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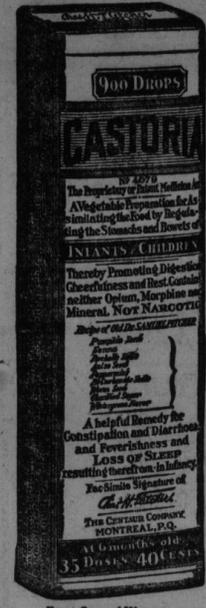
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Don't Poison Baby.

FORTY YEARS AGO almost every mother thought her child must have PAREGORIC or laudanum to make it sleep. These drugs will produce sleep, and A FEW DROPS TOO MANY will produce the SLEEP FROM WHICH THERE IS NO WAKING. Many are the children who have been killed or whose health has been ruined for life by paregoric, laudanum and morphine, each of which is a narcotic product of opium. Druggists are prohibited from selling either of the narcotics named to children at all, or to anybody without labelling them "poison." The definition of "narcotic" is: "A medicine which relieves pain and produces sleep, but which in poisonous doses produces stupor, coma, convulsions and death." The taste and smell of medicines containing opium are disguised, and sold under the names of "Drops," "Cordials," "Soothing Syrups," etc. You should not permit any medicine to be given to your children unless you or your physician know of what it is composed. **CASTORIA DOES NOT CONTAIN NARCOTICS.**



Children Cry For Fletcher's CASTORIA

Mother and Doctor.
Baby's not well. Looks well but cries, and now what's the matter? Pins? No. Tight band? No. Seem to enjoy its breakfast this morning? Yes. What did the meal consist of? A cup of hot milk and I guess I gave her some of the rolls and bacon I had. Don't guess. If that was her breakfast send out for a bottle of Fletcher's Castoria and after you give her a dose read carefully what a baby of her age should have for breakfast—you'll find it in the booklet around the bottle.
Too many young mothers are like this mother.
Caution. That's the word that should be hung in every home. Caution, Mothers, must be burned, burned deep in your mind if your little ones are to remain with us.
At the first irregularity: at the first flush of fever give Fletcher's Castoria, then call in your physician—he will commend you. You will have done much to aid him.
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The blue in the sea stands in constant relation to its saltiness.

BOARD OF TRADE COUNCIL MEETING

Many Matters Were Reported on and Dealt With at Session Held Yesterday Morning.
The council of the Board of Trade met yesterday morning with the vice-president, W. F. Burditt, in the chair. A communication from Messrs. W. Moore and E. E. Ekin was read on the matter of complaints regarding delay in unloading due to the need of grain conveyors and other equipment and the extension of the Negro Point break-water.
A communication advised that the necessary correction would be made giving justice to St. John in the matter contained in the Canadian Trade Index.
A letter from Attorney General Byrne was read in connection with the Joint Stock Companies Act. He wrote that he would give consideration to the matter of inserting a provision in the Act requiring that the debts and liabilities of an original company be taken over by an organization following them.
The secretary reported the action of the city council re city playgrounds and this was approved.
The secretary was authorized to attend a meeting of the Public Utilities Commission regarding the telephone rates.
It was reported that further application had been made to the Marine and Fisheries Department regarding the bringing into force of the control

CANADIAN PACIFIC SUBURBAN SERVICE, 1920.

Effective May 3rd, Canadian Pacific Suburban Service will be as follows:
Train 127—Leave St. John 6:15 p. m., arrive Welsford 7:15 p. m., daily except Sunday.
Train 126—Leave Welsford 6:30 a. m., arrive St. John 7:45 a. m., daily except Sunday.
Effective May 24th, train 123, leaving St. John 9:15 a. m., train 122 at 10:15 p. m., and trains 124 and 125, arriving St. John at 11:50 a. m. and 9:30 p. m., will be put on and run daily except Sunday for balance of summer.
Train 125, leaving St. John at 1:10 p. m., and train 124, arriving St. John at 4:00 p. m., will be run on Wednesdays and Saturdays until July 1st, on which date they will start running daily except Sunday.
Times shown herein are Atlantic Standard.
of local pilotage matters. The council discussed the necessity of something being done immediately.
The council decided to co-operate with the Tourist Association in connection with the U. S. Editors.
The matter of the Tobique Dam was discussed and the secretary was authorized to ascertain the views of the local fishermen.
The matter of the cancellation of competitive through freight rates to points on the Halifax and Southwest Railway was referred to the trade committee for report.

PURITY - QUALITY - ECONOMY
With the increased cost of labor and materials due to war conditions, it is not reasonable to suppose that a really first class baking powder can be made and sold at the old prices. Rather than sacrifice the quality of
MAGIC BAKING POWDER
we found it necessary to make slight increases in price during the war period. Even though Magic Baking Powder may cost a few cents more than the ordinary kinds it is still by far the most economical baking powder on the market to-day when purity, strength and leavening qualities are taken into consideration.
Contains No Alum Made in Canada

ENQUIRY INTO CIRCUMSTANCES OF LOSS OF HOWARD D. TROOP

Pilot Boat Was Sinking When the Pilots Left Her—Canadian Voyager's Engines Were Choked and She Could Not Go Ahead for Some Minutes—Troop's Motor Engine Did Not Work Quick Enough.

