

Government Municipal and Public Utility Securities

To Yield
5½ to 6½%

Ask for Our List.

Eastern Securities Co., Ltd.

James MacMurray,
Managing Director
92 Prince William Street,
St. John, N. B.
193 Hollis Street,
Halifax, N. S.

MONTREAL SALES.

(McDougall and Cowans.)
Montreal, Wednesday, March 12—
Morning.
Vic Bonds 1922-30 @ 100½, 1-
900 @ 100½.
Vic Bonds 1927-30 @ 103, 2,000
@ 103½.
Vic Bonds 1937-1,000 @ 105½, 11-
000 @ 105½, 1,100 @ 105½.
Steamships Pld—100 @ 73.
Brazilian—175 @ 64½, 240 @ 55, 10
@ 54½, 75 @ 54½.
Dom Tlx—10 @ 108½, 489 @ 109.
5 @ 108½, 200 @ 109½, 13 @ 108½.
Can Com Pld—5 @ 99½, 20 @ 100.
1923 Vic Bonds—3,000 @ 100½, 4-
300 @ 100½.
Can Com—183 @ 67, 200 @ 68-8.
Steel Can Com—75 @ 62-5-8, 60 @
62½, 285 @ 62½, 50 @ 63½.
1922 Vic Bonds—1,000 @ 104½, 1-
700 @ 104½, 17,000 @ 104½.
Dom Iron Com—1,585 @ 60½, 25 @
61, 50 @ 61½, 650 @ 61½.
Elyington—175 @ 118½, 250 @
118½.
Montreal Power—235 @ 91½.
1931 War Loan—500 @ 99½, 300 @
98.
Can Car Pld—50 @ 31, 75 @ 31½,
25 @ 31½, 25 @ 31½.
1937 War Loan—3,000 @ 99½.
Can Car Pld—10 @ 37, 175 @ 88,
110 @ 88½, 19 @ 88½.
Maple Milling Co—100 @ 120, 220
@ 141.
Gen Elect—20 @ 17½.
Florida Pld—20 @ 25.
B C Fish—10 @ 47.
Smelters—10 @ 25½.
Wayne Bonds—10,000 @ 84.
McDonalds—150 @ 24½.
Quebec Rail—10 @ 21½, 25 @ 21½.
100 @ 21, 25 @ 20½, 50 @ 20.
Asbestos Com—150 @ 52.
Asbestos Pld—10 @ 60.
St Lawrence Flour—87 @ 88, 25 @
87½.
Laur Power—420 @ 69.
Span River—25 @ 20.
Glass—50 @ 46½.
B M P T—50 @ 53½.
Nor Amer Pulp—275 @ 114, 100 @
114.
4% Can—50 @ 72½, 25 @ 73½.
Royal Bank—100 @ 21, 20 @ 99½,
10 @ 99½.
Royal Bank—4 @ 208.
Bank Nova Scotia—11 @ 27½, 5 @
27½.
Afternoon.
Vic Bonds 1922-30 @ 100½,
2,150 @ 100½.
Vic Bonds 1927-30 @ 103½, 1,200
@ 103½, 200 @ 103½, 100 @ 103½.
Vic Bonds 1937-1,000 @ 105½, 3-
000 @ 105½.
Steamships Pld—20 @ 40½, 2 @
40½.
Steamships Pld—25 @ 79.
Com Com—50 @ 66½.
Brazilian—5 @ 55, 50 @ 54½, 100
@ 54½, 25 @ 54½.
Texile—35 @ 104½, 55 @ 109½.
1922 Vic Loan—20,550 @ 100½.
Steel Can—25 @ 62½, 150 @ 63.
5 @ 62½, 15 @ 62½.
1923 Vic Loan—8,000 @ 104½, 8,000
@ 104½.
Dom Iron—145 @ 61.
Shaw—10 @ 113½, 95 @ 118.
Power—25 @ 91½.
Maple—25 @ 140.
Can Car Pld—50 @ 88½, 20 @ 88½.
Laur Pulp—25 @ 207.
Smelters—25 @ 26.
Ridmore—80 @ 120.
McDon—74 @ 24½, 25 @ 24-5-8.
Wayne—25 @ 50½.
Wayne Bonds—200 @ 87.
Wab Cot—75 @ 67½.
Quebec Ry—180 @ 20, 50 @ 20½.
Asbestos Com—150 @ 55, 50 @ 53½,
25 @ 53½, 75 @ 54.
St Laur Flour—20 @ 88.
Laur Power—50 @ 69.
Span River—150 @ 19.
Span River Pld—25 @ 79½, 185 @
79.
Brompton—150 @ 69½, 100 @ 69½,
10 @ 69.
Can Cot—55 @ 74, 150 @ 75.
Penmans Ltd—101 @ 91.
(McDougall and Cowans.)
Bid. Ask.
Ames Holden Com ... 28 ... 75
Brazilian L. H. and P. ... 54½
Canada Car ... 30½ ... 31½
Canada Car Pld ... 88½ ... 88½
Canada Cement ... 90½ ... 90½
Canada Cement Pld ... 99½
Cotton ... 75
Dom Iron Com ... 60½ ... 61
Dom Tlx Com ... 109½
Laur Power ... 69
McDonalds ... 24½ ... 24½
McDonalds Com ... 91 ... 91½
Penny's Com ... 20 ... 20½
Quebec Railway ... 148 ... 148½
Shaw and P Co ... 118½
Span River Com ... 19½
Span River Pld ... 79

