

WEATHER FORECAST.
N.E. PROVINCES.
Northwesterly Winds; Fair and Quite Cool.
Temperature at 3 A. M. 35 Degrees Above Zero.

The Standard

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TWELVE PAGES

GAVE WRONG DIRECTIONS TO VESSELS HURRYING TO RESCUE

Captain Moore Testifies Error of Eight Miles Made in Message

ICE HELD OFF HIS STEAMER

Washington, D. C., April 27.—Failure to give the exact position, a great field of floating ice that offered a frightful barrier to ships hurrying to the rescue and the mistake of his own captain in rushing at top speed through an ice-covered sea, all these combined to send the Titanic and her 1600 victims to their watery graves in the North Atlantic. This was strongly indicated today in testimony before the senate committee investigating the ocean tragedy.

Capt. James H. Moore, of the steamer Mount Temple, which was hurried to the Titanic in response to wireless calls for help, told of the great stretch of field ice which held him off.

Within his view from the bridge he discerned, he said, another strange steamer, probably a tramp and schooner, which was making her way out of the ice. The lights of this steamer, he thought probably were those seen by the anxious survivors of the Titanic and which they were frantically trying to reach.

The captain denounced as "most unwise" the action of the Titanic's commander in rushing at 21 knots through the night when he had been advised of the proximity of ice. The steamer's commander testified that he had spent 27 years in the North Atlantic. Whenever ice was around, he said, he doubled his watch and reduced speed and if he happened to get caught in an ice pack he stopped his engines and drifted until he was clear.

The witness also was emphatic in his declaration that the position sent out by the Titanic was wrong. He said the ship was eight miles eastward from the position reported. This, he declared, he proved by observations taken the first thing on the day following the disaster.

With what virtually was a fleet of steamers within a radius of fifty miles of the Titanic, the officer said, that this mistake in fixing accurately the position of the steamer was a fatal one. With icebergs and floating ice covering the northern sea a ship of even the size of the Titanic might well be overlooked through such a variance.

He declared the fact that only so few bodies have been found was probably due to the suction which held the drowning between the decks as the boat sank and that those bodies are still enclosed on the ship.

AWAIT ARRIVAL OF FUNERAL SHIP

Halifax Rink Will Be Handed Over to Undertakers and Relatives of Victims—Vincent Astor in Halifax to Recover Father's Remains—Body of C. M. Hays Aboard the Cable Ship Minia.

Halifax, N. S., April 28.—Captain Lardner, of the cableship MacKay-Bennett, sent a wireless message that he would reach Halifax at noon tomorrow with the bodies of the Titanic victims, of which it now appears he has 189 on board and of which but about 20 are identified. The arrangements for the disposal of the bodies and there is no doubt they will be carried out without a hitch.

No photographers will be permitted to be taken in the dockyard nor in the Mayflower rink where the embalming and claiming of bodies will take place. The dockyard pier has been so enclosed that taking of pictures will be almost impossible even if attempted, and if any are caught trying this the dockyard police will at once eject or perhaps arrest the person.

At the rink one end will be given to the embalmers. In the main part of the rink will be a gallery where friends will remain from time to time to examine bodies placed on the stands for the purpose. There is accommodation for these stands for more than 200 coffins. The public will not be allowed to enter the dockyard or the rink.

Vincent Astor arrived on a special train today for the body of his father. The body of C. M. Hays is on the cableship Minia. Capt. Decarter sent a wireless message that he secured no bodies yesterday, that the north wind has scattered them and that none are now in groups. He adds that he thinks the MacKay-Bennett got all the bodies that are obtainable.

Mr. Taft originally was against attack Mr. Lorimer lest it might help him. I kept silent until I became convinced that the attack was being conducted for purely selfish reasons. That even Mr. Lorimer did not know about it, I then took up the cudgels against Mr. Lorimer and after the primary I did it in Illinois.

As representing Mr. Taft's supporters, the Colonel named amid hisses of the crowd, Senators Lorimer, Penrose, Guggenheim and Gallinger.

Mr. Taft says I have accepted the support of houses. So I have when they went my way, but they had to go my way or we parted company.

Paris, April 28.—Bonnot, the leader of an organized gang of automobile bandits who have been terrorizing Paris and the surrounding district for months past, and Dubois a notorious anarchist, were shot to death today in the most thrilling encounter in the annals of French crime.

A garage at Choisy-Le-Roi, six miles south of Paris, in which the bandits had taken refuge was blown up by dynamite, after these two men had kept at bay for hours a large part of the police force of Paris, a contingent of gendarmes, two companies of republican guards and a company of engineers.

Today's engagement equalled in dramatic circumstances the encounter in January, 1911, which has gone down in history as "the battle of London," when desperadoes suspected of being the murderers of police in Houndditch were trapped in a house in the Whitechapel district and went down to their death battling against hundreds of London police and soldiers.

Bonnot and Dubois, after wounding two policemen today took refuge in the garage. They were trapped in the building, which was at once surrounded. Reinforcements were despatched to aid the police, composed of gendarmes, republican guards and engineers. A battery of artillery was on the way from Versailles when a small detachment of soldiers succeeded in placing dynamite against the structure and blowing out the front wall.

ROOSEVELT SCORES THE PRESIDENT

Accuses Him of Seeking the Support of the Bosses.

Friends in Boston Accord the Colonel Warmest Welcome of Campaign—Deals Briefly with Taft's Charges.

Boston, April 27.—Boston gave Col. Roosevelt tonight the most demonstrative welcome which he has seen since beginning his campaign for the presidential nomination. Speaking in the arena before a tumultuous throng, the former president again criticized Mr. Taft. He, however, did not repeat the severe denunciations which he brought into his speech at Worcester last night. He spoke calmly, and devoted only a small part of his address to President Taft.

"I do not wish this to be a campaign of personalities between Mr. Taft and myself," said Col. Roosevelt. "Last night I felt compelled to answer Mr. Taft at length. Tonight I shall refer to him only as I feel that I must."

"I am more fortunate than Mr. Taft in my friends. When Mr. Taft came here Thursday, he came here having lost Illinois. I came here having lost New Hampshire. In Illinois Mr. Taft's chief lieutenant had been Mr. Lorimer. In New Hampshire, my chief lieutenant was Governor Bass. President Taft came here to explain to Mr. Lorimer, and to Governor Bass, why he did not like Mr. Lorimer, having kept his dislike private and confidential until after he lost Illinois.

Mr. Taft originally was against attack Mr. Lorimer lest it might help him. I kept silent until I became convinced that the attack was being conducted for purely selfish reasons. That even Mr. Lorimer did not know about it, I then took up the cudgels against Mr. Lorimer and after the primary I did it in Illinois.

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THOUSANDS WITNESS THRILLING BATTLE

Criminals Makes Last Stand Against Police in Garage

ARE FINALLY SHOT

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Bonnot was captured alive. He was ridden with bullets and died on the way to the hospital. The great crowd that had gathered with cries of "Death to Bonnot," almost tore the bandit from the soldiers, several of whom were injured.

Parisians, particularly automobilists have been in a state of terror because of the reckless crimes of the automobile bandits, which reached a climax in the murder of Assistant Superintendent Jouin, of the detective department, and the wounding of Chief Inspector Colmer by Bonnot on the morning of April 24. The government then ordered all the available police to hunt the assassins day and night.

TWO UNUSUAL ACCIDENTS ON C. P. R.

Freight Train is Derailed and Engulfed by Land Slide.

Wrecking Train Collides and Works Considerable Damage, Injuring Two Members Crew and Wrecking Crane.

North Bay, April 28.—Two accidents of an unusual nature occurred on the Canadian Pacific Railway, Toronto-Stouffville branch, near Parry Sound, resulting in serious injuries to two employees. The first accident occurred late Saturday afternoon. A freight train was passing through a deep cut when a landslide of rocks and earth engulfed the train, ditching twenty freight cars, but without injuring the train crew.

The wrecking train from North Bay was dispatched to the scene last night and by some miscalculation, crashed into the wrecked train in the darkness, putting the big steam crane completely out of business.

The car containing the wrecking crew was badly damaged, and the car foreman, J. E. Hughes of North Bay, was seriously injured, while J. Bailey of the bridge and building department, received injuries, which are painful but not considered serious. Both men were taken to Parry Sound hospital.

GOVERNMENT WILL HAVE HANDS FULL IN QUEBEC ELECTIONS

Opposition Preparing to Put Up Stiff Fight in Provincial Campaign—Elections Fifteenth of May.

Montreal, April 28.—By tomorrow night both the Conservative and Liberal parties will have their lists of candidates complete for the approaching provincial elections. There were a number of week-end conventions and tomorrow will see the last of them. So far no saw-offs are indicated and it is probable that there will be polling in all of the eighty-two constituencies. Voting will take place earlier. In Gaspé voting will be two weeks later than in the other divisions. Armand Lavergne is leading the opposition fight in the Quebec district, while J. M. Teller, leader of the opposition, is commander in chief of the Montreal section. Sir Lomer Gouin is touring the province and making many forceful speeches.

ENGLISH INQUIRY COURT.

London, April 28.—Rear-Admiral Sir A. Gough-Calthorpe, Capt. A. W. Clarke, Commander F. C. Lyon and Prof. John H. Biles, vice-president of the Institute of Naval Architects, have been appointed assessors to assist Lord Mersey with the court of inquiry into the Titanic disaster. The fifth assessor will be announced later. Capt. Charles Clive Gigham, a son of Lord Mersey has been made secretary of the court. The first sitting of the inquisitorial body will take place next Thursday.

SAINT CROIX STRIKE IS OFF

Details of Basis of Adjustment of Trouble Made Public—Women Get Three Years for Manslaughter.

St. Stephens, April 28.—Thomas Crawford, a native of St. John, who has been in the organ and sewing machine business here for several years, is critically ill with pneumonia.

The strike in the machine shop at the St. Croix Cotton Mill at Milltown has come to an end after a duration of three weeks. The fifteen men concerned asked for an advance of 12½ per cent., and were offered 10 per cent., which they refused to accept and the strike was on. Tomorrow morning they return to work and the most definite information that can be obtained concerning the settlement is that it was "amicably adjusted."

Three weeks ago two young women, Leola Marshall and Ada Dodge, nee Mercier, were arrested in Calais charged with having caused the death of an infant born to the Marshall girl. The case was heard yesterday afternoon in the supreme judicial court in session at Calais. The state accepted a plea of manslaughter in which both young women were equally guilty and each was sentenced to serve three years at hard labor in Thomaston prison.

NAVIGATION HAS OPENED

Seiten Reaches Quebec But is Unable to Proceed to Montreal—Sections of St. Lawrence Closed.

Quebec, April 28.—To the Canada Line Seiten, belongs the honor of inaugurating the season of navigation between this port and the far side of the Atlantic, for 1912. The vessel docked here from German ports this afternoon with 1100 immigrants and 1000 tons of cargo. How long it will be before she can proceed to Montreal, is unknown, for although the river is mostly clear the ice is still jammed in the narrows for a distance of 18 miles between Cape Rouge and the Atlix Trembles. The Manchester Line had expected to bring the Manchester Trader up the river to Quebec before all other liners, but today received word that she had put into Louisburg, N. S., and would not arrive for several days.

The Seiten reports that 20 miles south of Cape Ray the first drift ice was met, on April 25, at 11 p. m., and that the vessel pressed through it for 60 miles, not clearing it until April 28, at 6.30 a. m. No further trouble with ice was experienced.

The government vessels left Sorel yesterday to lay the spar buoys down channel from Montreal. Last night's heavy rain has done much harm in rendering the ice jam more solid and it is not likely that the river between here and Montreal will be clear for several days.

FORMER EMPLOYE OF INTERCOLONIAL DIES IN MONCTON

Moncton, April 28.—John Fogarty, who at the time of his retirement on the president fund, was the oldest member in the Intercolonial died here tonight, aged 86. Mr. Fogarty was a machinist by trade and formerly lived in St. John. He was at one time elected to the city council but was not allowed to take his seat on account of a rule existing at that time.

