

WASH DAY.

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NEW CENTURY
ally ready for iron-
wash tub. There
ut your clothes, and
out tearing it.

\$8.50
7.75

main Street

BE
SSON,
RS...

le Cloths
Wear.

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will meet the most
hand.

the millions all over

is perfect, its quality

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size and tint there

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style HIGHLAND

s always correct.

& CO.

William Street.

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looking for good value, do
inspect our stock which is
and most complete we have

es both merchantable and
ading, all sizes,
rough and dressed, hem-
and tins,
is, all prices,
ladies, etc.
to all parts of the city, at
able prices.

BROS. & CO.

Phone 202.

swick Southern Railway

fter MONDAY, Jan. 4 1909,
run daily, Sunday except
w:

East Ferry, 7.30 a. m.
t. John, 7.40 a. m.
phen, 7.45 a. m.
phen, 12.00 p. m.
phen, 1.30 p. m.
phen, 1.30 p. m.
St. John, 5.40 p. m.

H. H. McLEAN, President.

standard time.

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months of any previous

the more grateful for this
public factor, as it was ex-
before the return of gen-
ness and prosperity. Now that
revival we will try hard
still greater patronage.

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ixed Paints, Stains, Var-
ill Paper, Floor Paint and
A. DENNISTON,
any Sign Painter,
Street. Tel. 1015.

PREME COURT:

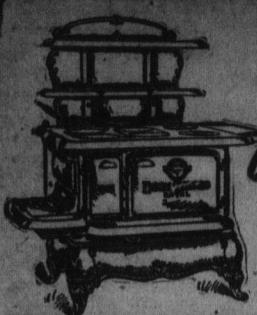
matter of the Interprovincial
tion Company of Canada
and his winding up under
nding Up Act and Amend-

ing the petition of Brad-
nderson and William M. Mont-
the matter praying that a
be appointed liquidator of the
company and that the com-
pany be wound up and that
the assets of the company be
sold and the proceeds be
divided among the creditors
of the company.

FURTHER ORDER that no-
tifications to the creditors by
the liquidator be given by
weekly newspaper pub-
lication thereof prior to the
date of the meeting of the
creditors in at least ten days
previous to the date of the
meeting of the creditors.

FURTHER ORDER that in
creditors of the said company
as such on the books of
the liquidator, further notice be given
copy of this order postage
paid and registered to each of
the creditors at least ten days
previous to the date of the
meeting of the creditors.

first day of May A. D. 1909,
J. R. G.
or Liquidators.



Peerless Richmond

There is an entire absence of
deep carving in its ornamenta-
tion all castings are smooth,
easy to clean and take a bright
polish.

Fully Guaranteed

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568 Main St.

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Brick, Lime, Stone,
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stone-yard in the City of
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new machines.

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IMPORTANT PIANO NEWS

We received from the manufacturers two beautiful
Cabinet Grands of the celebrated DOHERTY PIANOS.
These pianos will be offered as an introduction at
especially fine prices. The usual price of this style of
piano is \$450.00. They will be cleared out at a very
special price if taken quickly.

We also have a couple of the celebrated BRINS-
MEAD UPRIGHTS the Sunway piano of Great Britain,
one of the finest pianos made in the world. These will
also be sold as an introduction, at very close prices.

The W. H. JOHNSON Co., Ltd.,
7 MARKET SQUARE, ST. JOHN, N. B.

t. t. s. Also Halifax, Sydney & New Glasgow

Golden Eagle FLOUR

and get a flour that will
give you satisfaction. It
contains 40 per cent Man-
itoba hard wheat.

LADIES' THREE DAYS
TAN SHOES
FETE IN HONOR
JOAN OF ARC

What shade will you have?

Tan Calf, Golden Brown Choc-
olate, Ox-Blood and Bronze.

ford Ties in Tan Calf and
Kid \$4, 3.40, 3, 2.75, 2.50,
2.25, 1.75.

Three Eyelet Ties in Brown
Suede and Brown Kid \$4.35,
3.00.

Pumps in Tan Calf (perfect
fitting) \$4.00.

Button Boots in Tan Calf,
Suede Tops \$5.00.

Laced Boots in Tan Calf and
Brown Kid \$4.00, 3.00 2.25.

Silk Laces 20c. 35c.

Dressing 10c. 15c. 25c.

Francis & Vaughan,
19 King Street.