STOCK TRADES RAN HIGH WED.

Influential Factors Included
News from Abroad Which
Strengthened the Hope of
an Early Ratification of the
Peace Treaty.

New York, March 12.—Transactions
in stocks today ran well over the
million share, the advance which em-
braced numerous high points for the
year, being accelerated, according to
general belief, by substantial public
participation.
Influential factors included news
from abroad which strengthened the
hope of an early ratification of the
peace treaty and the progress of
events at Washington and in high
financial quarters, which virtually in-
sured sufficient funds for efficiency
maintenance of the railroads. Addi-
tional developments bore upon favor-
able crop prospects and further im-
provement in general trade. Several
leading industrial concerns represent-
ing widely different industries, such as
activity—the American Tobacco, Ameri-
can Sugar, American Corn and Glass,
Springfield Steel, submitted annual
statements of earnings which explained
the recent strength of those and
kindred issues. Ralls led the strong
opening, but fell back quite generally
in the final hour. United States Steel
also receding sharply after attaining
a new high point for the current
movement, but the undertone at the
close was strong.
The more spectacular features of
the day were Texas Company, an ex-
treme gain of 12 1/2 points, indus-
trial Alcohol, 5 3/4; Singlebaker and
Paldwin Locomotive, 3 1/2; American
Tobacco, 5 and various steels, equip-
ments, oils, motors and specialties
1 to 3 points, subject to irregular re-
actions. Sales amounted to 1,327,
000 shares.
Bonds were neglected in the excite-
ment, attending the stock market,
but steadily firm, ruled in do-
mestic and foreign issues on relatively
light dealings. Total sales, par val-
ue, aggregated \$9,650,000.
Old U. S. coupon and registered
bonds gained 1-4 per cent. on call.