REPORTED A BIG TORNADO WIPES OUT THIRTY-ONE

Property Damage Cannot Be Estimated and Rumor of Loss of Life Not Confirmed As Yet.

Oklahoma City, Okla., April 27.—Thirty-one persons are reported to have been killed by a tornado that swept southwestern Oklahoma and the southeastern corner of the Texas Panhandle late today. A dozen houses were struck and farming communities suffered.

Communication facilities are paralyzed tonight and it is impossible to confirm the reports of loss of life or to accurately estimate the property damage.

SOCIETY WOMAN SAVED; HUSBAND LOST.



Mrs. William E. Carter, a young and beautiful Philadelphia society woman, noted for wearing expensive-fashion garments, her husband was lost in the wreck.

CONTRACTS LET FOR NEW BRIDGES

Hopewell, April 26.—Albert E. Smyre the well known contractor, arrived in the village today, to make arrangements for beginning the construction of the new Meniel bridge, for which he has the contract. It is understood the contract price is in the neighborhood of \$5000.

Daniel Curry, of Mountville, A. Co., has been appointed inspector. The new bridge will be about 250 feet long, with a covered span of 162 feet, resting on concrete abutments.

Mr. Smyre has also in the contract for building the Pittmore bridge at Turtle Creek, a structure that will be some 288 feet long.

Lansdowne put out the Shepody Bay buoys today.

Egypt C. Peck, the newly appointed light keeper at Grindstone Island, went on duty today.

DEATH OF GEO. H. WINTER AT FREDERICTON

Heart Failure Hastens End of York County Deputy Sheriff

Formerly Connected With the Northwest Mounted Police and Also Acted As Chief of Force in Capital.

Fredericton, April 28.—George H. Winter, deputy sheriff and keeper of the county jail for the County of York, dropped dead shortly after two o'clock this afternoon. Mr. Winter was in the course of dressing just after taking his bath when he fell to the floor. His wife heard him call, but when she reached him life was extinct.

Deceased who was the son of Robt. Winter of the customs house, was 27 years of age and is survived by a wife, daughter of Nathaniel Inch, two small children, his parents, two brothers and a sister.

He was a popular official. For years he was a member of the Northwest Mounted Police, and on return to his native city a few years ago he was appointed chief of police of the city. After serving in that capacity for two years he resigned to accept the office of deputy sheriff of the county. Heart failure was the cause of death.

Word was received here today that last night the residences and out-buildings of Dr. Camp and Wilnot Chase of Shefield were totally destroyed by fire. Little furniture was saved. It is understood that there was very little or any insurance on either of the properties.

RAILWAY MAGNATE AMONG THE VICTIMS.



LOST.—Charles M. Hays, president of the Grand Trunk Railway, he was born in the United States and got his early railroad training there.

INSPECTION OF THE G. T. P. TERMINALS STARTS THIS WEEK

Quebec, April 28.—The inspection of the Grand Trunk Pacific terminals in Quebec will be made this week, when Hon. Messrs. Pelletier and Cochrane and Mr. Leonard, chairman of the Grand Trunk Pacific Commission, will visit this city with engineers. The party will arrive in Quebec next Thursday, when the terminals in this city will be inspected. On Friday the party will proceed as far as Harvey Junction. Saturday the party will visit Levis, and proceed on Monday to Riviere Du Loup, the next day going to Ste. Flavie.

NEW GOVERNMENT STEAMER WILL BE LAUNCHED TODAY

Ottawa, April 28.—The government steamer Estovan designed for the Pacific lighthouse and buoy service, will be launched tomorrow at Collingwood, Ont. Hon. J. D. Hazen is leaving to be present at the ceremony. The vessel, which is 212 feet long and of 12 knots speed, will proceed to the Pacific coast under her own steam.

UNION INSISTS ON INSPECTION OF ALL LIFEBOATS

Seamen's Organization Lays Down Law to the Ship-owners—Higher Scale of Wages Will Be Demanded.

Liverpool, April 27.—The Liverpool branch of the Seamen's and Firemen's Union adopted a resolution today that on and after April 29th the men will refuse to sail on any steamer unless representatives of the union are allowed to inspect the lifeboats. The union also demands that the seamen's wages shall be increased to four pounds ten shillings (approximately £27) and the firemen's wages to five pounds per month.



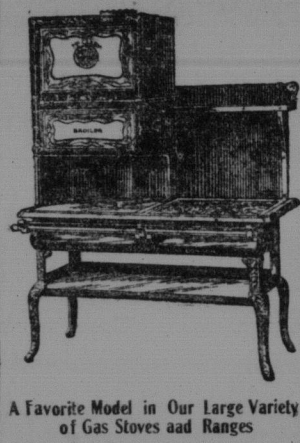
CAPT. A. H. ROSTROM of the Carpathia, the Commander which turned back and picked up the Titanic survivors, bringing them into New York harbor. He is one of the young commanding officers of the Cunard.

Help Wanted

- 1 First-Class Grocery Clerk
- 2 Girls for Retail
- 1 Boy
- 1 Teamster for Express

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The moment you light the fire it is ready for cooking, and you have only to put on the kettle, then, go right ahead and "get the breakfast."

We offer a Large and Complete Line of Modern Gas Stoves and Ranges, and, are thus enabled to cater to the needs of any home, boarding house, hotel or restaurant. Any of these we supply for cash or on the easy payment plan.

Come In and See Them

The Saint John Railway Company
Showrooms - - Corner Dock and Union Streets

GRITZ

DIED.

NORTHROP—At her home, in Kingston, Kings, N. B., April 27th, Matilda Jane eldest daughter of the late Daniel and Hannah Whiting Northrop.
Funeral on Monday, at 3 p. m., from her late residence.

Who is Your Optician?

Do you realize how important it is to have your glasses fitted only by expert opticians? Call and see us. Dr. BOYANER, Optician, 33 Dock Street.

HOTEL ARRIVALS.

Victoria.
J. Buchanan, Halifax; W. J. Scott, Fredericton; P. G. Robertson, Halifax; A. E. Dunn, Moncton; J. F. Roberts, St. John; W. J. Cooney, Megantic; F.

Grant, Brownville; J. E. Wright, Fredericton; Dr. J. G. Leonard, St. John; Norman Gregory, St. John; Mrs. League, Boston; A. L. Hoyt, MeAdam; J. A. McLain, Boston; L. V. Price, Bethford; R. V. Clarke, H. McCabe, Chatham; B. Freedman, Montreal; Mrs. Thomas Mosher, Windsor; C. Middleman, Montreal; D. O'Neill, E. A. Willard, Montreal; Mrs. E. E. Alguire, Chicago; Miss E. Wilson, Boston; E. Potzenham, England; S. Stanley, St. John.
Park.
Edgar Smith, New York; W. J. Donovan, Annapolis; Mr. and Mrs. W. Tompkins, Quebec; H. B. MacKinnon, Truro; J. L. Paterson, F. H. Dunn, Boston; J. King, J. L. Shore, Yarmouth; E. J. Jackson, Truro; C. E. Power, W. P. Eaton, Halifax; W. B. Melick, Mrs. W. B. Melick, Atlantic, Ga.; J. A. Crandall, Moncton; W. H. Underhill, City; Miss Moore, Miss M. Hill, Woodstock; P. C. Mullin, J. K. O'Brien, Chatham; J. Lang, Mrs. J. Lang, Campbellton; L. J. Kinnes, Mr. and Mrs. W. E. Richards, Toronto; Mr. and Mrs. R. McAdam, Boston; E. Thomas, J. Higgins, Montreal; R. H. Jameson and wife, New York.
Dufferin.
Geo. Sharpland, Little Falls, N. Y.; J. B. Bizard, Montreal; F. M. Grant, Bridgetown; R. I. Cook, Berwick; C. H. Norman, Montreal; J. Thomson, Toronto; Mr. and Mrs. W. E. Richards, Scranton, Pa.; M. Wagner, Montreal; F. M. O'Neill, Fredericton; Geo. H. Fisher, Montreal; Ross, Thomson, Fredericton; Alf. Bailey, Montreal; Helen Monk, Toronto; W. Smith, Gasquetown; W. B. Finson, Bangor; J. G. Mequim, Chatham; P. Ferras, Arnschott, Hamilton; Geo. D. D. Ennis, Yarmouth; W. B. Burton, Montreal; N. B. Hagan, Moncton; Geo. P. Blissett, Oxford; Geo. Williston, Newville; Miss Lyons, Chatham; real.

ONE VOTE

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This coupon, when neatly clipped out with the name and address properly filled in and brought or sent to the Circulation Campaign Department of The Standard, will count as one vote.
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EMPIRESS BARELY MISSED

COLLISION WITH AN ICEBERG

Engines Had to be Reversed in Order to Avert Disaster -- Unusual Quantities of Ice Sighted and Extra Precautions were Taken to Avoid Collision - One Berg Passed at Distance of Fifty Yards.

The C. P. R. steamship Empress of Britain, Captain Murray, arrived in port Saturday afternoon from Liverpool via Halifax. The steamer had been bound to Quebec but was unable to steam into the St. Lawrence on account of the ice. The steamer brought a large freight, and her passenger list consisted of 142 saloon, 451 second and 239 steerage.
During the passage out from Liverpool the Empress had a close call from colliding with an iceberg off the banks of Newfoundland.
On Wednesday morning at 10.30 o'clock the Empress was making from the west coast of the island. The weather was so thick that it was scarcely possible to see more than ten yards ahead. Although the greatest care was taken by Captain Murray and officers from the time that Liverpool was left, extra precautions were taken with unfavorable weather prevailing.
The look-out man in the crow's nest sighted a berg and gave the usual signal. The engines were immediately reversed and it was not until eight or nine hours afterwards that the Empress got under her usual speed. This big berg, according to Captain Murray, was in "lat. 40 north and lon. 47 west" about 240 miles to the east of where the Titanic took her fatal plunge. Many bergs were close by in the distance and the sea was dotted with them. Captain Murray continuing said:
"We met many bergs and steamed through the ice. One of the largest we also sighted a great quantity of field ice to the eastward which is unusual at this season of the year."
A number of passengers were interviewed in regard to the close call of the Empress. Two of those interviewed, Harold J. Holder of Cheltenham, Eng., and John T. Fowler of Tain, Scotland, who is bound to Saskatoon, discussed the incident. Both said that, even as they discovered the reversing of the engines owing to the big iceberg in the afternoon track did not give them permanent cause for alarm, but intimated that many of the passengers momentarily received quite a shock. As the berg sailed past, the look-out man gazed at it with the keenest interest. The berg was not more than fifty yards from the ship.

WOULD MAKE CANADA

ADJUNCT OF STATES

Taft, in Correspondence with ex-President, Declared that Reciprocity would Render Trade of the Dominion Tributary to New York and Chicago -- Roosevelt's Significant Opinion.

