

## OLITE

NAMEL  
diamond enamel that will stand  
up as parlors, bathrooms,  
and everywhere else. It is a  
durable enamel.

ing qualities and is unex-  
e enamel you should use  
e entire satisfaction.  
ISH, 1-4 PT. TO GAL.  
ives the best results with  
g a beautiful white ground

AT  
ITY'S 11-17  
King St.

which marks the stop as vital  
e of finest gold, with gem

NT RINGS  
diamond effects, also set with  
and other precious stones,  
e up-to-date display.

show them to you. Call at

& PAGE

## ST QUALITY

er Gallon.  
llons at this price. Send  
Card.

St. John, N. B.

## E SURE

e You Best Results  
ALL  
her Belting  
RED BY

REN, LTD.  
ST. JOHN, N. B. BOX 702.

## use Paints

Exterior Use  
gh Class Varnishes

51-53 Union St.  
St. John, N. B.

## er's Cico

Liquid Paste  
or Office and Home.

quires no water.

for instant use.

s & Co. Ltd.

AND OFFICE OUTFITTERS

DOUGLAS  
FIR  
BOARDS

Clear boards partially  
seasoned, 8 inch and up  
wide, 12 to 18 feet long.

Nice stock.

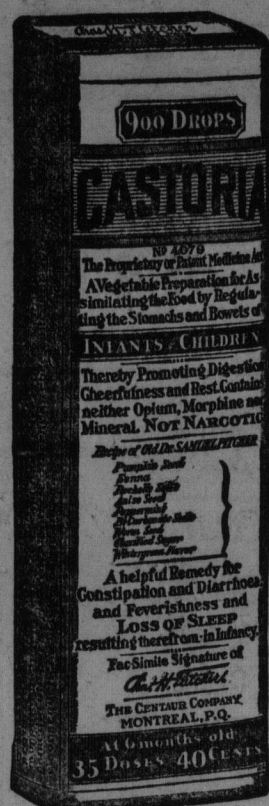
Phone Main 1893.

The Christie Wood-  
working Co., Ltd.

186 Erin Street

## 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.



Exact Copy of Wrapper.

## 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 well.

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.

GENUINE CASTORIA ALWAYS

Bears the Signature of

*Chas. H. Fletcher.*

THE CENTAUR COMPANY, NEW YORK CITY.



Painless Extraction  
Only 25c.

Boston Dental Parlor

Head Office Branch Office  
527 Main Street 85 Charlotte St.  
Phone 683 Phone 38  
DR. J. D. MAHER, Proprietor.  
Open 9 a. m. until 7 p. m.



If Your Vision is Becoming Hazy,  
and you are not enjoying the full  
benefit of perfect sight, you owe  
it to yourself to have your eyes  
properly attended to at once.  
Consult

K. W. EPSTEIN & CO.,  
Optometrists and Opticians  
Open Evenings 193 Union Street

The blue in the sea stands in con-  
stant relation to its saltiness.

BOARD OF TRADE  
COUNCIL MEETING

Many Matters Were Reported  
on and Dealt With at Ses-  
sion Held Yesterday Morn-  
ing.

The council of the Board of Trade met yesterday morning while the vice-president, W. F. Burdett, in the chair. A communication from Messrs. W. G. and E. J. was read on the matter of complaints regarding delay in shipping due to the need of grain conveyors and other equipment and the extension of the Negro Point break-water.

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.

Except on Saturdays, May 8th, 15th and 22nd, train 127, leaving 6:15 p. m., will be postponed and leave at 10:15 p. m.

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 9:20 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 Southwestern 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 Voyageur'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 Chief Justice of the Peace, the chairman, Captain Mulcahy of St. John and Captain Orde of S. S. Dunstaff Head took evidence yesterday concerning the sinking of the pilot boat Howard Troop by collision with the C. G. M. M. Steamer Canadian Voyageur. E. C. Weyman represented the Government Marine 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 Voyageur and Fred Taylor. One of the witnesses, the fourth engineer of the Voyageur, it developed, had had some interesting experiences with submarines during the war.

The court will give judgment this afternoon.

Pilot Frederick McKenzie, the first witness, described the manoeuvres incidental to putting Pilot Spears aboard the Voyageur. 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—Mr. Murray called me.  
The engine started, but stopped before the schooner got headway. Perhaps the engine stopped because he threw the clutch in 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 operates the engine below. The engine was started, but it could not move her. The drift of the steamer and the suction held her alongside.

When 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 boats?

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—Presumably.  
In reply to Mr. Weyman, Pilot McKenzie said the schooner could make 6 knots with her engine, which was used from day to day.

Master of Voyageur

Captain McKenzie said that after the pilot came aboard he rang full speed ahead, but the engine room answered him by which meant they were not ready to move the engines. 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 way on the cutter said they were sinking.

Witness had all hands on his ship called, and had them put over ropes and anchors. 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—Yes.

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 Captains 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 McKenzie 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. 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

Cases Dealt With  
In Police Court

Sidney Kilmister, Charged  
With Stealing a Coat—Chi-  
nese Tried for Assault—  
Other Cases Heard and De-  
fendants Remanded.

Further hearing was given the case of Sidney Kilmister, charged with the theft of an overcoat, belonging to Ronald Paterson, the coat having been taken from the Y. M. C. A. locker room last November.