N. Y. QUOTATIONS.

(McDougall and Cowans.)
Open. High. Low. Close.
Am Beet Sug 74½ 75 74½ 74½
Am Car Pld 34½ 34½ 34½ 34½
Am Loco 88½ 88½ 88½ 88½
Am Sugar 119½ 120½ 119½ 119½
Am Smelt 70½ 71½ 70½ 70½
Am Stl Pld 87½ 87½ 87½ 87½
Am Woolen 63½ 63½ 63½ 63½
Am Tele 107½ 108 107½ 107½
Anaconda 62½ 63½ 62½ 62½
All Ind Pld 100½ 100½ 100½ 100½
Am Can 48 47 47½ 47½
Aetehison 93½ 93½ 93½ 93½
Balt and Ohio 50 49½ 49½ 49½
Balt Loco 88½ 88½ 88½ 88½
Beth Steel 69 69½ 69½ 69½
Brook Rap Tr 24½ 24½ 24½ 24½
C F I 42 42½ 42 42
Ches and Ohio 60½ 60½ 60½ 60½
Cort 68½ 68½ 68½ 68½
Can Pac 164 164½ 163½ 163½
Distillers 63 63½ 62 62
East Steel 67½ 67½ 67½ 67½
Erie Com 173½ 173½ 173½ 173½
Erie Int Pld 30½
Gr Nor Pld 95½ 95½ 94½ 94½
Gen Elect 159½ 159½ 159½ 159½
Gr Nor Ore 43½ 43½ 43½ 43½
Ind Alcohol 125 128½ 124 127
Gen Motors 161½ 161½ 160½ 160½
Royal Dutch 94½ 94½ 94½ 94½
Inspira Cop 47½ 47½ 47 47
Kans City Sto 20½ 20½ 20½ 20½
Kenne Cop 30½ 31 30½ 30½
Lehigh Val 37 37½ 36½ 36½
Mer Mar Pld 107½ 107½ 107½ 107½
Midvale Steel 47½ 47½ 47½ 47½
Miss Pac 25½ 25½ 24½ 24½
N Y NH and H 32½ 32½ 32½ 32½
N Y Cent 77 77½ 76½ 76½
Nor Pac 94½ 94½ 94 94
Nat Lead 69½ 69½ 69½ 69½
Penn 45 45½ 44½ 44½
Press Scl Car 69½ 71 69½ 70½
Reading Com 84½ 84½ 84½ 84½
Repub Steel 85½ 85½ 85½ 85½
St Paul 41 41½ 40 40
Sou Pac 102½ 103½ 102½ 102½
Sou Rail 31 31 30½ 29½
Studebaker 61½ 61½ 61½ 61½
Union Pac 131½ 131½ 130½ 130½
U S Stl Com 98½ 98½ 96½ 96½
Utah 72½ 72½ 72½ 72½
Westinghouse 47½ 47½ 46½ 46½
West Union 85 85 84½ 84½
Toronto, March 12.—Board of Trade
quotations today were:
Manitoba wheat—in store Port Wil-
liam, No. 1 northern, 2.11 1/2; No. 2
northern, 2.11 1/2; No. 3 northern,
2.17; No. 4 wheat, 2.11 1/2.
Manitoba Oats—No. 2 C.W. 72-78,
100 lbs, Port William, No. 3, 67-78;
extra No. 1 feed, 67-78; No. 1 feed,
65-78; No. 2 feed, 62-78.
American Corn—No. 3, 1.62; No. 4,
1.55; prompt shipment, track Toronto,
Manitoba Barley—in store Port
William, No. 3 C.W. 91-98; No. 4
C.W. 85; reletted, 79-82; feed, 78-84;
Ontario Wheat—No. 1 winter, 2.14
to 2.22; No. 2 winter, 2.11 to 2.19;
No. 3 winter, 2.07 to 2.19; No. 4
spring, 2.09 to 2.17; No. 5 spring,
2.02 to 2.10 f.o.b. shipping points, ac-
cording to freight.
Ontario Oats—No. 2 white, 62 to
64; No. 3, 60 to 62, according to
freight outside.
Buckwheat—No. 2, 85 nominal.
Rye—No. 2, 1.37 to 1.40 nominal.
Manitoba Flour—Government stand-
ard, 9.65 to 9.75 new bags.
Ontario Flour—Government stand-
ard, 9.65 to 9.75 new bags.
Millfeed—Car lots, delivered Mont-
real, shorts, 42-45; bran, 40-45; mid-
dlings, not quoted.
Good feed flour—Per bag, 3.25 to
3.50.
Hay—Baled, track Toronto, car lots,
No. 1, \$29 to \$31; mixed, \$18 to \$19
per ton.
Straw—Car lots, \$10.

Toronto Board of Trade.

(McDougall and Cowans.)
Bid. Ask.
Ames Holden Com ... 28 ... 75
Brazilian L. H. and P. ... 54½
Canada Car ... 30½ ... 31½
Canada Car Pld ... 88½ ... 88½
Canada Cement ... 90½ ... 90½
Canada Cement Pld ... 99½
Cotton ... 75
Dom Iron Com ... 60½ ... 61
Dom Tlx Com ... 109½
Laur Power ... 69
McDonalds ... 24½ ... 24½
McDonalds Com ... 91 ... 91½
Penny's Com ... 20 ... 20½
Quebec Railway ... 148 ... 148½
Shaw and P Co ... 118½
Span River Com ... 19½
Span River Pld ... 79

N. Y. COTTON MARKET.

(McDougall and Cowans.)
May ... 24.38 ... 24.00
July ... 22.16 ... 21.50
Oct ... 22.25 ... 21.80
Dec ... 21.20 ... 20.50

SOON MORE SHIPS THAN CARGOES, SAYS

SIR JAMES WILSON

Rates Will Drop to Only
Double What They Were
Before War, He Declares in
Interview in London.

(Special Cable to The N. Y. Tribune
and The St. John Standard.)

In a memorandum on the world's
merchant shipping, incorporating
many statistics issued by Lloyd's Reg-
ister and the Admiralty and a number
of calculations based on them, Sir
James Wilson, K. C. S. L., discusses
the probable movement of ocean
freights in the immediate future, says
the London "Times." He argues that
within a few months the supply of
shipping for commerce will be greater
than the demand, as compared with
the pre-war relationship, and that
freights will fall to a level not much
more than double the rates which
were current before the war.