Boston, April 26.—At a campaign meeting here last night in which he devoted his whole speech to an attack on Col. Roosevelt, President Taft made public correspondence between himself and the ex-President on the subject of the reciprocity negotiations which has created a sensation.
He was charging Roosevelt with a change of front. The Rough Rider candidate who is pressing him for the Republican nomination, was, he said, appealing to the farmers and confining the reciprocity agreement. This, in the face of the fact that Roosevelt in reply to a confidential letter of the President, before the agreement was made, had approved thoroughly of the terms, declaring that they were admirable from every standpoint.
Taft also submitted his own letter to Roosevelt, in which he declared that the agreement would make Canada an "adjunct of the United States," could transfer all "their important business to Chicago and New York with their bank credits and everything else."
Change of Front.
"Mr. Roosevelt," said Taft, "now seeks to take advantage of the sympathy of the farmers of the country against the reciprocity agreement with Canada, which I made and induced Congress to adopt, but which Canada finally rejected. I would not object to this as a legitimate argument in a political controversy against me and in his favor. The fact was not that I consulted him ten days before I made the agreement, explained to him in full its probable terms, stated the arguments pro and con, especially the effect of it on agricultural products, and asked him to confer with his colleagues of the Outlook as to its wisdom and expediency, and let me know his and their judgment. He replied approving the agreement in the most emphatic terms and complimenting me for having brought it forward.
I submit our correspondence on the subject of reciprocity."
"I am at present in the midst of reciprocity matters, and it would gratify me a great deal to talk over with you this issue. I have as you have known, always been a low-tariff and downward-revision man, and the reason why I favored the last tariff bill and pruned it as the best one we ever had was:—That the consideration of it on its passage and the efforts of those who defended it afterwards to show that it was a downward revision were all a concession by the Republican party that downward revision was necessary, and that the rule upheld by Shaw and Cannon and other standpatters of the tariff type that no tariff could be too high, because you just needed a Chinese wall, had been departed from. Now, the probability is that the tariff will be lowered, and with our Canadian friends by which all natural products—cereals, lumber, dry goods, fruits, meats and cattle—shall enter both countries free, and that we shall get a revision—not as heavy a one as I would like but a substantial one, and equivalent to the French reciprocity treaty and probably more—on manufactures."
Improved Labor Conditions.
"The truth is that the minute that we adopt in convention the proposal that our tariff should be measured we necessarily adopt a rule which would lead us straight to reciprocity in natural products with Canada, because the conditions in the two countries are so similar that there is substantially no difference in the cost of production. Possibly, labor is slightly lower in some parts of Canada than in the United States, but it is also higher in some parts and the adoption of free trade would rapidly increase the cost of food products where it is cheaper in Canada, so that the conditions would be the same."
"It might at first have a tendency to reduce the cost of food products somewhat; it would certainly make the reservoir much greater and prevent fluctuations. Meanwhile the amount of Canadian products we would take would produce a current of business between Western Canada and the United States that would make Canada only an adjunct of the United States. It would transfer all their important business to Chicago and New York, with their bank credits and everything else, and it would increase greatly the demand of Canada for our manufactures. I see this is an argument against reciprocity."

In Dread of Croup

The experienced mother is always in dread of croup. There is seldom any warning until the child awakes at midnight with the hard, rattling cough and gasps frantically for breath. There is no time to send for a doctor, no time to go to the drug store, even relief must be obtained at once. If you are not so fortunate as to have Dr. Chase's Syrup of Linseed and Turpentine in the house, cause the child to vomit with a spoonful of warm lard or by tickling the throat with the finger.
Then get Dr. Chase's Syrup of Linseed and Turpentine so as to prevent the more serious attack which usually comes the second night. This treatment is wonderfully effective for croup, bronchitis and colds in the throat or chest. Mothers who make a practice of always keeping it in the house find that they can depend on it in the case of emergency.

made in Canada, and I think it is a good one.
"The proposition is to make an arrangement by which we shall present to both houses of congress an identical bill and pass it as an agreement for joint legislation. In this way we would avoid the necessity for two-thirds in the senate, and would secure at once the consent of the house, which in tariff matters is generally regarded as necessary, at any rate. This will cause a great commotion, I presume. It will be unpopular in New York because of certain lumber measure using lumber as the duty interests. It will be unpopular in Minnesota because of wheat; but on the other hand, free lumber will be popular in some places, and as it includes free paper and free wood pulp, we may count on the fairly good support of the press."
Position of Party.
"This letter, of course, I must ask you to regard as confidential, though I would be glad to have you discuss with your colleagues on the Outlook such a proposition, and should be glad to hear from you as to your judgment of it. I think it may break the Republican party for a while. As Hilth Root said when talked with him yesterday, it may be an entering wedge against protection, although it is not inconsistent with the principle of protection as we laid it down in Chicago.
Of course, it will be said against it that we are taking agriculture and making it suffer first before we tackle wool and cotton. The bill is not likely to pass the present Congress and before the next Congress comes together I think I shall be able to make some recommendations as to the wool and cotton schedule and present a problem to the Democrats which they are not likely to find an easy one. At least it will show the hypocrisy of some people. Of course, this is no ground whatever for introducing and pressing such a measure. I believe it to be right, and if it leads, on the other hand, to reduction in wool and cotton manufactures to the lowest figures and to what is a real measure of the difference in the cost of production, so much the better.
I shall be glad to hear from you as soon as you conveniently can write on this subject, because the matter is just at hand, and it is quite likely that within ten days we shall reach an agreement."
Roosevelt's Reply.
Colonel Roosevelt, in his reply, dated January 12th, 1911, said:
"Dear President: It seems to me that what you propose to do with Canada is admirable from every standpoint. I firmly believe in free trade with Canada for both economic and political reasons. As you say, labor cost is substantially the same in the two countries, so that you are amply justified by the platform. Whether Canada will accept such reciprocity, I do not know, but it is a great cause for alarm, but intimated that many of the passengers momentarily received quite a shock. As the berg sailed past, the look-out man gazed at it with the keenest interest. The berg was not more than fifty yards from the ship."
"Ever yours,
"THEODORE ROOSEVELT."

SAVED—Mrs. John Jacob Astor, 21 year old bride of a few months, who was returning to America with her husband.
Steward Bright, testified that he had not left the ship until after all the large lifeboats had gone and only one of two collapsible boats was left on deck. Bright had seen Lemay working with the others on the starboard collapsible boat, the last to leave the ship from that side. Bright, who left on the very last boat, the port collapsible, said he knew Lemay had not left the ship until just before the port collapsible was lowered into the water in time to get only a hundred yards from the Titanic before she went down.
After the session was over the corridor in the Senate office building near the committee room was crowded with anxious sailors of the Titanic who have been at the call of the committee since the rescue ship Carpathia brought them to New York. They were a nervous lot. In fact they were broken. Not being permitted to leave, they faced the prospect of Saturday night and Sunday without funds. Most of them are men of families, desirous of sending word home. Mr. Lemay knew of their circumstances and could not be done for them. They are entitled to \$4 a day in witness fees and expenses, but no preparation had been made to pay them until they are released.
"If it is too late to get money for the sailor men," Mr. Lemay said, "I can see that it is advanced." Finally Assistant Sergeant at Arms Cornelius found a way to cheer the hearts of the sailors and they were escorted to the capitol in a body and advanced money. This made them a happy lot.
F. A. S. Franklin, vice-president of the Marine Company, left for New York late in the afternoon to return Monday. Mr. Lemay did not leave though Senator Smith told him he was free to go anywhere he pleased, provided he reported in Washington Monday morning.
"I am not going to New York," Mr. Lemay said tonight, "but I am going to rest tomorrow. I am not going to tell you where, but I will be here Monday morning."
The committee has not yet released any of the British members of the Titanic crew of officers, though all go in one of the boats, and had said to a woman who told him she was a stewardess, "you are a woman, take your place in the boat."
Lemay listened intently too, as

GAVE WRONG DIRECTIONS TO VESSELS
Continued from page one.
The Company, was much cheered by the testimony this afternoon.
Throughout the week he has had a troubled look, and during the long daily sessions he has sat silent, seldom looking at his associates who accompanied him. Today, however, he listened eagerly to the accounts of his conduct at the lifeboats, as told by the stewards and seaman, who had come in contact with him on the night of the disaster. His eyes fairly gleamed when Steward Crawford told how he had called for women to go in one of the boats, and had said to a woman who told him she was a stewardess, "you are a woman, take your place in the boat."
Lemay listened intently too, as

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ST. JOHN, N. B., MONDAY, APRIL 29, 1912.

CONCERNING "FLAG FLAPPERS" AND ALL SUCH.

There are two subjects in particular which Liberal organs, such as the Times, would do well to avoid in discussing politics—the construction of the Grand Trunk Pacific and the fate of the Reciprocity Agreement. Past memories of either of these monumental blunders of the Liberals will bring little satisfaction. To provoke a sneer at its political opponents the Times unguardedly links the two subjects in an editorial comment. It says: "There is talk of making arrangements to ship grain next winter over the Grand Trunk Pacific and connections to Portland, Maine. Which reminds us that the 'conservatives—the patriots, the flag flappers—are in power at Ottawa.'"

A painful reminder to the Times, no doubt, but under the circumstances one or two questions suggest themselves. Whose fault is it that today the Winter Port of St. John and the Province of New Brunswick are not reaping the benefits of through communication with the West over the Grand Trunk Pacific? Is it the fault of the "Conservatives—the patriots, the flag flappers"—in power at Ottawa or the fault of the Laurier Government who started with specious promises nine years ago to build the road? To what party did the politicians belong who for years gave the country the assurance that the road would cost \$54,000,000 and not a dollar more? It remained for the "Conservatives—the patriots, the flag flappers—in power at Ottawa" to give the country a time statement of the case, showing that the road will cost from \$150,000,000 to \$200,000,000 before it is completed, or three times the original figures.

Under whose regime came the disaster to the Quebec Bridge, which has tied up the whole undertaking for years? Was it the "Conservatives—the patriots, the flag flappers," or the late Liberal Government who turned this great National work over to a syndicate of their friends, and not content with this criminal folly, when the crash came, paid them every cent they had put into it and more besides? When the Times feels moved to discuss the Grand Trunk Pacific it might ponder on these questions.

If the West can be linked up next winter over sections of this road with Portland, Maine, the "Conservatives—the patriots, the flag flappers"—will not begrudge the grain growers the relief they should now be enjoying over Canadian lines through Canadian ports. "The Conservatives—the patriots, the flag flappers"—realize to the full, and have proved they realize, the advantages of trade with the Mother Country. It will be time enough for the Times to sneer at the Government in power at Ottawa when the blunders of the late Government in connection with the Grand Trunk Pacific have been rectified and their extravagance paid for.

And the Times must not imagine that when it terms Conservatives "patriots" and "flag flappers" that it is hurling epithets which Conservatives will resent. The party in power have no prouder boast today than that in the last election they voted for the flag and for the Empire and for Imperial Unity, voted against a policy of Continentalism—and won. Apart from defending the National Policy there were other reasons on which they appealed to the country. Neither the Times nor any other Liberal organ or speaker has yet explained away the underlying motive which inspired the agreement in the United States. There has been no satisfactory explanation of President Taft's sinister reminder in his own campaign that "the bond uniting the Dominion with the Mother Country is light and almost imperceptible," nor have we heard any enlightening exposition of his significant reference to "the parting of the ways."

Even now, at this late date, we have further and damning evidence of the ulterior design in the Reciprocity Pact. The family troubles in the Republican party have produced Mr. Roosevelt as a witness. In a letter to Mr. Taft, written in January a year ago, and which the President of the United States for obvious reasons suppressed, Mr. Roosevelt says: "I firmly believe in free trade with Canada for both economic and POLITICAL reasons." What does the Times and the Liberal party in Canada suppose were the "POLITICAL REASONS" at the back of the agreement?

What about Mr. Roosevelt's retort after this disclosure in a statement last Friday in which he warns Mr. Taft "that in discussing negotiations with a foreign power it is well not to publish such expressions as that in his letter about MAKING CANADA ONLY AN ADJUNCT OF THE UNITED STATES?" We are getting more light all the time. Presumably this remark of Mr. Taft was made to Mr. Roosevelt while the Reciprocity negotiations were in progress. The latter promises further relations which to Canadians who love their flag and honor it may be very interesting.

Meanwhile the Times may reflect as it broods over Mr. Roosevelt's "political reasons" and Mr. Taft's purpose of "making Canada only an adjunct of the United States," that these mysteries have long been understood by those not too blind to see. It is because the Canadian people realized these things and were warned of the motives behind the Agreement that "the Conservatives—the patriots, the flag flappers—are in power at Ottawa" today.

AS SEEN FROM THE CROW'S NEST.

Reverting to the principle that prevention is better than cure, two incidents on the voyage of the Titanic stand out prominently in the evidence before the Senate Committee—the refusal to supply the lookout men in the crow's nest with marine glasses and the apparent neglect of the officer on the bridge to heed the warning that an iceberg was ahead, and which, on the evidence of the lookout men, he undoubtedly received.