POPULATION OF 100,000,000
MAY BE OURS. WELL SUPPORTED
SAYS REV. DR. ROBERT JOHNSTON

The meeting of the Evangelical Alliance was largely attended yesterday morning. The chief speaker was Rev. Dr. Robert Johnston, of Montreal, who is here in connection with the 15th anniversary celebration of St. Andrew's Presbyterian Church. Rev. James Crisp occupied the chair. The other clergymen present were: Revs. J. C. B. Appel, David Lang, G. A. Kohring, Wellington Camp, A. B. Cohoe, C. W. Squires, W. O. Raymond, I. N. Parker, J. J. McCaskill, S. W. Anthony, C. R. Flanders, Neil McLaughlin, S. Howard, L. A. McLean, J. H. A. Anderson, F. B. Bishop, Charles Comben, George A. Ross, of Hampton. The lay visitors present were: Dr. G. U. Hay, Mr. Joshua Clawson and Mr. Andrew Raimie.

Discussed Thanksgiving. Before the main business of the session was taken up, the matter of a Dominion Thanksgiving Day was discussed. Many of those present were in favor of having the day of thanksgiving set apart on a certain fixed Thursday in the fall so that the time would not be changeable at as present. Some were in favor of the same day as the United States. Dr. Johnston said the matter was to come before parliament, and the association's decision would be helpful. On motion of Dr. Raymond, further discussion was postponed until the next meeting of the alliance.

Canada's Destiny. Rev. James Crisp then announced that Dr. Johnston would speak on Canada's Destiny. The speaker took as his text Zachariah's second vision. Zachariah rekindled hope in the nation, and reawakened enthusiasm. He enlarged on the vision of the people, the vision of the future was not to be measured by the past. This was Zachariah's work. Unwalled must the city stand, except for the presence of Jehovah's protecting presence. The vision of that day has lessons for us in Canada today. The speaker told of his travels throughout the Dominion, in the wholeness city and in the recently formed hamlet, among foreigners and among Canadians.

Our exhaustless resources carry with them their troubles. The problem of our relation to the foreign nations clamoring for admittance at our western door is one of our great problems. May God not intend to work out a grand nation here? Must we be taught the nation of the future is to be guarded by the walls of exclusion, but we must leave the narrow traditions of the past and build up a nation as wide as the world; its one protection Jehovah's name.

Invited Criticism. The speaker here asked that his hearers should feel at perfect liberty to criticize his statements. Arguments are not wanted to prove that such an outlook is necessary. We all believe that there will be a life in which the brotherhood of the race shall be a reality and not a sentiment.

Look over history. When the centre of world interest moved from the Mediterranean to the Eastern Atlantic men ceased to be serfs and slaves and rose to the position of freemen. Moving to the Western Atlantic the measuring rods of the past were thrown aside and all were admitted. The national life on broader lines than ever before conceived has been the result. May it note the privilege and the responsibility of Canadians to work out a larger national life, to cry to Asia and to the islands of the sea, "Come."

Why should a land of such limitless extent be given to us? The nations of the east are looking out for new lands. Outside of our Empire provinces we still have unsurveyed territories as large as the Empire of China. Our Dominion is twice the size of British India with 300,000,000 souls. Canada may covet a population of 100,000,000 and be sure that all can be supported.

Canada's Policy. The policy of Canada should be the opening of the western door. It may not be feasible at once. The peril of this policy will appeal to many. There are better guardians of a nation than Drednoughts and tariff walls. Not exclusion, but evangelization should be the watchword.

Out of wily Jap and heathen China and the African's trade, forming power may make the fusion of the nations. Our aggressive commercial spirit interferes with the interpretation of the Gospel. Our active life requires the quietude and peace of the eastern life, before there can be brought that man in Jesus Christ who is to inhabit the Kingdom of Heaven.

Our duty is by every means in our power to exalt Christ and in our land, to make Jehovah our bulwark. Honor God's day, preserve it for others, follow the settler with the Gospel. Let the church start at the nine month. Though the ideal may seem far away we may cherish it and wait for it. "I will not rest from mortal strife, nor shall my sword rest in my hand till we have built Jerusalem, a city unvalled save by Jehovah's presence."

After closing his address Dr. Johnston said he was seeking information on the question "Is it possible to fuse the yellow and the white, or are they to be separate and distinct?" Rev. J. J. McCaskill.

