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## POOLS FROM ST. JOHN TAKE NEW RECORD FORTY-NINE HURT IN PANG AT THEATRE

Supt. Carter writes School Board Local Scholars Make History in Recent Exams.

At the meeting of the Board of School trustees last evening a letter was received from W. S. Carter, superintendent of education for the province, expressing his appreciation of the high averages made by the pupils of the St. John schools at the last examinations, the marks made establishing a record for the province in so far as the information of the educational department went. The letter stated that it was considered only proper to inform the Board of the fine showing made by the St. John schools, as the trustees were no doubt in a measure responsible for the results.

At the suggestion of Chairman Emerson it was decided to call a special meeting of the finance committee of the Board before the next regular meeting to consider the advisability of issuing bonds to take up the overdraft at the bank. At the last session of the legislature the Board was granted authority to issue bonds covering the indebtedness on the Kings and Winter street schools, but owing to the unsatisfactory state of the money market no bond issue had been made. It is thought probable that a bond issue in small denominations might be taken up, and the finance committee will bring in a report on the matter at the next regular meeting of the Board.

B. B. Emerson presided, and the others present were: C. B. Lockhart, George Day, M. Coll, T. H. Bullock, D. Nase, M. E. Aker, Mrs. Dever and Mrs. Skinner, with Superintendent Bridges.

A letter was received from J. L. Sugrue, business agent of the Carpenters' union, requesting the Board to have all work on the schools given to contractors, paying a fair wage, and observing other conditions favorable to the workers. The letter called attention to the fact that the Board was spending the public's money, and stating that fair conditions for the carpenters' viewpoint meant an eight-hour day and \$3 a day.

The letter from the union was referred to the Building Committee. The Board adopted a report of the Building Committee recommending that the visitors to the different schools be authorized to have necessary repairs made, and fixing a limit of expenditure on each school. The most extensive repairs will be made on the Centennial school, where repairs to the extent of \$2,000 have been authorized.

The teachers of J. H. Fairweather and J. Johnson for work on the manual training school was accepted; also the tender of L. H. Pullen for work on the High School.

Trustee Day said the Board should secure a teacher for Partridge Island. Two of the children there would have to come to the city, but there were six children who needed instruction. Mr. Day and the superintendent were authorized to secure a teacher for the island.

Dr. Melvin, the medical health officer, submitted a report, recommending some sanitary changes in the Douglas Avenue school, and it was referred to the Building committee. Supt. Bridges reported that prize medals had been won as follows:

Corporation gold medal, by D. Gordon Willet.  
Parker Silver medal, F. Arthur Willet.  
Governor-General's Silver medal, Hilda Stevens.  
High School Alumnae, Jean Somerville.  
Chairman's Gold medal, Mary Chisholm.  
Mr. Mayes' Gold medal—Mary Hedges.  
St. Vincent's Alumnae medal, Monica McGrath.

After the meeting of the Board the Teachers' committee went into session and made arrangements for the transfer of some of the teachers. Alice Lingley, of the High School, was given leave of absence for the balance of the term at full pay. Ida Thorne was given leave of absence till November 1st, on account of ill health.  
Sister Germain, principal of the St. Thomas school, was given leave of absence for the balance of the term, and Sister Redpoint was appointed in her place. Olivia Maxwell was given a place on the reserve teachers' staff, and several other applications for teachers' positions were placed on the waiting list.

W. J. S. Myles, principal of the High School, who asked for an increase of \$200 a year, was advised that there was no money available for an increase just now, but that his application would be favorably considered at the first of the year.

### OBITUARY.

Capt. Ebenezer Melvin.

Captain Ebenezer Melvin passed away at two o'clock Monday morning at the home of his sister, Mrs. Hannah Parks, St. Martins, after a long illness lasting nearly a year. He was a well known deep sea mariner who, for many years, sailed out of English party. On retiring, he took up residence in St. Martins. Captain Melvin had reached the age of seventy-seven. His wife and children died in England some years ago. Captain Melvin is survived by his sisters, Mrs. Lydia Munde of Portland, Me.; Mrs. Parks and a brother, Thomas, in St. Martins, and a sister-in-law, Mrs. Cassie Melvin, of West St. John. Ernest Melvin and Ross Melvin, of West End, are nephews, and Mr. Bradshaw of Falmouth is a relative. The funeral will be at half-past two o'clock on Wednesday in St. Martins.

Having been awarded the contract to carry the mail to and from St. Martins, David Love has arranged to provide an excellent service. The stage which will carry passengers, as well as the mail, leaves Love's stable at 8 o'clock daily and St. Martins at the same hour.