According to the testimony of Frederick Fleet who with a sailor named Leigh, was in the crow's nest of the Titanic on the fatal Sunday night, the men on the lookout applied for marine glasses at Southampton and were told that there were no glasses for them. His evidence on this point has not been refuted. If he had had glasses, Fleet said, he might have seen the iceberg soon enough to have escaped it. While this statement calls for an explanation from the company it does not make clear the further statement by Fleet that when the iceberg was sighted his signals and messages to the bridge brought no reduction in speed. The first officer who was on the bridge at the time did not survive the disaster. It would appear that the distance was miscalculated and full speed was maintained in the expectation that by steering to port the iceberg could be avoided. But no evidence on this point is forthcoming. The facts may never be known.

There was one important point on which Fleet refused to commit himself before the committee—the length of

time between his first warning to the bridge and the collision. But a conclusion may be drawn from his own testimony that as he first reported a black mass of ice ahead at 7 bells (11.30 p. m.) it was some fifteen minutes before the ship struck. At the rate of speed the Titanic was going, 21½ knots an hour, this would place the iceberg at a distance of about six miles when first sighted. Fleet in his evidence stated that when he first saw the iceberg it was "about the size of two tables" that it got larger as the ship progressed and when the collision occurred it was about 50 or 60 feet out of the water.

Confirmation of the belief that the night being clear, the iceberg was of such a size that it could be seen ahead at a distance of some miles, is given by Captain Hetter of the steamer Frankfurt, in an interview at Bremerhaven, Germany, where his ship arrived last week. According to his story the Frankfurt was 140 miles from the Titanic when the wireless call for help was received. "We started immediately for the scene," he says, "and arrived there about 10 o'clock Monday morning. We saw the iceberg with which the Titanic collided, a huge bulk, in places about 100 feet above the water and about 1,000 feet long. We photographed the berg and after cruising about searching vainly for survivors for several hours, we resumed our course." In support of this statement Captain Hetter describes the iceberg, which the Frankfurt passed about an hour before reaching the scene of the disaster. At one place, he says, the mass of ice was darkly colored and badly splintered, this evidently being the point of contact.

A conversation between Fleet and Leigh, the two men in the crow's nest, who were rescued in one of the boats, is given by Mr. Thomas Whitley, a first class steward, who had a miraculous escape and was picked up by the same boat after being swept into the sea as the Titanic went down. He reports that both men asserted that a report was made to the first officer on the bridge that an iceberg had been sighted fifteen minutes before the ship struck and that twice afterwards a warning was given that a berg was ahead.

If Fleet's evidence before the committee is to be believed when he first saw the iceberg in the distance he sounded three bells and then telephoned to the bridge. "If we think there is danger," he explained, "we telephone." Then came the momentous question: "After you gave that telephone signal was the ship stopped?"

"No; she didn't stop until after we struck the iceberg, but she started to go to port after I telephoned. My mate noticed it."

The report of Captain Rostrom of the Carpathia showing the conditions at the scene of the wreck when he arrived at 4 a. m., is significant. He says: "By the time we had cleared the first boat it was breaking day. We saw that we were surrounded by icebergs, large and small, and three miles to the North West of us a huge field of drift ice with large and small bergs in it, the field trending from North West round West, and South to South East and as far as we could see either way." It is not for even an impartial observer to judge at this stage of the proceedings but the evidence so far leads to the conclusion that the Titanic was making speed on her maiden trip and that the warnings of the lookout men were disregarded.

THE AFTERMATH OF THE COAL STRIKE.

Although the coal strike in Great Britain is at an end, and everything possible has been done to induce the men to return to work, reports indicate that a normal condition of things is very far from having been attained. The dissatisfaction of the rank and file of the unions may, perhaps best be understood from the fact that the executive of one of the coal trimmers' unions, numbering 2,000 men, recently unanimously passed a resolution censuring Mr. Vernon Harcourt, one of the leaders, for his wild and extravagant language and declaring that his action has been detrimental to the best interests of the community at large.

If this incident stood alone, it might not be particularly significant, but when it is combined with the demand of the South Yorkshire miners for the resignation of certain of their leaders, and the refusal of the extremists in South Lancashire and other places to return to work at all, it is obvious that the late strike, whatever else it may have accomplished, has very nearly succeeded, as Mr. Harcourt himself feared, in wrecking the federation. Gradually, however, the mines have been reopened, and the allied trades are beginning to start again. The next few months will probably be spent by the unions in putting their houses in order. It will be of interest to see exactly how this is accomplished, and in which direction the great mass of the rank and file will tend to swing; whether towards the new syndicalism or the older trades unionism.

Current Comment

(Toronto World.)
Where are Sir Wilfrid Laurier and The (Toronto) Globe in view of these startling revelations? Are they still for Reciprocity at the price set out in Taft's letter to Roosevelt—the destruction of Canadian nationality—and Roosevelt's letter to Taft—the political reason? And who are our "Canadian friends" mentioned by Taft with whom the agreement was to be reached? Undoubtedly Sir Wilfrid Laurier and Dr. McDonald of The Globe! Did these two Canadians know at that time why Taft wanted Reciprocity, and why Roosevelt favored it?

(Boston Globe.)
The duel that is on between Mr. Taft and Mr. Roosevelt presents a pathetic spectacle. The spreading before the public of "Dear Will," "Dear Theodore" and the "Ever Yours" letters must give everyone the sense of looking on at a vulgar brawl, a contest for the leadership of the Nation. May not the people rise to inquire where they come in?

(Hamilton Spectator.)
Authority should be given to the heads of the civic departments. If they are unable to produce the desired results, if their judgment is inaccurate and their service is costly, get rid of them. That is what is done in the business world today.

(London Sketch.)
The candidate—having quoted the words of an eminent statesman in support of an argument—And mind you, these are not my words. This is not merely my opinion. These are the words of a man who knows what he's talking about.

(London Free Press.)
The early opening of the Panama Canal is having a wonderful effect along the Pacific Coast. It is estimated that one hundred million dollars will be spent from Vancouver to San Diego in preparation for the trade that will spring up on the Pacific.

(Victoria Colonist, B. C.)
St. John, having secured great railway and ocean terminals, is now out after a great iron smelting and steel plant. That's the way it goes. As the old lady remarked: "Them as has gets."

(Chicago Tribune.)
In a few weeks the rush for Europe will be on again, and everybody will seek to go by the shortest route and in the quickest possible time.

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Most Anything THE LOSS OF THE BIRKENHEAD

The splendid courage of the men aboard the Titanic who gave up their lives for women and children has an historic parallel in the loss of the Birkenhead, Feb. 26, 1852. The Birkenhead was carrying a British regiment together with a large number of passengers, and was lost off the coast of Africa by striking on a hidden rock. When it was known that the boats were barely sufficient to accommodate the women and children the colonel of the regiment lined up his men and called them to attention. In this position they went down with the ship. This heroic action so impressed Emperor William I. of Germany that he ordered the story to be read to every regiment in the Empire. The loss of the Birkenhead is told in the stirring lines of Sir Francis Hastings Doyle:

Right on our flank the sea was dropping down;
The deep sea heaved around in bright repose.
When, like the wild shriek of some captured town,
A cry of women rose.

The stout ship Birkenhead lay hard and fast,
Caught without hope upon a hidden rock.
Her timbers thrilled as nerves, when through them passed
The spirit of the shock.

And ever, like base cowards who leave their ranks
Five minutes' hour, before the rush of steel,
Drifted away, disorderly, the planks
From underneath their keel.

So calm the air—so calm and still the flood;
The sea turned on its blue translucent glass,
We saw the great fierce fish, that threat for blood,
Pass slowly, then repass.

They tarried, the waves tarried for their prey;
The sea turned one clear smile like a things asleep,
Those dark shapes in the azure all were dead,
As quiet as the deep.

Then amidst oath, and prayer, and wail and woe,
Faint questions, faint questions waiting no reply,
Our Colonel gave the word, and on the deck
Formed us in line to die!

To die!—"Twas hard, while the sleek ocean glowed
Beneath a sky as fair as summer's flowers;
"All to the boats!" cried one—He was thank God!
No officer of ours.

Our English hearts beat true—we would not stir,
That base appeal we heard, but to keep without a spot.

They shall not say in England that we fought
With shameful strength unhonoured life to seek;
Into mean safety, mean deserters, By tramping down the weak.

So we made the women with their children go,
The oar plied back again, and yet again;
Whirl, inch by inch, the drowning ship sank low,
Still under steadfast men.

What follows, why recall—the brave who died,
Died without flinching in the bloody surf,
They sleep as well beneath that purple tide,
As others under turf.

They sleep as well and roused from their wild grave,
Wearing their wounds like stars, shall rise again,
Joint heirs with Christ, because they tried to save
His weak ones—in vain.

If that day's work no clasp or medal
If that proud heart no cross of bronze may press
Nor cannon thundered loud from tower or park,
This feel we none the less.

That those whom God's high grace there saved from ill,
Those who left His martyrs in the battle still,
Though not by siege, though not in battle still,
Full well had earned their pay.

—SIR FRANCIS HASTINGS DOYLE.

Men have been fighting fiercely for liberty ever since time began, yet the great majority of men have always favored liberty. Why has the minority been able to continue the turmoil so long?

DREAMSTICKS

MINNIE HAD ONLY WORKED IN THIS KITCHEN FOUR DAYS WHEN SHE CALLED ALL THE MEMBERS OF THE HOUSE-BOLD TO THAT ROOM AND EXCLAIMED, "IF THE GAS ESCAPED, WOULD THE MAN-TEL?"

BACK TO THE EMPLOYMENT OFFICE, MINNIE!

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HAIL BUBBLE HAT AND ALSO REIGN!

New York, N. Y., April 26.—The long felt want has been patented officer than the long plunk want, but it has remained for two public spirited and presumably patriotic citizens to obtain patents on the bubble hat and a device for leg pulling. This good news came to the city yesterday in the Official Gazette, a ponderous tome issued sporadically by the United States patent office in Washington. Don't know what the bubble hat is? Such ignorance! Here's the official definition: "A cuplike receptacle, means for attaching said receptacle to a person's body, a tube projecting through the lower portion of the receptacle, a portable gas tank connected with said tube and a manually controlled valve." Now everybody ought to know what it is. For those who can't read this plain language, the Official Gazette prints a picture. Alden L. McCarty, of South Beach, Conn., the inventor, will please rise and receive the thanks of the community.

Of course, everybody knows that a leg-pulling apparatus was bound to be invented in time for use at the Chicago and Baltimore conventions and at a certain summer resort which the reader visited last summer. The apparatus is so constructed that it may be carried in the pocket and on that account will be very popular with delegates, actresses, summer girls and naughty foreigners with titles. The philanthropist who will be kept busy forever more applying the apparatus to clamoring thousands is Landry John Le Jeune, of Wellesley, Ia.

I have no great pictures in my house. I don't need them; I can go outside and see better ones—the original masterpieces.

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TRAVEL BY YOUR OWN LINE

THE INTERNATIONAL RAILWAY

Uniting CAMPELLTON, of navigation on Bate with ST. JOHN RIVER LEY at ST. LEONARD, LEONARD, connecting with the CANADIAN PACIFIC WAY for EDMUNSTON on the TEMBECOTA, also for GRAND FALLS, ST. PERTH, WOODSTOCK, BRIDGTON, ST. JOHN, and other points. An Express with superior accommodation passengers, is now being run daily each way between BELLTON and ST. LEONARD, in addition to the freight trains. The International Railway, an Express with superior accommodation passengers and freight, each way an alternate day. THE INTERNATIONAL RAILWAY COMPANY OF BRUNSWICK.