Rev. J. J. McCaskill said he had enjoyed the thoughtful and eloquent paper. It is the start which Christians are forced to take; the policy of exclusion is the logical outcome of our tariff policies. The speaker said he considered the tariff wall immoral. Men who were defective mentally or morally should be excluded but to exclude a nation in bulk is foreign to Christianity and to missionary work. Christ meant to be taken seriously when he said, "Thou shalt love thy neighbor as thyself." You cannot pick your neighbors. The experiment of raising two races so far as seen in the United States has not been successful. God had made all the nations of the earth one blood. Christianity has never had a fair chance among western peoples. The speaker said he was cordially in sympathy with the lecturer's statements.

Rev. W. D. Stackhouse. Rev. W. D. Stackhouse said he had

A VISIT TO
PORTSMOUTH
DOCKYARDS

Few aspects of the naval crisis have been so alarming to many people as the question of Great Britain's building capacity. A visit to Portsmouth Dockyard would reassure shaken nerves. Though now by far the most important of Britain's naval dockyards, Portsmouth, though from time immemorial a naval port, was for a long period only in the second place. Porchester Castle, at the head of the harbor, was the Roman and Saxon naval headquarters in the Channel, and in medieval times more than one naval expedition was fitted out at Portsmouth. Henry VII. was the first king to construct a dry dock there, which was built under the superintendence of Robert Brygandine, the clerk of the ships, in 1495, and it is said to be the first ever made in England. It took forty-six weeks to build and cost no less than £193 0s. 6d., a big sum for those days. The four-masted Sovereign was the first ship built in it and was a considerable advance upon her predecessors. Henry VII. made the dockyard a royal establishment, and from this period its development can be clearly traced. The entrance to the port in those days was closed at will by "a mighty chain of iron," some links of which are still to be seen.

The Additions. For more than two centuries the dockyard was not more than eight acres in extent. Then two acres were added. Charles II. added eighteen. In the reign of George III. it did not exceed ninety-five acres. In the course of the eighteenth century Portsmouth Dockyard was once practically destroyed by fire, and narrowly escaped another conflagration, thanks to the attempt at incendiaryism by a malcontent Scotsman, James Hill by name, but better known to fame as "Jack the Painter." He had lived for a time in America, where he had imbibed a great hatred for Britain, and was employed by some of Britain's numerous foreign enemies to set fire to the dockyards with a view of destroying our naval supremacy. He succeeded in starting a fire and in escaping from Portsmouth Dockyard, but the fire was put out in time, and "Jack the Painter" was captured in London and hanged outside the dockyard gates on the mizen-mast of the Arethusa.

The Modern Yard may be said to date from 1843, when it was determined to greatly enlarge it and introduce steam power. In 1846 it was still further enlarged, and now covers between 300 and 400 acres of ground with its basins, docks, building slips, factories, storehouses and workshops. Here are found drawing offices, machine shops for punching, bending, cutting, and shaping steel plates, all of which operations, thanks to the powers conferred by steam hydraulics, and electricity, they appear to carry out with no more difficulty than if they had been dealing with butter or plasticine. In the large smithy, a huge brick building, there are no fewer than 120 fires arranged in a quadrangle.

Of the enormous steam hammers invented by James Nasmyth, there are a full dozen, one at any rate weighing no less than 1,000 tons. Portsmouth yard boasts as many as seventeen drydocks of various sizes and importance. One or two of these can take a Dreadnought, and seven King Edwards or Nelsons. There are three large basins, and the smaller steam basin. The largest of these is 1,000 feet in length and the next smaller 900 feet. Around the basins are numerous shears and cranes for lifting guns, armour plates, portions of engines, and other heavy material in and out of ships as they lie alongside the basin walls. They are worked by hydraulic or steam power, and the largest pair of shears is capable of raising a weight of 160 tons. But we have by no means exhausted the tale of the various establishments which have their habitat within the long encircled walls of Portsmouth Dockyard. Besides the workshops already enumerated there are the rope, mast, and block-making houses, the boat building shed, the stores of gun mountings, cables and the long rows of ships' anchors.

Portsmouth Dockyard affords employment for 8,000 to 8,500 men, who are to be seen streaming in armies in and out of the Main, Marlborough and Unicorn gates when the bell rings for them to begin or leave work, their wages bill totalling £11,000 to £12,000 a week.

On Saturday each contributed fourteen dollars to make up the necessary amount.

KILLED BY FALL. Brattleboro, Vt., May 16.—An accidental fall yesterday from a third story window, resulted fatally today for Mrs. J. Edwin Hall, a prominent society and club woman. She was confined to her room by a slight illness and in opening the blind to admit more air, she lost her balance and fell to the ground, fracturing the pelvis. She was 57 years old.