A Court of Enquiry composed of Captain Hendon of Halifax, the chairman, Captain Mulcahy of St. John and Captain Orde of S. S. Dunstaff Head took evidence yesterday concerning the sinking of pilot boat Howard Troop by collision with the C. G. M. M. Steamer Canadian Voyager. E. C. Weyman represented the Government and Fred Taylor the owners of the Howard Troop.
The evidence brought out nothing materially different from the story of the wreck already published, but proceedings were animated by some sharp passages between Captain McKenzie of the Canadian Voyager and Fred St. Taylor. One of the witnesses, the fourth engineer of the Voyager, it developed, had had some interesting experiences with submarines during the war.
The court will give judgment this afternoon.
Pilot Frederick McKelvie, the first witness, described the manoeuvres incidental to putting Pilot Spears aboard the Voyager. When he left the schooner was getting under the steamers' lee. He ran below to start the motor engine.
Chair—Did you leave the wheel?
A.—Murray relieved me.
The engine started, but stopped before the schooner got headway. Perhaps the engine stopped because he threw the clutch too quick.
Next thing the steamer drove down on the Troop's bowsprit, and canted her, so she swung alongside. The rolling of the steamer would nearly throw the pilot boat out of water. They might have been bumping fifteen minutes, but it was difficult to tell the time.
When the small boat came alongside, they sent the boy who operated the engine below. The engine was started, but it could not move her. The drift of the steamer and the suction held her alongside.
Two witnesses went below a second time there was water on the floor, and he could hear water pouring into the hold. He told the apprentice to stop the engine, and clear out. All this time the ships were rolling together with tremendous crashes. They thought things would be coming down from aloft, and went off in the boat.
Mr. Taylor—Before the collision did you get any signal from the steamer?
A.—Not until we were right alongside. Then they sang out they were disabled.
Witness could not tell who shouted to them.
Chair—You think everything was done in a seamanlike fashion—you went through your usual form in boarding the ship?
Yes, I think it was a perfect job. Considering it was blowing strong with a moderately heavy sea.
Captain Orde—Did the steamer give any sound signal?
A.—No. But we have practiced it sometimes.
Chair—Then the accident was in your opinion due to the weather or unusual suction?
A.—I couldn't say that.
Mr. Taylor—Wasn't the accident due to the steamer falling to go ahead as she should have done?
A.—Precisely.
Mr. Taylor—Wasn't Mr. Weyman, Pilot McKelvie said the schooner could make 6 knots with her engine, which was used from day to day.
Master of Voyager
Captain McKenzie said that after the pilot came aboard he rang full speed ahead, but the engine room answered the engine, and clear out. He ran below to see what the matter was. He was not gone two minutes. When he returned the schooner was 40 or 50 feet away. After the schooner and steamer came together the pilots on the cutter sang out: "Stop your engines." The engines were not running. Then the pilots asked him to go ahead, and he did so, but the steamer took the cutter along with her. Later he put his engines astern and backed away.
Before the two ships cleared the men on the cutter said they were sinking.
Witness had all hands on his ship called, and had them put over ropes and ladders. One man came over the rail, but the other pilots got in their small boat.
After the ships got clear, he stopped to pick up the small boat, then cruised around for an hour or more, looking for the cutter in vain.
Mr. Taylor—Did you have trouble with the engines before?
A.—No.
Mr. Taylor—Were the engines not stopped previously on the voyage?
A.—No.
Mr. Taylor—Then you were speaking in a Pickwickian sense.
A.—Use a nautical expression and I'll understand you.
Q.—You said you had not had trouble with the engines yet you admit the engines were stopped before.
The Captain admitted that more than once the engines were stopped on the voyage. The speaking tube to the engine room was out of order.
Q.—Why was not the speaking tube repaired?
A.—I had orders not to have work done outside of Canada that was not absolutely necessary.
Mr. Taylor wanted to know what official of the C. G. M. M. gave such an order.
Captain MacKenzie refused to answer.
Mr. Taylor—I'm entitled to an answer.
Mr. Weyman—What has that to do with the accident?
Mr. Taylor—It was the cause of the accident.
Capt. McKenzie—The captain sets on his own responsibility in the matter of engines. No firm would take the responsibility of giving an order that such and such repairs should not be made away from home.
Mr. Taylor—Did you hoist red lights?
A.—No. The ship was not broken down.
Mr. Taylor—Still you could not get

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Ladies' Silk Hose, extra special value. Lisle garter tops, spliced heels and toes. Double soles. Colors: white, grey, brown, beige, champagne, black, navy and cordovan. 8 1/2 to 10 inches, \$1.50 pair.
Ladies' Silk and Wool Mixed Heather Hose, the correct hose to wear with oxfords. Colors: blue and black, grey and black, green and black, tan and black. 8 1/2 to 10 inches, \$3.25 pair.
Ladies' Lace Stripe Silk Hose in black, brown and navy. 8 1/2 to 10 inches, \$2.25 to \$3.00 pair.

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FUNERALS.
The funeral of Ralph Ellis was held yesterday morning at 8.30 o'clock from the residence of his mother, 123 Hawthorne avenue, to Holy Trinity church where requiem high mass was solemnized by the Rev. Simon Drann. Interment in new Catholic cemetery.
The funeral of Mrs. Samuel Galbraith, Adelaide street, took place yesterday, the Rev. H. L. Elmer and the Rev. W. M. Townsend officiating, interment at Lorneville.

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