DOMINION ATLANTIC

S. S. Yarmouth leaves St. John daily at 7.45 a. m., at Digby with trains East returning arrives at 5.30 days excepted.
A. C. CURRIE

STEAMSHIPS FURNESS LINE

From London, Kanawha Feb. 15 Anapa Feb. 24 Rappahannock and fortnightly thereafter, subject to change.
WILLIAM THOMSON & CO. St. John, N. B.

DONALDSON

MODERATE RATE PASSENGER SERVICE.
From Glasgow St. April 6 Saturnia St. April 20 Cassandra
From London, Athens April 27 Letitia (new) May 4 Letitia (new) Cabin passage, \$47.50 up \$31.25.
THE ROBERT REFORM LIMITED, Agents, St. John, N. B.

RAILWAYS.

CANADIAN PACIFIC HOMESEKERS EXCURSIONS. May 1, 15 & 29. 2nd Class Round Trip Tickets issued from ST. JOHN to WINNIPEG, \$37.00; BRANDON, 39.00; REGINA, 41.75; SASKATOON, 45.50; CALGARY, 51.50; EDMONTON, 51.50.

INTERCOLONIAL RAILWAY. AFTER OCTOBER 29TH. Maritime Express Will Leave St. John 18.30 daily except Sunday for Quebec and Montreal making connection.

THE INTERNATIONAL RAILWAY. Uniting CAMPELLTON, at head of navigation on Bale Chaleurs with the ST. JOHN RIVER VALLEY at ST. LEONARDS.

DOMINION ATLANTIC RAILWAY. S. S. Yarmouth leaves Reed's Point Wharf daily at 7.45 a. m., connecting at Digby with trains East and West.

STEAMSHIPS. FURNESS LINE. From London. From St. John. Feb. 18. Kanawha. Feb. 24. Huppahannock.

STEAMSHIPS. DONALDSON LINE. MODERATE RATE PASSENGER SERVICE. From Glasgow. From St. John. April 9. Satornia. April 27. Athenia.

STEAMSHIPS.

WHITE STAR DOMINION LARGEST STEAMERS IN CANADA. PORTLAND, Me., to LIVERPOOL. "CANADA" sails MAY 4. MONTREAL-QUEBEC-LIVERPOOL. The SHORTEST ROUTE TO EUROPE.

ALL THE WAY BY WATER. EASTERN S.S. CORPORATION. INTERNATIONAL LINE—Reduced winter fares St. John to Boston, \$4.50; to Portland, \$4.00.

ALLAN LINE. ROYAL MAIL STEAMERS. ST. JOHN TO LIVERPOOL. Turbine Triple Screw Steamers VICTORIAN AND VIRGINIAN.

MANCHESTER LINES. From Manchester. From St. John. Feb. 24. Man. Trader. Mar. 13. Mar. 9. Man. Shipper.

ELDER-DEMPSTER S. S. LINE. FOR SOUTH AFRICAN PORTS. S. S. CANADA CAPE sailing from St. John about April 20th.

WINTER TOURS TO NASSAU, CUBA AND MEXICO. ELDER-DEMPSTER LINE. From St. John the 6th of Each Month.

THE MARITIME STEAMSHIP CO., LTD. Leave St. John. Lawton saw Company's wharf on Saturday, 7.30 a. m.

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SHIPPING NEWS

WINTER PORT STEAMERS. Sailings for St. John. Bengora Head—Port Talbot. Apr 10. Cascares—Glasgow. Apr 10.

DAILY ALMANAC. Monday, April 29, 1912. Sun rises 5.20 a. m. Sun sets 7.22 p. m.

PORT OF ST. JOHN. Arrived Saturday, April 27. Stmr Governor Cobb, 1,565, Allan.

STEAMSHIPS. THE ROYAL MAIL LINE. WINTER SERVICE. From Halifax. From Bristol.

STEAMSHIPS. PICKFORD & BLACK LINE. ST. JOHN, N. B. to DEMERARA. S. S. "Comarty" sails May 8th.

STEAMSHIPS. HEAD LINE. SAILINGS FROM ST. JOHN: TO DUBLIN. S. S. Bray Head. Mar. 13.

STEAMSHIPS. CANADA LINE. Direct Continental Service to Canada. From Rotterdam. From St. John.

STEAMSHIPS. For Sale. The Schooner CALABRIA, of 461 Tons Register.

STEAMSHIPS. FIRE ESCAPES For Hotels and Factories. Write for prices WM. LEWIS & SON.

OLD COUNCIL WILL CLEAN UP BUSINESS

Commissioners will Take Charge of City Hall Week from Tomorrow—Last Week of Old Regime. The old aldermanic regime will have an opportunity to clear up some business at the board meetings this week.

At the meeting of the Safety Board this evening the principal business will be the consideration of offers to purchase City lots.

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THE NEWS IN SHORT METEOR

LOCAL. Ten marriages, nine births, and sixteen deaths were reported to the authorities last week. Memorial Service. A special memorial service was held by the Hazen avenue congregation Saturday morning for the Titanic victims.

Dr. Gates To Leave Westmont. Friends of Rev. Dr. G. O. Gates, formerly of this city, will regret to learn that through nervousness he has been obliged to leave his church in Westmont, Montreal, and will take up his residence in Truro for some months.

Butter and eggs are plentiful in the country market at present, although this fact has not contributed to make them any lower in price.

Applications for renewal of leases have been received from Ada Atherton, Prospect street; James Mills, Union Point road; Letitia L. Glasgow, St. James and Watson streets, W. E. Mrs. March, Elliott Row; Edith Kenney, corner Union and King streets, W. E. Mrs. Phoebe H. Budge, corner Neckenburg and Pitt; Hugh McGill, Brooks ward and John P. Coughle, St. James street, W. E.

The board will also deal with the order in council that appraisers be appointed to value the buildings on the lot in Lancaster under lease to Ernest Fair, the recommendation of Mr. O'Neill the building on the McCorley lot and the report of the appraisers on Mrs. Budge's lot.

Fire Alarm Box Broken. The police report finding the glass broken in the fire alarm box No. 16, on the corner of Broadway and Hanover street yesterday and that the key had been removed.

A Saturday Morning Fire. Saturday morning the North End firemen were called out to an alarm from box 221, for a slight fire in William Pye's house, on Somerset street. The damage was slight.

Police Find Window Broken. Saturday night the police found a pane of glass broken in an alley window of the International Harvester Company's place, on Somerset street. The officers closed the window by nailing boards over the break.

Reports and Disasters. Digby, April 28.—The 400-ton American three-masted schooner Georgia B. Jenkins, Captain Colwell, is here to go on the beach for scraping and painting, after which she will be towed to Annapolis to load lumber for a port in Cuba, north side.

British schooner Lavonia arrived in port last Saturday from Annapolis, Chesapeake, with a cargo of pitch pine. During the heavy weather off the Florida coast carried away foremast and jibboom and broke some of her running gear.

Captain Moore of the C. P. R. steamship Mount Temple will rejoin his ship at Halifax probably today, after making his statement at Washington about the lost steamship Titanic. The second officer will come to St. John to take up his cruise to Quebec, leaving here probably next Saturday.

The Italian steel sailing bark Giuseppeina, Captain Malato, arrived in port last Saturday from Buenos Ayres in ballast, to load dry lumber for a return cargo. The vessel comes consigned to J. T. Knight & Co., and the cargo will be shipped by Stetson, Cutler & Co. The bark is now at No. 7 berth, West End. She is a handsome vessel.

Shipping Notes. Allan liner Tunisian will be here today from Liverpool via Halifax with a large passenger list.

Purness line steamship Anapa, Captain Meyrick arrived in port yesterday morning from London via Halifax with a general cargo.

United States schooner Nettie Shipman, Captain Whippley, cleared from New York last Friday with a cargo of hard coal for Fredericton.

Capt. Constantine, who was captain of the dredge Denver that was in Yarmouth some years ago, dropped dead in Quebec on Monday last.

The government steamer Earl Grey which was ashore at Tony River, N. S., was floated last week and is now at Pictou. The damage to the vessel is but slight.

Royal mail steamship Empress of Britain arrived in port Saturday at 6 p. m. from Liverpool and landed here 142 cabin, 451 second cabin and 820 steerage passengers.

American schooner Henry H. Chamberlain left New York last Friday with hard coal for Fredericton and

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Lost Control of His Temper

Once there was a man whose liver was not working right. When dressing in the morning he had trouble with his collar. Then he lost the collar button. Then he said some thing. By the time he got to breakfast he was so irritated that he had no appetite and quarrelled with his wife.

When you find yourself easily irritated and lose control of yourself and your temper, look to the condition of the liver, and take one of Dr. Chase's Kidney-Liver Pills at bed time.

The dark brown taste will not bother you in the mornings, the tongue will clear up, digestion will improve and you will not have the tired, worn-out feelings which accompany a sluggish condition of the liver.

DELEGATES CHOSEN FOR CONVENTION

Enthusiastic Meeting of Local Government Supporters at Gardiner's Creek, Friday Night. An enthusiastic meeting of the supporters of the local government of the Parish of Simonds, district No. 2, was held at Gardiner's Creek, on Friday night last.

Speeches were made by Warden Thomas B. Carson, the delegates and officers. Resolutions of confidence in the Fleming government and J. E. M. Baxter, M.P.E., were passed.

OBITUARY.

Rev. J. K. Bearisto. Rev. J. K. Bearisto died suddenly at Glassville, N. B., on Sunday morning, April 21st, of heart failure.

Mr. Bearisto was born at Malpeque, P. E. I., July 6th, 1840. He studied at Prince of Wales and Dalhousie Colleges and also at Pine Hill and Princeton. His first charge was Salina Kings county, N. B., where he ministered for eight years.

He ministered with great success for twenty years. Retiring a few years ago, he moved to Amherst, where he lived until last February, when, with his wife he returned to Glassville to live on a farm presented to him by Mr. Joiner, a warm friend and one of his former elders.

Mr. Bearisto was twice married, first to Miss Patrick, of Marcan, and later to Miss Barnes, of Salina, who with two sons and three daughters survives. As a minister Mr. Bearisto was greatly beloved. He was distinguished by his modesty, charity and humility to a remarkable degree. He was zealous and faithful in the discharge of all his duties. His life was exemplary and he fully illustrated the Gospel he preached.

His funeral, which was conducted by Rev. A. H. Manuel and F. Baird, was very largely attended, the entire community assembling to mourn and show a last token of respect. After the interment, which was in the Glassville cemetery, the officers of the church assembled and decided to erect a suitable monument to their late pastor, whose return to them so recently had greatly rejoiced their hearts. Dr. Bearisto, a brother, as well as the sons and daughters of the deceased, though all absent from home, were able to reach Glassville for the funeral.

Miss Matilda Northrup. The death of Miss Matilda Jane Northrup, daughter of the late Mr. and Mrs. Daniel Northrup, took place Saturday morning at Kingston, Kings county, after a comparatively brief illness. The funeral will take place on Monday. Miss Northrup leaves five sisters, two brothers, and a large circle of friends to mourn their loss.

The brothers are Messrs. L. and N. St. John, and Horace E., at Kingston; the sisters Mrs. J. M. F. White, St. John; Mrs. W. H. Pierceland, Somerville, Mass.; Mrs. John Martin, Springfield, Kings; Miss Ida, teacher of domestic science, St. John, and Miss Louise nurse, who has been living in Philadelphia.

A Stowaway Arrested. Yesterday morning Joseph Smith, a 17-year-old Englishman, was given in charge of C. P. R. Policeman George by Captain Murray of the steamer Empress of Britain and charged with stowing away on board the ship on her voyage from Liverpool to this port. The young fellow was placed in the general police station cell and will very likely be held until the last of the week when he will be deported to Liverpool.

CONTRACTED HEAVY COLD Was In Bed Two Months.

DOCTORS DID NOT SEEM TO DO HER ANY GOOD. A cold, however slight, should never be neglected, for if it is not treated in time it will, in all probability, lead to bronchitis, pneumonia, asthma, or some other serious throat or lung troubles.