Valencia, Spain, Aug. 11.—Forty-nine persons were seriously hurt today at Candia, a town in the Province of Valencia near the Mediterranean, as the result of a panic which occurred in a crowded moving picture theatre. A slight outbreak of fire caused the audience to rush blindly towards the exits, and of those hurt in the tremendous crush, fourteen are believed tonight to be dying.

### HOTEL ARRIVALS.

#### Victoria.

Mr and Mrs J. A. Cove, Miss M. Faye, H. W. Sharpe, Amherst; W. O. McNeill, R. W. McLennan, Fredericton; Dr. L. D. Shepard, Boston; H. J. Bradley and wife, Ida Ryan, Lawrence, Mass.; G. A. Shubert, New York; R. A. Kilton, Albany, N. Y.; W. Bruce, Fall River; Loella Newhall, Lynn, Mass.; Helen Blaworth, Athol, Mass.; Chas. Gallagher, Boston; W. J. Dickson, Halifax; B. V. Kay, River Glade; L. V. Price, Renfrew; F. G. Rennie, Sackville; M. H. J. M. Love, Riverside; Daniel Thompson, J. H. Thompson and family, Woodstock; H. W. Woods, Welsford; E. Crandall, Vancouver; Mr and Mrs C. H. Williams, Wm. Eaton, New York; D. H. Williams, Chicago; John Kennedy, Salisbury; Chas. W. Williams, Charlton; E. Edgar Cook, Grand Manan; M. G. Simpson, D. McKenna, Kenyon; P. E. M. Shaw, C. E. Marquand, Windsor; J. M. Dudley, H. M. Deeston, New Jersey; O. J. Brennan, New York; Mrs. P. W. Foster, Mrs. H. M. McNeill, E. R. Powers and wife, Kingston, N. S.; Rev. H. Irvin Lynds, Campbellville.

#### Dufferin.

C. A. Lowe, Swannacott; T. H. Barbour, Boston; P. E. King, Annapolis; R. Edwards, Amherst; J. McLaren, Galt, Ont.; F. J. Dolan, Peterboro; Geo. H. McAndrews, St. Stephen; A. L. Kenzie, do; T. Wickham, Toronto; H. C. Teneau, Windsor; A. W. Carter, Fredericton; W. S. Harding, Welsford; W. S. Carter, Fredericton; W. Colin Taylor, do; Chas. S. Perkins, Boston; Geo. H. Parker, do; Geo. O. Manning, Baltimore; Miss Betty Jennings, Boston; Miss J. C. Leslie, Ottawa; Chas. J. G. Orr, Boston; G. W. Taylor, do; T. R. Cromwell, Clark's Harbor; Albert H. Dixon, Woodstock; Chas. H. Smith, Burlington; Mrs. R. H. Whitney, Hampton; J. C. Wilson, Brooklyn; W. F. McLean, Boston; C. E. Aldrich, do; R. E. Faulkner, Boston; R. T. McRobb, do; C. H. Shaw, Toronto; F. L. Schwartz, Moncton; James Cannell, Providence; Mrs. J. C. Chasnell, do; Marshall K. Connel, E. R. Titus, do; Charlotte Brandt, Brooklyn; Louise Barnard, do; Mr and Mrs Terriat, Bellevue Cove; Mr and Mrs Leblanc, do; E. W. Dawson, London.