It is noteworthy that Sir James Wil-
son makes only a slight reference to
the large quantity of tonnage which
is generally assumed will be required
for some time to come for the trans-
port of troops from Europe to the
United States and the British Domi-
nions overseas, and omits to mention
that Europe will require a great deal
of re-equipment.
He points out that it seems to be
practically certain that the world's
total merchant steam tonnage (in-
cluding that in enemy countries),
though considerably less than it was
in July, 1914, is at present larger than
it was on the average of the five years
before the war; that it will go on rap-
idly increasing, and that it will be a
long time before the quantity of ton-
nage in the world is short.

Now that peace seems assured, all
the ships in enemy hands will soon
become available for use, much of the
shipping hitherto employed in oper-
ations of war is already being returned
to ordinary commerce, and it will not
be long before the quantity of tonnage
actually employed in trade apart from
that still required for the repatriation
of men and munitions, will be as large
as it was on the average of the five
years before the war.

Less Need for Shipping.

On the other hand, Sir James Wil-
son maintains, the demand for the
transport of goods by sea is not likely
for a considerable time to be as large
as it was on the pre-war average. The
resources of most European countries
have been greatly reduced, and it will
take some time to reorganize their in-
dustrial life, so that the effective de-
mand for the import of food and raw
materials into Europe is likely to be for
some time less than the pre-war de-
mand.
For the same reason the quantity
of manufactured goods exported from
Europe is likely for some time to be
less than it was before the war, so
that altogether it seems probable that
the demand for shipping will be less
as compared with the pre-war relation-
ship of supply and demand.
Sir James Wilson thinks the present
control over merchant shipping main-
tained by the governments of the prin-
cipal shipping countries is a temporary
measure, but he does not think it will
be continued for some time, but
it will be the principal object of both
governments and shipowners to see
that the shipping is not so restricted
that the rates of freights will, in the
main, be regulated by the relation be-
tween the supply of shipping and the
demand for shipping, and that the pre-
sent being built will have cost
much more than similar ships cost be-
fore the war, and shipowners will nat-
urally be inclined to keep up the de-
mand in order to obtain a sufficient in-
come to give them a reasonable return
on the actual cost of the new ships.
But the general law of supply and de-
mand will prevail, and they will soon
be forced to accept whatever rates of
freight are established by competition
between all shipowners for the amount
of trade requiring transport by sea.
So long as those rates of freight are
sufficient to give some margin, how-
ever small, over the cost of working
the ships, they are not likely to lay up
any shipping simply for the reason
that the net return from the employ-
ment of the ships gives them a con-
siderable rate of profit on the capital cost.

Altogether then, Sir James Wilson
adds, it seems probable that the sup-
ply of shipping in the world as a whole
will soon be found equal to the de-
mand for shipping, and that freights
will in a few months fall to a level
not much more than double the rates
which were current before the war;
whereas recently, as regards wheat,
they were about fifteen times the av-
erage pre-war rates. War risk insur-
ance will also soon cease. Already
a rapid fall in freights has begun.

Sir Joseph Mackay, British Control-
lor of Shipping during the war, is a
rational optimist on the future of British
shipping. He said in a recent inter-
view:
"We shall undoubtedly keep our old
supremacy, and it is even possible," he
added, "that in a few years some of
our competitors will be glad to sell us
the ships they are now building to
beat us. We have bought our position
by a century of experience."
"We have of course, a great leeway
to make up by shipbuilding. Of the
total loss of 99,000 tons of British
shipping about 1,500,000 tons have
been made good by new construction
and 750,000 tons captured from the
enemy. At present about half a mil-
lion new tons of British shipping are
being built in three months. One hun-
dred and forty-seven standard ships
are already at sea and 185 have been
launched. But greater and ever great-
er efforts are required in the ship-
yards."

"Already the shipping situation is
much easier. Immediately after the
sinking of the armistice last numbers
of merchant ships employed by the
navy were released for other purposes
and a quarter of a million tons hith-
erto locked up in the Baltic has become
available. Cessation of supply of mun-
itions has also freed many more. As a
result we have been able to send ships
on trade routes necessarily neglected
during the war. A large fleet has
gone to Australia to fetch from there
the wheat and other food products
with which the stores of that land are
literally packed."