Dr. Wood's Norway Pine Syrup contains the lung healing virtues of the Norway Pine tree, which, combined with other absorbent, expectorant and soothing medicines, makes it without a doubt the best remedy for all coughs and colds.

Miss N. McCumber, St. Martin's N.B., writes:—"In January last I contracted a heavy cold which kept me in bed nearly two months, and the doctors didn't seem to be able to do me any good. I tried several proprietary medicines, but all in vain. One day a friend advised me to try Dr. Wood's Norway Pine Syrup, and when I had taken three bottles I was completely cured, and I feel as well to-day as I ever did, and I assure my lungs are once more sound, thanks to that wonderful remedy."

Dr. Wood's Norway Pine Syrup is put up in a yellow wrapper, three pine trees the trade mark; price 25 cents. Manufactured only by The T. M. Burns Co., Limited, Toronto, Ont.

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DAISY FLOUR Makes White, Spongy Buns Makes Moist, White Bread Makes the Cook want Daisy Flour Is Half Manitoba Wheat

THE STOCK MARKETS--FINANCIAL NEWS--ST. JOHN

Advertisement for F. B. McCurdy & Co., featuring investment opportunities and stock market analysis.

Table of Current Prices of New York Market, Montreal Market, and Produce Prices in Canadian Centres.

Advertisement for The Camaguey Company, Ltd., highlighting bonds yielding 6-14%.

Advertisement for J. Fred. Williamson, Machinist and Engineer, and Eastern Securities Co., Ltd.

Table of Boston Close, Montreal Unlisted Sales, and Montreal Stocks.

Advertisement for J. C. Mackintosh & Co., Bank of New Brunswick, and The Eastern Trust Company.

Advertisement for Rubber Hose, A Modern House, and Art Glass Windows.

Table of New York Cotton Range, The Boston Curb, and Maritime Province Securities.

Advertisement for Fire Insurance, Thomas Bell & Co., and Standard Job Printing Co.

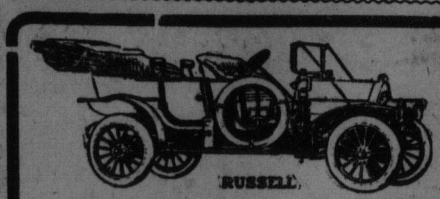
Advertisement for Coal and Wood, Cannel Coal, and Soft Coal Screened.

Advertisement for Dry Kindling in Bundles, Robt. Maxwell, and Art Glass Domes and Lamp Shades.

Advertisement for Johnson's Anodyne Liniment, The Camaguey Co., and Royal Securities Corporation, Ltd.

Advertisement for REAL WATERPROOF, featuring various products and services.

REAL ESTATE THE BEST INVESTMENT IN CANADA



FOR SALE

One Model "R" Seven Passenger Russell Touring Automobile

We purchased this car from a customer who has taken delivery of a large Russell and the machine has just been completely rebuilt through out in our shop. All worn parts have been replaced, bearings adjusted, and the car has been brought up to date in almost every particular. The latest products of the Russell factory, which only mean the adding of some minor details, such as Fordaux Auxiliary foot throttle, Muller cut out; new type of Spark and throttle control (on top of steering wheel); new type of long rakish fenders; new type 1912 tire irons attached to frame with trough in running board.

After this work was completed the car was sent to Geo. Murphy, who is recognized as one of the best vehicle painters in the city, and who has used a great reputation for high grade automobile work to be painted. Our choice of color being French grey, with dark grey mouldings, and with a fine hair-line stripe. As the car is beautifully upholstered in red patent high gloss leather, it makes a striking contrast, resulting in a magnificent appearing car, and one that immediately commands attention.

The Equipment on this Car is most complete, and is as follows: 2 large 8 inch Rushmore Searchlights; hand-screw square oil side lights; and tail lamp; large Dragon type Bulb Horn; Jack; Pump; Tools; Tire kit; and the following extras not usually supplied at the catalogue prices. Silk mohair top; extend.

When new this car cost over \$2850. We will sell it for less than \$1800, and we will be pleased to demonstrate its good qualities to anyone interested.

J. A. PUGSLEY & CO., 65-67 Canterbury Street

IRREGULAR TONE DEVELOPS ON MARKET

New York, April 27.—During the two hours of business on the stock exchange today the tone of the market was irregular, when it was not reactionary. Opening prices for the most part were below those of the preceding day's close, but in only two instances—Reading and Canadian Pacific—did losses extend beyond a point. These were promptly recovered before the end of the first hour, with marked strength in the metal stocks. Trading diminished in the final hour when prices again fell back, with some selling pressure directed against the market leaders.

The financial district believes that anything favoring the spectacular of a time when industrial and other conditions continue uncertain is likely to be a full price in the opinion of impartial observers, the recent extraordinary movement in Reading was primarily responsible for today's tendency. There has been a great deal of criticism directed at that episode and conservative members of the exchange appear to have taken cognizance of that fact.

CLOSING STOCK LETTER.

By Direct Private Wires to J. C. Mackintosh & Co.

New York, April 27.—While a good degree of distribution was still in progress today the bull interests only retained control of the market. The cessation of manipulation in Reading and the stock fall to respond a precipitate retreat of the short interests would occur and the general market would likely be lifted to a higher level before there is a reaction of consequence. Bull tips are current and the Copper stocks with every prospect of making good in the long run. As to the immediate course of prices, however, much will depend on the Steel statement on Tuesday and the action of the stock in the event this statement is bearish.

I REMEMBER, I REMEMBER.

I remember, I remember. (Thomas Hood)
The house where I was born,
The little window where the sun
Came peeping in at morn;
He never came a wink too soon,
Nor brought too long a day;
But now I often wish the night
Had borne my breath away.



INSULT TO INJURY

INDUSTRIAL NEWS OF ANNAPOLIS VALLEY

Middleton, N. S., April 26.—H. G. Harris, proprietor of the "Advertiser" is building a \$6,000 combined store and printing house in Kentville.

The Nova Scotia Carriage and Motor Car Company, Limited, is now well under way in the construction of their up-to-date brick plant at Annapolis Royal, which will cost \$75,000 to \$80,000.

The Bout Island Fox Farming Co. has been organized to start a fox ranch on Bout Island, near Grand Pre.

Dominion Fruit Inspector Vroom has made up his report of apple shipments of the Annapolis Valley. The total to points outside the Valley was 1,790,490 barrels, 2,396 half barrels, and 10,011 boxes.

WHY SNIFFLE AND SNEEZE WITH CATARRHAL COLD?

By Breathing the Healing Vapor of Catarrhoseo You Get Relief in Ten Minutes.

Every second person that you meet seems to have a sneeze and stuffed feeling in the forehead and nostrils. To cure promptly, say, in half an hour, there is nothing worse using except Catarrhoseo. You inhale its balsamic vapor, and feel as if you were among the Norway pines. There is because Catarrhoseo contains a healing medicine, light as pine air which is breathed straight into the lungs, and bronchial tubes. Away goes the cold; sneezing and catarrhal cough cease, bronchial irritation stops; in short, you are cured of catarrh by a pleasant, simple remedy, free from sedatives and irritants.

WATERPROOF

NOW'S THE TIME for Rubber Boots (we have the "tough soles") Tweed and Rubie surface Coats for Men and Boys, Fremen, Seamen and Drivers' Coats, Automobile Garmets, Knives, Rugs, Horse Covers, Oiled Clothing for all purposes.

ESTEVY & CO., Selling Agents for Manufacturers, 48 Dock Street.

PROSPEROUS INDUSTRY IN A FLOURISHING TOWN



The Nova Scotia Carriage and Motor Car Company's offering of its 6 Per Cent. Bonds and 7 per cent Preferred Stock.

The subscription lists for the offering of \$75,000 of the securities of the Nova Scotia Carriage and Motor Car Company, Limited, which opened on Saturday with the various branches of the Canadian Bank of Commerce and at the office of the Canadian Investor, Limited, Halifax, have brought in a very good initial response.

The net earnings last year were more than sufficient to pay the bond interest six times over, and enough to pay both bond interest and preferred dividends, leaving a substantial balance. The estimate for this year shows greatly enhanced earnings.

SAID THEY HAD CLAWS AND THEY SCRATCHED

Walter Snyder, Slow to Learn of Woman's Wiles, but Lesson Proved Costly as Belated.

New York, N.Y., April 27.—An amusing trail of love affairs that stretched across the continent and sometimes carried on simultaneously in two or three widely separated sections of the country, has been uncovered in the investigation of the death of Walter J. Snyder, advertising manager of Sports of the Times.

The man who obtains from evil because of fear of punishment, is almost regarded as a sinner; yet is probably the most reliable good man we have.

Said the teacher to Johnny: "What is half of one-third? And John, unaccustomed to such vague things and obscure, said: "I don't know for sure, but it can't be so awfully much."

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ESTEVY & CO., Selling Agents for Manufacturers, 48 Dock Street.

The Subscription List will Open on SATURDAY, April 27th, and Close Tuesday, May 7th, 1912

\$275,000
SEVEN PER CENT. CUMULATIVE PREFERENCE STOCK AT PAR \$100 PER SHARE, with 50 per cent. Bonus of COMMON STOCK, and

\$100,000
SIX PER CENT. (FIRST MORTGAGE SINKING FUND, 20 YEARS), AT PAR AND INTEREST With 20 per cent. bonus of Common Stock.

Denomination of bonds \$500 and \$1,000, redeemable at 105 and interest on any interest date after five years.

Bonds dated May 1st, 1912. Due May 1st, 1932
Bond interest payable half yearly on May 1st and November 1st, at The Canadian Bank of Commerce, Halifax and Amherst.

Nova Scotia Carriage and Motor Car Co. LIMITED.

PRESENT WORKS AND OFFICES: KENTVILLE, NOVA SCOTIA.

This offering of \$275,000 Preference Stock is part of an issue of \$550,000, the other half of the entire issue being taken from by underwriters or sold.

The offering of \$100,000 bonds is part of a present issue of \$150,000, the balance being reserved by underwriters. The bonds are a first charge upon the fixed and current assets, present and future of the company, which, including the proceeds of the bonds, exceed \$600,000. The proceeds of the sale of bonds are to be applied to the erection and equipment of new works at Amherst purchasing site, etc.

CAPITALIZATION:

	Authorized	Issued
Bonds	\$ 250,000	\$150,000
Preferred	750,000	550,000
Common	1,250,000	950,000

THE BOARD OF DIRECTORS.

N. CURRY, President Canadian Car and Foundry Co. Ltd., Director of Bank of Nova Scotia, etc.
HON. M. G. WINTER, of T. & M. Winter, St. John's, Newfoundland.
C. A. MOULTON, Secretary Canadian Investors Ltd. Director Scotia Foundry Co., Ltd., Halifax.
PERCY C. BLACK, President Amherst Boat and Engine Co., Ltd., Amherst.
J. W. MCKAY, Managing Director Nova Scotia Carriage and Motor Car Co., Ltd., Halifax.
JOHN W. REGAN, Manager Canadian Investors Ltd., Director Wentzells Limited, Halifax.

BANKERS:—The Canadian Bank of Commerce.

OBJECTS OF THE COMPANY.—To take over as a going concern The Nova Scotia Carriage Company, established 1848, at Kentville, and erect large new works at Amherst to carry on the business of manufacturing Carriages, Sleighs and Motor Cars on an extensive scale.

THE BUSINESS AT KENTVILLE.

The success of the Nova Scotia Carriage Company is due mainly to the able management of Messrs. J. W. and D. C. McKay, practical carriage builders, both of whom are large shareholders in the new concern, and who are under contract to serve the new concern for a period of five years.

The success of this concern can be best judged by the following comparative statement for three years:

Year	Assets	Liabilities	Net Surplus	Net Profit
1909	\$86,206.21	\$19,068.47	\$67,137.74	\$37,949.35
1910	108,126.48	17,928.29	90,198.19	22,860.45
1911	181,803.69	39,557.43	142,246.26	54,848.07

OPERATIONS.—While the new plant is being erected at Amherst this year, the manufacturing operations at Kentville will be carried on without interruption. The goods manufactured enjoy a high reputation. This year's output will be approximately 250 Motor Cars, 2,000 fine Carriages and 1,500 Sleighs and Sloves, representing an aggregate value of \$475,000 or thereabouts.