#### Royal.

J. H. Day, Jr., Malden, Mass.; J. H. Brinnard, New York; Chas. F. W. Providence; D. F. Sherwood, Providence; R. I. Edna M. Harvey, Florence, L. Steele, Lawrence, Mass.; W. H. Riddle and wife, Miss Fuller and maid, Boston; R. T. Duke and wife, Miss Helen Duke, Mrs. E. W. Huntington, Mrs. E. W. Randolph, Charlotteville; F. A. Hoffman, Brooklyn, N. Y.; F. Kutt, Pittsburgh, Pa.; W. H. Hoar, Fred A. White, Lowell, Mass.; A. L. Graves, New Rochelle, N. Y.; A. P. Stevens, Anconia, Conn.; W. H. Churchill and wife, and son, New York; J. A. Lyons, Boston; F. R. Mulloney, E. L. White, H. J. White, Boston; P. E. Grant, Worcester, Mass.; W. A. White, Boston; F. B. Smith, Boston; Miss L. L. Mackenny, New York; Miss A. M. Peety, Miss Marie L. Stack, Providence; Dr. Wm. Buckley and wife, Boston; W. Murdock, Halifax; J. A. Shelley, R. Black, W. E. Bradshaw, F. McNeill, Shaw, Montreal; A. E. Jamieson, Halifax; Geo. A. Hurry, London; J. E. Lewis, Washington, D. C.; E. F. Jones, Vancouver; F. C. Main, Toronto; L. Green and wife and two daughters, J. M. Woodruff, Washington; W. C. Peck, Mrs. T. M. Tupper and daughter, Boston; G. P. O. Fenwick, Edmonton, Alta.; F. J. McKenna, Montreal; I. Rawson, St. Louis; J. F. Campbell, New York; Dr. C. Brown, London; G. D. Osgood, Sussex; Sir James Grant, Ottawa; J. P. Callahan, Boston; R. King, London, Ont.; H. E. Meyer and wife, S. A. Gaudin, V. T. Carter, Baltimore; B. H. Morrison, Halifax; G. A. Pinot, Paris; D. E. Callahan, P. Orr, Boston; P. E. Zehe and wife, Brooklyn; J. Lorimer, London, Eng.; Miss C. E. Leslie, Miss G. Leslie, Ottawa; Mrs. I. L. Hammond, Mrs. M. E. Prouty, Worcester; H. H. Schaefer, Moncton; S. G. Tiffin, Toronto; H. M. Wedwell and wife, Miss S. C. Wedwell, Walsley; M. Bathurst and wife, Ireland; K. R. Burke, Holyoke; M. L. Keeler, Westbury; Miss M. Walker, Miss Chambers, R. E. Walker, Concord; M. J. Dodd, Cambridge; M. W. Purcell, Colorado; J. C. Forbes, Toronto; T. Malm and wife, Philadelphia; J. G. DeWolf.

## COUNCIL GIVES PERMISSON FOR TRACKS ON WATER STREET

Settles Question which has been Discussed Many Times—Local Merchants Accorded Same Rate as Outsiders—Haymarket Square Fountain will be Rebuilt.

At the meeting of the city council yesterday it was decided to allow local merchants importing during the summer full cargoes at a top wharfage rate of 15 cents per ton, the regular through traffic rate, to grant the I. C. R. permission to lay tracks on Water street and construct a new fountain on Haymarket Square.

On recommendation of Com. McLellan the following tenders were accepted: City Fuel Company, 75 tons of American anthracite egg coal for Fire Department at \$7.25 per ton.

R. P. and W. F. Starr, 101 tons run of mine (Sydney or Reserve) for Fire Department at \$4.50 per ton.

J. S. Gibbon and Co., 15 tons American anthracite nut coal at \$7.25 per ton.

Geo. Dick, 65 tons American anthracite egg coal for Police Department at \$7.25 per ton; also 10 tons American anthracite nut coal at \$7.25 per ton.

R. P. and W. F. Starr, 2 tons run of mine for City Hall at \$4.50.

Com. Schofield said the Ferry Department on a large contract was paying \$4.25 per ton.

Com. McLellan—The coal for my departments has to be hauled to the fire and police stations. It costs more to haul coal all over the city than to deliver it at the ferry boats.

The New Brunswick Telephone Co. was granted permission to erect 2 poles on the south side of Westmoreland Road.

Haymarket Square Fountain.

Com. Agar recommended that Messrs McDonald and Doherty have failed to restore the fountain in the Haymarket Square as called upon to do more than a year ago the public works department be authorized to proceed at once to re-erect and relocate the fountain at an estimated cost of \$480, and that the recorder be instructed to take legal proceedings against McDonald and Doherty unless an amicable arrangement is made at once.

Com. Agar said the city had been slow in rebuilding the fountain destroyed by the team of Messrs. McDonald and Doherty. He said the fountain was called upon to do more than a year ago the public works department be authorized to proceed at once to re-erect and relocate the fountain at an estimated cost of \$480, and that the recorder be instructed to take legal proceedings against McDonald and Doherty unless an amicable arrangement is made at once.

He did not know where the city's contribution would come from as the department had about all the demands it could meet in the ordinary way of maintenance.

The mayor said that he also did not know where the money would come from. It might have to be charged to next year's assessment.

However, Com. Agar's recommendation was adopted. On recommendation of the following tenders for coal for the Water and Sewerage Department were accepted: George Dick, 45 tons Scotch nut coal at \$8.65 per ton (west). George Dick, 15 tons blacksmith coal at \$4.50 per ton.

On recommendation of Com. Schofield tenders for coal were accepted as follows: George Dick, 45 tons Am. coal at \$7.25 per ton; C. E. Colwell, 20 tons of Am. coal at \$7.65.

Owing to a misunderstanding it was decided to cancel the sale at public auction on April 12th to John G. Lee, of the fee simple in Lot No. 525, Brooks Ward 1, upon Mr. Lee paying the costs of sale, namely, \$16.45.