Good Rubbers Mean Foot Comfort, Shoe Economy and Health Protection

Why are they comfortable? Because in the Dominion Rubber System brands,
you can get just the size and shape of rubbers to perfectly fit every pair of shoes.

That is one advantage of having a great organization like the Dominion Rubber
System to study your needs. With factories and service branches all over Canada;
and with experts in constant touch with the leading shoe manufacturers, the
Dominion Rubber System is able to make and supply your dealer with every style
of rubbers required.

How do rubbers economize on shoes? They protect shoes against slush and
rain—make shoes wear longer and hold their shape better—and enable you to
wear old shoes in bad weather.

Is it necessary to speak of health protection? With the epidemic of "Flu" so
vividly in mind, and the warning of physicians to keep the feet dry, surely no one
will run the risk of going without rubbers on wet days!

When you choose rubbers, ask for one of these brands:
"Jacques Cartier" "Merchants" "Maple Leaf"
"Granby" "Dominion" "Daisy"

These trademarks guarantee quality; and behind these trademarks is the Dominion
Rubber System, a power of protection to every pair of these guaranteed rubbers.



CHICAGO PRODUCE.

(McDougall and Cowans.)
Chicago, March 12.—Corn—No. 2
yellow, 1.45; No. 4 yellow, 1.40 to
1.45; No. 3 yellow, 1.37 to 1.40.
Oats—No. 2 white, 62 1/2 to 63;
standard, 62 3/4 to 63 1/2.
Rye—No. 2, 1.48 to 1.48 1/2.
Barley—No. 2, 1.48 to 1.48 1/2.
Timothy—7.50 to 10.50.
Clover—Nominal.
Pork—Nominal; lard, 27.62; tallow,
25.50 to 26.50.
Corn.
May ... 1.41½ ... 136½ ... 140½
July ... 1.36½ ... 130½ ... 135½
Oats.
May ... 64½ ... 63½ ... 64½
July ... 64½ ... 62½ ... 64
Pork.
May ... 46.00 ... 45.95 ... 46.00

MONTREAL PRODUCE.

Montreal, March 12.—OATS—Extra
No. 1 feed, 1.10 to 1.12.
FLOUR—Manitoba New Standard,
\$1.10 to \$1.12.
ROLLED OATS—Bag 90 lbs, \$3.90
to \$4.00.
MILLED—Bran, \$40.25; shorts,
\$42.25; middling, \$64.
HAY—No. 2, per ton car lots, \$23.
CHEESE—Finest eastern, 24 to 25
BUTTER—Choice creamery, 54
to 55.
POTATOES—Per bag, car lots, \$1.75
DRESSED HOGS—Abattoir killed,
\$25 to \$25.50.

Steel Stocks Acted Better.

Montreal, March 12.—The steel
stocks acted better in the Canadian
market today than they have done for
some time. Canada Cement was easi-
ly the most active stock, and there
would not be any increase in the di-
vidend. The textile securities show-
ed great strength, both Dominion
cotton and Can. Cottons selling at
the highest prices on record. All the
seven per cent. shares are being ac-
cumulated by investors.
Canada Car Pld. was active and
strong.

Vaults Robbed of \$25,000

New York, March 12.—Theft of \$25,000
in currency from the vaults of the
Comptroller Bank in the Bronx was
made known here today by the police.
The robbery occurred some time on
Monday night after the bank had
closed and was not discovered until
yesterday. The money had been placed
in the vault by the cashier.

What Sort of Enquiry?

Toronto Star: The reckless manner
in which Sir Sam Hughes has always
talked is well known to everybody
and largely discounts his latest out-
burst, but even so, the matter cannot
rest while his wild words leave it.
He is an ex-Minister of Militia, and
his statements call for an enquiry,
but one hesitates to say whether it
should be a parliamentary, a military
or a medical one.

CUNARD ANCHOR ANCHOR-DONALDSON

Regular Passenger Services
to all British Ports
CUNARD LINE
TO SOUTHAMPTON

From New York MAURETANIA March 12
TO LIVERPOOL.

From New York Caronia March 10
New York Carmania March 24
New York Aquitania April 6
New York Orinda April 8

ANCHOR-DONALDSON TO GLASGOW.

From St. John, N. B. Cassandra March 13
St. John, N. B. Sattrina April 15

ANCHOR LINE NEW YORK TO GLASGOW.

For rates of passage and further
particulars apply to all local ticket
agents, or to
THE ROBERT REFORM COMPANY
LIMITED
162 Prince William Street,
ST. JOHN, N. B.