The manufacture of Carriages and Motor Cars under the one roof ensures a busy season all the year round and is invaluable from an economic point of view and assures stability and permanency in times of depression. The company enjoys the advantage of cheap raw material, water transportation and good labor supply.

THE MANAGEMENT'S ESTIMATE OF BUSINESS AND PROFITS.

Messrs. Canadian Investors Limited, Halifax:

Gentlemen,—We have to hand you an estimate, herewith, of our business and profits from November 30th, 1911, to November 30th, 1912, at Kentville; also from November 30th, 1912, to November 30th, 1913, at Amherst:

	Output	Profit
At Kentville, Nova Scotia	\$475,750	\$90,650
At Amherst, Nova Scotia	\$1,089,500	\$166,800

We might state that the output for 1912 is already booked, and we will have no difficulty in selling that of 1913, as we have turned down over \$100,000 worth of business during the last three months. Our goods are sold, and well known all over Canada, Newfoundland and the West Indies.

(Signed), NOVA SCOTIA CARRIAGE AND MOTOR CAR CO., LTD., J. W. McKay, Managing Director.

THE NET EARNINGS OF \$54,848.07 for the year 1911, are sufficient to pay bond interest and sinking fund charges and dividend on the issued preference stock of the company, and leave a surplus. According to Mr. McKay's estimate the net profits for the current year on orders and work on hand will pay the bond charges and preferential dividend and leave a surplus of \$40,150—more than 4 per cent. on the issued common stock. The surplus earnings for the current year would really be nearer \$50,000 than \$40,150, as the new capital will not be entitled to a full year's dividend.

By the foregoing estimate the net earnings of the company next year will show a surplus of \$116,300, after paying bond interest and sinking fund charges and preferential dividend. This is equal to more than 12 per cent. on the issued common stock.

THE FUTURE OF THE COMPANY IS ASSURED.

Under the management of the McKay brothers, and with the growing demand for Motor Cars and Carriages, the new business can be expected to assume steadily increasing proportions. In this connection the following letter from Mr. Nathaniel Curry will be of interest:—

"Canadian Investors Limited, Halifax:

"Gentlemen,—I have your favor of the 6th instant, asking my opinion as to the future prospects of the Nova Scotia Carriage and Motor Car Company, to be located at Amherst.

"I consider this company is doing a wise thing in locating at Amherst and getting practically all the business men of that place financially interested. This, of itself, would mean success for any legitimate enterprise. Amherst men pull together and have long and successful experience in manufacturing. There is a great future in Canada for the Automobile, also the Motor Truck for freight purposes.

"I understand that the above company has an excellent management and I see no reason why this industry should not in a few years be one of the largest and most prosperous in the Maritime Provinces."

(Signed) N. CURRY.

AUDITOR'S CERTIFICATE.

Canadian Investors Limited, Halifax:

1909 \$37,949.35

1910 22,860.45

1911 54,848.07

\$115,657.87

An average of \$38,552.62

The inventories have been valued at approximate cost as certified to by Messrs. Mackay brothers.

The orders on hand at the beginning of the year were \$346,000.00. During the present year, the orders have increased very rapidly.

Halifax, April 23, 1912. (Signed) R. CARTER.

DEED OF TRUST and matters in relation thereto approved by Messrs. McInnes, Mellich, Fulton and Keagy. INTERIM CERTIFICATES will be issued pending delivery of engraved bonds and stock certificates.

DIVIDENDS ON PREFERRED STOCK payable quarterly on following dates:—July 1st, October 1st, January 1st and April 1st.

Applications will be made as soon as possible to list the securities of the Company.

CANADIAN INVESTORS, Ltd.

165 HOLLIS STREET, HALIFAX

Subscriptions will also be received at any branch of The Canadian Bank of Commerce.

WOULD PUT LIGHTS ON BUGGIES.

"While you're talking about Blue Laws, and the Excise, and other forms of Canadian legislation that seem strange to our neighbors across the border," says G. M. McGregor, manager of the big Ford factory at Walkerville, Ontario, "I heard a Ford dealer from Alberta make a pretty good observation the other day. "A man driving a horse and buggy reprimanded the Ford dealer for not having his tail lamp burning. On Black, it had gone out or else he had neglected to light it. But there was the other vehicle burning no lights at all, imperiling pedestrians and other vehicles far more than an automobile could. The driver of the horse just naturally took it for granted that automobilists must observe every traffic regulation, while placing no responsibility on his own rig. "Buggies and all horse-drawn vehicles should carry head and tail lights the same as automobiles do," was the sage remark from the western Ford dealer.

Telephone Subscribers

Please Add to Your Directories

- Main 900-41 Anderson, W. H., residence 27 Wright, number changed from Main 2109-11 to Main 2109-11. Roth, 22-21 Ballestrin, Miss, residence Rothway. Main 1813-22 Conlon, Leonard A., barber, 129 Prince Wm. Main 2090 Credit Custom Clothing Co., R. Kay, Mfr., 68 Mecklenburg. Main 1012 Corey, F. L., Grocer, 231 Main. West 78-12 Cornfield, H. E., residence 302 King, W. E., number changed from West 152-31 to West 78-12. Main 2338-41 Foster, A. L., residence 2 Crescent Avenue, number changed from Main 2331-11 to Main 2338-41. Main 2090 Four C's, The Credit Custom Clothing Co., 68 Mecklenburg. Main 583-41 Gillies, J. J., residence 218 Duke. Main 2271 Godsee, W. M., residence 27 Elliott Row. Roth 1532 Henderson, Joseph H., residence Rothway, number changed from Roth 418-1 to Roth 1532. Main 2172 Harper, D. W., residence 38 Elliott Row. Main 1511-11 Hunt, D., residence 21 Coburg, number changed from Main 248-11 to Main 1511-11. Main 1948-41 Henderson, Mrs. M., residence 24 Peter, number changed from Main 612-41 to Main 1948-41. Main 1034-41 Johnston, A. M. V., residence 107 Hilyard, number changed from Main 1984-31 to Main 1034-41. Main 2065-41 Lawson, Mrs. J., residence 27 Cliff, number changed from Main 1917-41 to Main 2065-41. Main 918-21 Murray, Wm., residence 141 St. James, number changed from Main 1828-21 to Main 918-21. Main 1298-31 Murphy, M. J., Fruit and Confectionery, 149 Main. Roth 4182 Matthew, Miss Elsie K., residence Gondola Point Road. Main 284-12 McCormack, Mrs. H. J., residence Coldbrook, number changed from Main 78-21 to Main 284-12. Roth 3181 McIntyre, John H., residence Rothway. Main 1984-32 McLeod, Kenneth, residence 67 Sheriff, number changed from Main 2382-31 to Main 1984-32. West 214-22 McMillan, James, residence 132 Laidlow, W. E., number changed from West 188-41 to West 214-22. Main 1478-41 McLean, W. M., residence 174 Wentworth, number changed from Main 2121-21 to Main 1478-41. Main 1745-21 McLaughlin, E. G., residence 236 Duke, number changed from Main 2155-11 to Main 1745-21. Main 2215 Mackeigan, Rev. J. A., residence 74 Mecklenburg. West 143-32 McKel, Rev. L. B., residence Manawagonish Road, number changed from West 140-31 to West 143-32. Main 909-21 Newcomb, Fred J., residence 7 Celebration. Main 1838-22 Outhouse, Miss L. M., residence 28 St. Andrews. Main 1873-41 Perkins, W. L., residence Rockwood Park, number changed from Main 1940-41 to Main 1873-41. Main 1838-32 Robertson, C. S. E., residence 188 Sydney. Main 1132-21 Redmond, Wm., residence 209 Brussels. Main 2095-11 Roe, Rev. Harold T., residence 161 Queen. West 189-22 Reed, Rev. H. R., residence 98 Prince, W. E., number changed from West 211-21 to West 189-22. Main 78-22 Tait, Wm., residence Brookville. West 189-42 Tilley, Mrs. Eugenia C., residence St. Water, W. E., number changed from West 78-41 to West 189-42. West 140-32 Temple, Ed. H. Jr., residence Manawagonish Road. Main 1883-21 Tritts, Wm. R., residence 225 City Road, number changed from Main 938-21 to Main 1883-21. F. J. NISBET, Exchange Manager. April 27, 1912.

BICYCLES

BICYCLE SUPPLIES. DISC RECORDS BICYCLE MUNSON. At Cut Prices. Read for Cut Prices Catalogue. TORONTO.

Every riot emphasizes the fact that riots are easily organized, and that the leaders are usually able to secure a compromise.

There is this difference between a piano and an automobile; all the boys in the family will take lessons on an automobile.

BASE BALL WITH THE BIG LEAGUES

INTERNATIONAL LEAGUE.

Saturday Games. Toronto 61100010-9 11 3 Providence 00004000-4 9 1

Sunday Games.

Montreal 001001010-2 7 4 Newark 00000522-9 9 2

NATIONAL LEAGUE.

Saturday Games. St. Louis 000000000-0 4 4 Chicago 15030000-9 8 1

Sunday Games.

Pittsburgh 10100000-2 6 2 Cincinnati 00000201-3 9 0

American League.

Saturday Games. New York 00000000-0 2 0 Washington 00000500-5 8 0

Sunday Games.

At St. Louis. Cleveland-St. Louis game postponed. At Detroit. Chicago 04102100-9 12 2

American League Standing.

Table with columns: Team, Won, Lost, P.C. Chicago 110 73 60.3 Philadelphia 6 5 54.5

CORBETT TO SECOND JIM FLYNN

Hot Springs, Ark., April 27.—This is a bad year for champions, and by the time July 4 comes around it is going to be worse. This hunch was expressed today by Freeman Jim Flynn, after he had taken a good rest at his training quarters here and had prepared to begin his long training siege that will put him in trim for his championship battle with Jack Johnson.

BRITISH FOOTBALL RESULTS

London, April 27.—The following are the results of today's football matches:

The League, 1st Division. Bolton W. 1; Manchester U. 1. Bradford C. 3; Tottenham H. 0.

The League 2nd Division.

Brighton City, 0; Hull City, 0. Chelsea, 1; Bradford, 0.

Southern League.

Brighton and H. 2; Swindon, 0. Stoke, 2; Bristol Rovers, 1.

Scottish League.

Rangers 3; Motherwells, 1. Third Lanark, 4; St. Mirren, 2.

Friendly Match.

Celtic, 1; Astonville, 1.

ALLAN AND BAILEY FOR THE BELT

Calgary, April 27.—Billy Allen don't seem to take much notice of the threat that Tom Flanagan made recently to the effect that he would take action against Allen if he fought Bayley for the Flanagan belt.

CHRISTIAN ENDEAVOR PROTESTING

New York, April 27.—"Tommy" Ryan yesterday wired "Jack" Curley at Hot Springs, Ark. that he is ready to take hold of "Jim" Flynn's training.

CAPITALS AFTER STAR PLAYER

Ottawa, Ont., April 27.—The Capitals are now in the field trying to sign up players for the coming season.

GRIPSACK LI WOULD BE BETTER OFF IF HE DIDN'T HAVE EVERYTHING IN THAT SATCHEL



WITH THE BOWLING LEAGUES

There was a double-header between T. McAvity and Sons and Barnes and Co. in the Commercial league on Black's alleys, Saturday night.

T. McAvity and Sons. McAvity 73 74 76 292-74 Howard 81 74 74 240-80

Barnes and Co.

Morgan 72 82 75 297-75 23 Carleton 88 90 84 262-87 103

T. McAvity and Sons.

McAvity 79 85 96 260-86 23 Buffalo 95 88 77 270-90

Barnes and Co.

Morgan 85 99 78 257-85 23 Carleton 83 78 80 242-80 23

Tonight's Games.

