a certain chattel Mortgage, given by the late Joseph F. Bardsley. Stock list can be seen, and all further particulars obtained at the office of the Canadian Drug Co., Ltd.

JOHN RUSSELL, JR.,
Mortgagee.

SYNOPSIS OF CANADIAN NORTH-WEST LAND REGULATION.

Any person who is the sole head of a family or any male over 18 years old, may homestead a quarter section of available Dominion land in Manitoba, Saskatchewan or British Columbia. The homesteader must appear in person at the Dominion Lands Agency or Sub-agency for the district. Entry by proxy may be made at any agency, on certain conditions by father, mother, son, daughter, brother or sister of intending homesteader.

Duties—Six months' residence upon and cultivation of the land in each of three years. A homesteader may live within nine miles of his homestead on a farm of at least 80 acres solely owned and occupied by him or by his father, mother, son, daughter, brother or sister.

In certain districts a homesteader in actual standing may pre-empt a quarter section alongside his homestead. Price \$120 per acre.

Duties—Must reside upon the homestead or pre-emption six months in each of six years from the date of his entry (including the time required to earn homestead patent) and cultivate fifty acres extra.

A homesteader who has exhausted his homestead right and cannot obtain a pre-emption may enter for a purchased homestead in certain districts. Price \$2.00 per acre. Duties—Must reside six months in each of three years, cultivate fifty acres and erect a house.

W. W. CORY,
Deputy of the Minister of the Interior.
N.B.—Unauthorized publication of this advertisement will not be paid for.

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Machinery Bulletin

FOR STEAM ENGINES AND BOILERS