The Maritime Steamship Co. Limited.

TIME TABLE

On and after June 1st, 1919, a steam-
er of this company leaves St. John
every Saturday, 7.30 a.m., for Black-
Harbor, calling at Lord's Cove, Richardson,
Beaver Harbor.
Leaves Black's Harbor Monday, two
hours of high water, for St. Andrews,
calling at Lord's Cove, Richardson,
L'Etete or Back Bay.
Leaves St. Andrews Monday evening
or Tuesday morning, according to the
tide, for St. George, Back Bay and
Black's Harbor.
Leaves Black's Harbor Wednesday
for the tide for Dipper Harbor, calling
at Beaver Harbor.
Leaves Dipper Harbor for St. John
8 a.m. Thursday.
Agent—Thomas Wharf and Ware-
housing Co., Ltd., Phone 2881. Man-
ager Lewis Connors.
This company will not be responsible
for any debts contracted after this date
without a written order from the com-
pany or captain of the steamer.

GRAND MANAN S.S. CO. CHANGE OF TIME.

Commencing October 1st and until
further notice, steamers will sail as
follows:
Leave Grand Manan Mondays, 7.30
a.m., for St. John via Eastport, Cam-
pobello and Wilson's Beach.
Returning, leave Turnball's Wharf,
St. John, Wednesdays, 7.30 a.m., for
Grand Manan via St. Andrews, Cam-
pobello and Eastport.
Leave Grand Manan Thursdays at
7.30 a.m., for St. Stephen, via Cam-
pobello, Eastport, Cummings's Cove and
St. Andrews.
Returning leave St. Stephen Fridays
7.40 a.m. (via ice permitting), for
Grand Manan, via St. Andrews,
Cummings's Cove, Eastport and Cam-
pobello.
Leave Grand Manan Saturdays at
7.30 a.m. for St. Andrews, via Cam-
pobello, Eastport and Cummings's Cove,
returning same day at 1.00 p.m. for
Grand Manan via same ports.
SCOTT D. GUPTILL,
Manager.

TRAVELLING?

Passage Tickets By All
Ocean Steamship Lines

WM. THOMSON & CO.
LIMITED
Royal Bank Bldg., St. John.

DOMINION COAL COMPANY

DOMINION
and
SPRINGHILL
STATION
GAS COALS
GENERAL SALES OFFICE
112 ST. JAMES ST.
R. P. & W. F. STARR, LIMITED,
Agents at St. John.

COAL

IN STOCK
All Sizes American Anthracite
Georges Creek Blacksmith
Springhill Reserve
PRICES LOW.
R. P. & W. F. Starr, Limit.,
Smythe Street Union Street

LANDING SYDNEY SOFT COAL

McGIVERN COAL CO.
TEL. 42 8 MILL STREET

Paul F. Blanchet

Chartered Accountant
TELEPHONE CONNECTION
St. John and Rothesay

SUFFERED TER- RIBLE AGONY

"Fruit-a-tives" Alone Can
Him Quick Relief.

Buckingham, Que., May 3rd, 1918.
"For seven years, I suffered terribly
from Severe Headaches and Indiges-
tion. I had belching gas from the
stomach, and I had chronic Constipa-
tion. I tried many remedies but
nothing did me good. Finally a
friend advised "Fruit-a-tives." I took
this grand fruit medicine and it made
me well. To everyone who has miser-
able health with Constipation and In-
digestion and Bad Stomach, I say take
"Fruit-a-tives," and you will get well."

EXAMINE INTO JOINT LIABILITY

Paris, March 12.—The peace con-
gress commission on repatriation today
examined the principle of the joint
liability to be established
among enemy states indebted to the
allies and associated powers. The re-
presentatives of Italy, Serbia and
humanities and Poland explained the
views of their governments on the
subject.



"Canadian Food Control Lic"

ST. JOHN S

Bright, Newy Chat of the
elsewhere—it's people and
tertaining, is one of the
sought sections of the Sa

ST. JOHN S

which, with its numerous
cludes many and varied
est, besides a highly spe

ST. JOHN S

ALL NEWS OF
INTEREST AND
TOPICS OF THE

besides GLEANINGS IN
Do YOU Read

ST. JOHN S

Subscrip-
Daily, in Town, by Carrier
Daily, by Mail
Semi-
Tuesday and Friday, by

ST. JOHN S

A HINT OF THE
Owing to steadily advanc-
we are obliged to announc-
IN OUR SUBSCRIPTION
RATES.