Com. Schofield recommended that full cargoes of merchandise intended for manufacturing purposes, consigned to local merchants during the summer months be subjected to the winter rates or through rate for top wharfage, namely 15 cents per ton.

On An Equal Basis.

He said the proposed change was primarily intended to accommodate the Maritime Mail Co., which was bringing 3,000 tons of steel from Germany, but he felt local merchants and manufacturers should have the same rates as those in Fredericton, Moncton or Montreal. Now the local merchant had to pay 20 cents top wharfage while the outsider only paid 15 cents.

Com. McLellan said he believed in giving local merchants a preference, but in view of the cost of the upkeep of the harbor the rates ought to be increased. He would make the through rate 20 cents, and the local rate 15 cents. The revenue last year was only \$4000, and the sinking fund requirements on the harbor works had not been fully met.

Com. Agar thought they should give the best terms possible to local

manufacturers. As regards the through rates, they had to consider what their competitors were doing, and not drive traffic to Portland or Boston.

Com. Wigmore felt it was unfair that outside parties should get better rates than local industries.

Com. McLellan wanted to know what St. John was operating its wharves for? If the harbor rates would not meet the charges for maintenance it was time to shut up shop.

A Much Discussed Topic.

The Mayor said the resolution opened up a broad subject which had been repeatedly discussed in the council. Up to 1896 the city had increased the harbor facilities free of charge. In that year it fixed a small tariff on freight, and had since raised the question will it be good for the port? The C. P. R. objects to higher rates, because they say any increase would drive traffic to American ports. We were told last year that St. John rates were higher than those in Montreal.

The Mayor said the resolution brought in a full cargo should have as good rates as the manufacturers elsewhere; but thought the whole question should receive careful consideration.

Com. McLellan declared he was willing to give the local man the preference, but if the rates were not sufficient to maintain the port, then they should be raised. The railways and shipping companies were not coming here for their health. They would go to another port if it wasn't that the geographical position of St. John brought the business here.

Help New Industries.

Com. Schofield said he was not in favor of reducing the rates. But the Maritime Mail Company was starting a new kind of business and they should encourage the new source of revenue.

The Mayor—if you are going to increase the harbor rates, you had better get at it once.

Com. Schofield thought no action on this point should be taken this year. The city had been asked to enlarge the wharves, and this was done last year. It might be fair to charge extra for the additional accommodation.

His motion to grant a 15 per cent. rate was then adopted.

Geo. H. Kaye wrote that he had been deluded by a white light on the night of the 11th inst. The March Road last Thursday night, and had damaged his automobile, himself and companion, and that the expense would be \$1,000. McLellan. He asked \$1,000 damages.

Com. Agar said he did not see why Mr. Kaye felt justified in running in a motor car with no more than running into a red light. His information was that the usual precautions had been taken.

The Mayor said the by-law did not specify whether the light should be red or white.

The matter was referred to Com. Agar and the city clerk.

Mayor Frink referred to the action of the city in taking up the work of recovering the bodies in Lockmond, and stated that the expense would be about \$600. An order to pay the bills was passed.

Com. Schofield was authorized to purchase 12,000 feet of black spruce for repairs to the ferry floats.

Com. Schofield submitted a report from the engineer recommending that the C. P. R. be allowed to dredge the Anchor line berth to a depth of 17 feet below low water. The commissioner was authorized to make the necessary arrangements with the C. P. R.

Water Street Track.

Com. Schofield moved that the I. C. R. be granted permission to lay two tracks on Water street, the railway to place granite blocks between the tracks and for eighteen inches on the other side.

Com. Agar agreed with the idea of having tracks laid on Water street.

In reply to Com. McLellan, Com. Schofield said the project would benefit both the I. C. R. and the merchant.

Com. McLellan said the idea was to provide a yard for the I. C. R. and a few merchants. He did not believe in destroying the only street on the water

## POLICE STILL DOING DUTY NEAR MINES

Calumet Strikers Causing Little Trouble and Attempt will be Made to Resume Work Today.

Calumet, Mich., Aug. 11.—One thousand of the 2,500 state troops which have occupied the copper mining district of Northern Michigan are on their way home and their places will be filled by armed deputies. The sheriff has recruited his forces by about 1,000 and believes he will be able to take care of the strike solution unless there comes a severe clash between strikers and the men returning to work.

The strikers renewed their pickets today around Calumet and Hecla and the Quincy mines, where it was reported work was to be started, but only pump men and shaft men were sent under ground and the pickets did not try to stop them. An attempt will be made to resume actual mining tomorrow.

HOLDING C. P. R. SUBURBAN.