The janitor of the Public Library, Gustave Olden, was the only witness to be called yesterday. He told of finding the coat in the Public Library on the same night on which the accused was arrested for theft in the Y. M. C. A. The case will be resumed this morning at 10. W. R. Scott is defending the case.

Henry King, a Chinaman, was charged at the morning session of the police court with the assault of Mrs. Muriel Godfrey in a laundry on Main street. Mrs. Godfrey said she went into the laundry to have a bed spread laundered. The accused unwrapped the bed spread on the counter, and took hold of the complainant. The witness told him to stop, but he repeated the offence, thereupon she threatened to strike him and he ceased his attentions.

After leaving the laundry, Mrs. Godfrey informed the police. An officer returned with her to the shop, and all the artists of the iron and mangle were marshalled before her. She then pointed out to the officer the Celestial who had assaulted her.

Y. C. Wah, the foreman of the laundry, on being called, stated that the man whom the complainant singled out as having assaulted her was in reality not the one at all. A further hearing will be given the case to enable Police Officer Hamm's evidence to be taken.

John C. Borden, a sailor, and Lucy McIntyre, colored, were charged with lying and lurking in an alley off Main street. They pleaded not guilty and were remanded.

William J. Penlington was charged with being drunk and also held on suspicion of stealing a pay cheque, to the value of \$19.50, the property of Wm. Braumen, 68 Erin street, and drawing the value of the cheque about April 20 at the Atlantic Sugar Refineries. He was remanded.

One drunk was remanded.

SAND POINT ACCIDENTS:

When a wire guy rope broke yesterday morning at No. 5 shed, Sand Point, Hayward Sparks, 'longshoreman, 123 Union street, was badly injured, sustaining painful lacerations on his neck and also bruises to his face and forehead. He was treated at the Emergency Hospital and then taken home.

Sylvester Dalton, 109 Charlotte street, a trucker, working at No. 5 shed, had one of his fingers crushed yesterday morning by a deal falling on it.

her to go.

A—I did not consider she was broken down. Besides we could not turn on red lights in a moment.

Question—Why did you leave the bridge?

A—The pilot was there and the ship was stopped.

Q.—Then you left it to the pilot to speak to the pilot boat?

A—Yes.

Mr. Taylor—How often do the engines of your ship choke?

A—That was the first time I know of.

Pilot W. J. Spears went aboard Voyageur and ordered full steam ahead. The Captain went to engine room, came back and said the ship could not move for some time. He got a megaphone and backed the Troop, telling them the Voyageur was disabled. He could not say whether his halt was heard.

Mr. Taylor—Anything unusual about the handling of the Troop?

A—No. She carried out the usual routine.

Wm. G. Beaver, chief engineer of Voyageur, said the reason he could not go ahead was excessive pressure in the receiver. It took about 6 minutes to clean the engines. They had not been previously choked during the trip. One of the valves was, he thought, of faulty design, though it was in good order according to the design.

The boilers and engines were in good running order. They only had the difficulties usual in heavy weather.

Taylor—You never have had other engine trouble on your two voyages?

A—I won't say that. You can't cross the Western Ocean in winter without some engine trouble.

Mr. Taylor—Had you trouble with your engine choking on the previous voyage?

A—Yes.

Q.—Did you tell the captain that the valve should be changed?

A—I never asked the Captain. I reported to the main office that the valve was very noisy.

Q.—The valve is still in a defective condition?

A—It is not defective.

Q.—We will say very unsatisfactory?

Mr. Taylor—How long has the speaking tube been out of order?

A—It is out of order, but it is hard to hear through it.

Q.—What's the matter with it?

A—The tube is too small.

## Macaulay Bros. &amp; Co., Ltd.

Stores Open 8.30 a.m. Close 6 p.m. Saturday Close 10 p.m.

Ladies'  
Hose

Of Seasonable  
Quality

Our stocks of Spring and Summer Hose are complete, both in quantity and quality, and include all the most popular shades of this season.

Ladies' Full Fashioned Lisle Thread Hose, seamless feet (deep garter top), in black, white, taupe, light grey, mid grey, cantelope, brown, navy and wren. 8½ to 10 inches, 85c. pair.

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. 8½ 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. 8½ to 10 inches, \$3.25 pair.

Ladies' Lace Stripe Silk Hose in black, brown and navy. 8½ to 10 inches, \$2.25 to \$3.00 pair.

We Are Supporting The Home Market.  
Will You Help Us?

Insist on "Budge  
Typewriter Ribbons"

"Made in Canada."

Every Ribbon is guaranteed by the manufacturers

ST. JOHN TYPEWRITER & SPECIALTY CO., LTD.  
Cor. Mill and Union Streets

We Sell the Best  
COCA COLA

IN ST. JOHN

John de Angelis

Prince William Street TWO STORES Charlotte Street

## Dealers in Ice Cream

will do well to see Bell, 90 King street, before making arrangements for the Summer ice cream. Fully equipped to give Quality, Service, Satisfaction.

## St. John Creamery

90 King Street

We are now booking orders for Bowker's Fertilizer for Spring delivery.

Write for prices.

R. G. DYKEMAN, ESQ., 68 Adelaide Street, City

## FUNERALS.

The funeral of Ralph Ellis was held yesterday morning at 9.30 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 Oram. Interment in new Catholic cemetery.

NOW IN SEASON  
Scallops, Oysters and  
Clams.

SMITH'S FISH MARKET  
25 Sydney Street  
Phone M 1704.