ROWDYISM TO BE SUPPRESSED. New York, N. Y., May 16.—Suppression of rowdism on the field and a strict enforcement of rules throughout the season were two points brought out with emphasis by acting President John Heydler, of the National League at a conference with the eight umpires of his organization, held in New York today.

Detective McKay, of the C. P. R. service, arrived in the city on the Montreal train yesterday.

NOVA

The Great 20th. Century Boon

A preparation which enables you to have shoes to match any costume or gown at little expense.

NOVA is carried in the following COLORS

Pink, Alice Blue, Navy Blue, Light Gray, Medium Gray, Golden Brown, Tobac Brown, Lavender,

35c per box

For use on all Canvas Goods, White Kid, Suede Leather and Buckskin.



CANADIAN PACIFIC Homeseekers' Excursion

May 5 and 19 June 2, 16 and 30 July 14 and 28 Aug. 11 and 25 Sept. 8 and 22

Second-Class Round Trip Tickets Issued From SAINT JOHN to WINNIPEG... \$32.00 BRANDON... 34.40 REGINA... 38.50 CALGARY... 48.60 EDMONTON... 49.20

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W. B. HOWARD, D. P. A., C. P. R., ST. JOHN, N. B.

CANADIAN PACIFIC SHORT ROUTE BETWEEN HALIFAX MARITIME PROVINCE POINTS AND MONTREAL

LV. HALIFAX, 8.15 a. m. " TRURO, 10.10 a. m. " AMHERST, 12.50 p. m. " MONCTON, 2.40 p. m. " ST. JOHN, 4.40 p. m. " MONTREAL, 8.40 a. m. Standard High Grade Equipment—Dining Car Service Unsurpassed. W. B. Howard, D. P. A., C. P. R., St. John, N. B.

CITY WATER SUPPLY FOR YOUR SUMMER COTTAGE \$125.00 THINK THAT OVER BARRETT & STEVENS 34 Dock Street, St. John, N. B.

HUTCHINGS & CO. MATTRESSES and BEDDING. WIRE MATTRESSES and COTS. IRON BEDSTEPS and CRIBS. WHOLESALE AND RETAIL. 101 to 105 GERMAIN STREET. Store open till 9 p. m. Tuesday, May 18, 1909.

LADIES' PATENT OR TAN PUMPS. Heavy Soles for Street Wear. Cushion Heel, Buckle or Plain Fronts. These Pumps will not slip at the heel. Price \$4 per Pair. The Relindo Shoe Percy J. Steel, Foot Furnisher, 519 521 Main Street.

ONE OF THE SIX HUNDRED... (M. A. P.)

Lord Tredegar, who has recently come in for some publicity in the English papers because of his promise of a site for a sanatorium on Penrhyn Mountain, near Abercorn, is one of the most notable survivors of the Balaclava charge. As a young officer he rode with the Light Brigade, and on its return found himself, then a lieutenant in the 17th Lancers, in command, all his senior officers having been killed or wounded. Some time ago he was induced to put on record what he did and saw on that memorable day. A hundred times he was as near death as a man can possibly be. "I appeared," he said, in the narrative, "to be riding straight on to the muzzle of one of the guns, and I distinctly saw one of the gunners apply his fuse. I shut my eyes then for I thought that settled the question so far as I was concerned."

"But the shot just missed me and struck the man on my left full in the chest. In another minute I was on the gun, and the Russian's gray horse, with reins, and I struck him across his neck. At the same time a mounted runner struck my horse with his sabre on the forehead. Spurring my horse, 'Sir Briggs,' he half jumped half blundered over the fallen horses, and bolted with me. I only remember finding myself alone amongst the Russians, trying to get out as best I could."

In spite of all, both Lord Tredegar and his horse came out alive, Sir Briggs to die many years afterwards in the calm seclusion of Tredegar Park. Learning and Assurance. (New York Sun.) Two Irishmen were talking of their experience in making application to the police force and the first deplorable fact that he had not been able to answer the astronomy question. "Astronomy?" said the second. "What did they ask?" "How many stars were there?" "An' why did ye not tell them?" "How many wud ye say?" "Six million, four hundred thousand." "But how cud ye be sure of that, Dinis?" "An' how cud they be sure I was wrong? Faith, it's too little imagination ye have for the force!"

Change Of Fare. Customer (studying bill of fare)—Waiter, I have only sevenpence-halfpenny; tell me what you recommend. Waiter—Another restaurant—Chips.