On Wednesday and Thursday, Aug. 13th and 14th, C. P. R. suburban train No. 129, due to leave St. John at 9:15 p. m., eastern, or 10:15 Atlantic, will be held until 10:45 eastern, or 11:45 p. m., Atlantic. This is for accommodation of those attending performance of "Pink Lady."

front for vehicular traffic. The I. C. R. should build a new wharf on its property near the Ballast wharf.

The Mayor—The business of the I. C. R. has doubled within 15 years. Mr. Ross stated the company was having difficulty in handling freight here, and that it needed six additional operations to handle two cars on the Pettingill wharf. My view is that before many years the whole of the water front will have to be utilized for freight handling facilities.

Com. Schofield said the shipping companies had sent in petitions for several years, complaining about the congestion due to lack of tracks on Water street. The matter of placing the tracks would have to be a subject of negotiation with the I. C. R. A space for teams would be left between the tracks and the warehouses.

Com. W. C. Clark said he did not know of a city that gave up its streets to a railway, or for the convenience of a few merchants. If the government wanted extra convenience, let them buy the wharves and appoint a commission to take charge of the harbor.

Com. Wigmore thought there was sufficient room to arrange for tracks without seriously interfering with street traffic.

Com. Schofield again remarked that it was not only the merchants, but the shipping companies who wanted extra tracks.

Com. McLellan—How much taxes do the steamship companies pay? They come here because it pays them to go ahead and find out no obligations to them.

The resolution was passed, Com. McLellan dissenting.

Street Work.

Com. McLellan said the sidewalks in front of some of the engine houses were dangerous, and wanted permission to go ahead and have the approaches fixed up.

Com. Agar said the asphalt plant had caused considerable disappointment, as it had not got to work soon enough. He suggested that vitrified brick be placed on the sidewalk in front of the engine houses and to be charged to the fire department and street department.

Com. McLellan agreed to the suggestion and is authorized to have the work done.

His Worship stated he would have a report on the fair wage question for next meeting.

Council adjourned.

## PUT SWEDEN ON LIST OF FAVORED ONES

Will be Permitted to Send Wood Pulp and Paper Free into the United States.

Washington, Aug. 11.—Sweden was today conceded the right to send wood pulp and paper into the United States free of duty. The state and treasury departments have decided the recent decision of the customs court that nations having "most favored nation" treaties with the United States were entitled to free wood pulp and paper because that privilege was granted to Canada, is applicable in principle to Sweden.

Claims of other countries not directly parties to the customs court suit are under consideration by the government. Russia will not be given free entry because of the abrogation of the treaty of commerce and navigation of 1832.

## NIKEL OPENS WEEK WITH SPLENDID SHOW

Ricci Trio Score Decided Hit in First Appearance—High Class Picture Bill Enjoyable Feature.

The Nickel opened the week yesterday with a very strong bill and each performance was crowded with a most appreciative audience. The feature picture play is a two reel Pathé play, "The Miner's Destiny." It is a play real to life, full of human interest and thrilling climaxes. "Anonymous Love" is a social comedy well enacted and full of laughs. The Ricci Trio made their first appearance and proved a decided hit with all. It is a high class instrumental and vocal combination. The two male members of the trio are high class violinists while the lady has a charming soprano voice and with the violin accompaniment renders a lengthy repertoire of songs.

Gertrude Townsend is heard in choice opera selections and made a decided impression yesterday. The performance will be repeated this afternoon and tonight and is one of the strongest bills presented this season.

An Expert.

Briggs—I see that conditions in Sing Sing are pretty bad.

Griggs—Yes, I should judge by the accounts that they are almost as bad as the summer resort where I spent my vacation.—Life.

Just One Application and the Hairs are Gone

(Tollet Talks).

The discomforting hairy growths on lip or cheek vanish following the application of a paste made by mixing equal powdered detanite and water to cover the objectionable hairs. The paste is rubbed off after 2 or 3 minutes and with it comes every trace of hair. The skin should then be washed to remove the remaining detanite and it will be firm and free from spot or blemish. No pain attends this method and rarely is more than one application necessary.

Rubbing pyroxin on eyebrows makes them come in thick and glossy, and short eyelashes will grow long and curly if a little pyroxin be applied at lash-roots with thumb and forefinger. Be careful and don't get any pyroxin where no hair is wanted.

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1st PRIZE: A RETURN TRIP TO NEW YORK, including three days hotel accommodation, transportation and the same in New York, or \$25 in GOLD.

2nd PRIZE: A RETURN TRIP TO BOSTON.

Prize winners in the last contest will be announced shortly. Same conditions will prevail as in the former contests.

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