The weekly roller starts at 8 o'clock. Comment on R. A. vs. Brock and Patterson. City league—Juniors vs. Insurance.

JOE NEPTUNE SIGNS WITH FREDERICTON

Fredericton, April 28.—P. J. Duggan arrived here last night to take charge of the Fredericton baseball team and says that he expects that the capital will have a winning team this coming season.

KILBANE TO FIGHT DUNDEE

New York, April 27.—Scotty McIeth manager of Johnny Dundee, returned from Cleveland, where articles were signed for a ten-round bout between Dundee and Johnny Kilbane at the St. Nicholas A. C. on May 14.

Panama Canal Almost Finished; Peek at These New Photographs

THE UPPER PICTURE SHOWS THE INTERIOR OF THE PEDRO MIGUEL LOCKS ON THE PANAMA CANAL. NOW ALMOST FINISHED, THE INTAKES FOR WATER SEEN ARE BY 14 FEET. THE LOWER PHOTOGRAPH GIVES AN IDEA OF THE INTERIOR OF ONE OF THE LOCK CHAMBERS AT MIRAFLORES, COMPARATIVE HEIGHT OF WALLS TO MAN ON LADDER.



TWO AND FOUR MILE RELAY CHAMPIONS

Philadelphia, April 27.—The two and four mile relay championship of America was captured by the Philadelphia Institution after a hard struggle, and the one mile national championship was won by Syracuse after Reidpath, her fast quarter miler, had extended himself to the limit to beat out Sanders of Illinois.

Some of the best quarter mile men in college were in this event. Both Pennsylvania's victories were also hard won, her runners having to extend themselves right up to the lap McGill University scratched its team in the mile.

A hard rain fell during the afternoon and the track in many places was half an inch deep with water. Despite this condition the Mercerburg (Pennsylvania) Academy broke the world's scholastic one mile relay record in winning the American preparatory school championship. The new time for "Prep" schools is 3:27.15, against the former record of 3:30.15.

While the west did not fare very well in the relay races, the athletes from over the Allegheny showed up well in the field events, and in the performance of A. L. Gutterson, of broad jump by leaping 24 feet and 5-8 of an inch from a muddy take off. In none of his tries did he jump under 32 feet. It is probable that he will be a strong contender for a place on the American Olympic team.

SHRUBB IS AFTER NEW JOB

Toronto, April 27.—Alf Shrubbs and Walter Knox are aspirants for the position of trainers of the Canadian Olympic team. Both are good men. Up until the past two years Shrubbs was considered the greatest middle distance runner in the world. Knox has had a wealth of experience in the athletic world and is likely to be chosen in preference to the dapper English runner.

BIG MONEY BET ON DERBY

Boston, April 28.—Already \$250,000 has been wagered in the handbooks on the Kentucky Derby which will be raced this year at Churchill Downs, on May 15. The operators say this gigantic sum will be almost doubled before the running of the race. Men have spent fortunes looking for a winner in this event, and the successful starter can claim the undisputed championship of American 3-year-olds.

DIXIE KID WON

Paris, April 27.—The "Dixie Kid," the colored welterweight champion, tonight knocked out the Frenchman, Bernard in the tenth round.

reported. The weight for the match is 122 pounds at 7 o'clock, and both managers will post a forfeit of \$500 to guarantee the making of this weight. The referee will be chosen from a list of four men—Dan Toner, Billy Moore, Charley White and John Pollock. Kilbane will arrive in New York on May 6, and finish his training at Cannon's Roadhouse. He collected two weeks of theatrical work for \$5,000, instead of \$3,000, as was first reported to accept the match.

Day & Martin's Shoe Polish. Guaranteed Waterproof Black and Tan, roc. at Shoe Stores. CHAS. GYDE, Agent, Montreal.

HOLBROOK'S IMPORTED ABSOLUTELY!! SAUCE

SHRUBB IS AFTER NEW JOB. BIG MONEY BET ON DERBY.

JOE NEPTUNE SIGNS WITH FREDERICTON. KILBANE TO FIGHT DUNDEE.

Panama Canal Almost Finished; Peek at These New Photographs.

CORBETT TO SECOND JIM FLYNN.

WITH THE BOWLING LEAGUES.

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CORBETT TO SECOND JIM FLYNN.

WITH THE BOWLING LEAGUES.

TWO AND FOUR MILE RELAY CHAMPIONS.

SHRUBB IS AFTER NEW JOB. BIG MONEY BET ON DERBY.

Five Rose Flour. Not Bleached. Not Dened.

OXO cubes. health and cubes that make gravies, soups, stews so much stronger, more palatable—the wonderful trouble and time-saver ready in a moment—day or night!

Na-Dru-Co Dyspepsia. Quickly Put Disorders Stomachs Right.

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Na-Dru-Co Dyspepsia. Quickly Put Disorders Stomachs Right.

Bloodhounds on Trail of Outlawed Allens, Hidden a Month in Mountain Wilds

Five Roses Flour

Not Bleached Not Blended



There never were such cookies. Delicious, toothsome cookies that mysteriously vanish when school is out. Cook your cookies with FIVE ROSES.

Made at The Woods Milling Company, Limited, Canada.

OXO

Cubes

BUY OXO Cubes—the cubes that give health and strength—that make gravies, soups and stews so much stronger and more palatable—the wonderful trouble and time-savers—ready in a moment—day or night!

4 Cubes 10c.
10 Cubes 25c.

Na-Dru-Co Dyspepsia Tablets

Quickly Put Disordered Stomachs Right

It's a revelation to the chronic dyspeptic to feel no discomfort after a hearty meal, when that meal is followed by one Na-Dru-Co Dyspepsia Tablet. He is hardly prepared for the almost magic relief which the tablet gives him from the various discomforts to which he is accustomed after eating.

Na-Dru-Co Dyspepsia Tablets sweeten stomachs that are sour—relieve stomachs that feel as if stone had been swallowed—stop heartburns—and give the needed assistance to stomachs that are weakened.

Containing in themselves the active principle needed for digesting every kind of food, Na-Dru-Co Dyspepsia Tablets enable even the weakest stomachs to get the good out of what is eaten, preventing the accumulation of undigested food and gas. With a little help for a while, the digestive organs recover their strength, do their work properly, and your troubles are over.

Don't go on suffering! Get a box of Na-Dru-Co Dyspepsia Tablets from your druggist today. National Drug and Chemical Co. of Canada, Limited, Montreal.

Labatt's London Lager

Selling fast because made right

THE TRUE FLAVOR—AND PURE, TRY IT!

LABATT'S INDIA PALE ALE XXX STOUT

Made and matured in the old way THE IDEAL BEVERAGES

JOHN LABATT LIMITED LONDON, CANADA

Parties in Scott Act Localities Supplied for Personal Use. Write to John Agency, 20-24 Water Street.



Hungry and footsore, two leaders of the Allen gang, which shot up Judge Massie's court at Hillsville, Va., about a month ago, are still hidden in the mountain wilds. But detectives and bloodhounds continue the pursuit indefatigably. The upper picture shows a search at the home of one of the Allens. Below are three children of Sidna Allen, one of the outlaws, who never expect to see their father alive. Inset is a photograph of Topsy, one of the bloodhounds on the trail, who also participated in the Beattie case.

BOY SCOUTS GAVE GOOD EXHIBITION

Demonstration of Scout Work in Opera House, Saturday, Proved Delightfully Entertaining to the Audiences.

To the casual observer whose conception of the boy scout is intimately associated with that of the grubby-faced, undisciplined street urchin, the second annual tournament held in the Opera House, Saturday afternoon and evening, must have provided a few surprises. Although the attendance was not as large as had been hoped, those who were present received full value for their entrance fee, and were privileged to witness an entertainment of exceptional merit.

From the opening chorus, O Canada, rendered by all the troops, to the closing camp fire scene by the St. Matthew's corps, the boys showed efficiency; the result of careful training which could not but have been appreciated by the audience. All the boys were garbed in the conventional scout uniform, and their khaki figures moving in unison, presented a most attractive spectacle.

Perhaps the feature of the tournament, was the demonstration of first aid methods, by the St. Paul's troop, wherein the boys demonstrated their ability to administer preliminary remedial measures in case of accident. The German street troop followed in a bridge building act and the Centenary scouts appeared in a signalling demonstration, after which the Y. M. C. A. presented a farcical sketch entitled "Family Troubles."

After the intermission, an exhibition of fancy marching and self-defence was given by Stone church troop, the Trinity troop were next in the physical drill, and the performance concluded with a camp fire scene by the St. Matthew's scouts.

Are You Dyspeptic? Then Wake Up to the Fact Today That Your Trouble is Curable.

Thinness, tiredness, poor color, loss of appetite and despondency indicate Dyspepsia and Stomach Disorders. You don't require a harsh, gripping medicine. Best results come from Dr. Hamilton's Pills of Mandrake and Eubergat, which contain soothing, stimulating vegetable ingredients that strengthen the stomach and bowels muscles as to enable them to again act as nature intended. When this is accomplished all trace of stomach misery and dyspepsia disappears. You will find Dr. Hamilton's Pills a scientific cure for all forms of stomach distress, headache, biliousness, bad color, liver complaint and constipation. Not half-way measures—but lasting cure for these conditions follow the use of Dr. Hamilton's Pills. **DR. HAMILTON'S PILLS.** All dealers sell Dr. Hamilton's Pills, 15c per box, or from the Catarhobone Co., Kingston, Ont.

LOST—Isidore Straus, brother of Nathan and Oscar Straus, and interested in two big New York department stores.

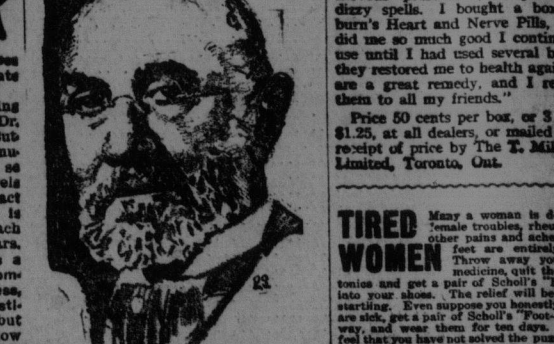
FAMILY STRICKEN BY IROQUOIS FIRE ALSO PERILED ON TITANIC



MRS. L. A. HIPPOCH, SON AND DAUGHTER.

All the terrible fear that he had lost wife and daughter on the Titanic overwhelmed L. A. Hippach, a wealthy Chicago man, who only a few years ago went through the horrible experience of losing two beautiful daughters in the Iroquois fire.

Mrs. Hippach, long prostrated by the fiery death of her daughters, had finally gone to Europe to recuperate and was returning home with the remaining daughter, Jean, on the Titanic. At first it was believed both were lost. Then appeared the daughter's name among the survivors, but not the mother's. But later Mrs. Hippach's name was also sent by wireless as among the rescued. The son and father went to meet them in New York.



LOST—Isidore Straus, brother of Nathan and Oscar Straus, and interested in two big New York department stores.

MONCTON EDITOR AS PLATFORM SPEAKER

John T. Hawke Delivered Two Addresses in City Yesterday - The Church and Social Unrest His Theme.

"It is time for the church to wake up, and lead the movement which is the offspring of the spirit of social unrest," said John T. Hawke, the well-known journalist and lecturer of Moncton, in the course of an able address delivered in the Portland street church before a meeting of the Y. M. A., yesterday afternoon.

Men are not content with present conditions. The social unrest grows more pronounced; it cannot be ignored. The workers demand a change. The question is, shall the socialists be left to lead the movement, or shall the church wake up, realize its duty to tolling humanity suffering from the injustices of our social system, direct the movement of labor in right channels, and pave the way for the regeneration and amelioration of the condition of the masses of the people. The church's mission is plain; it must develop a democratic programme adapted to modern conditions and help men to solve the social problems confronting them.

Mr. Hawke's subject was the relation of Christianity to social unrest, and his treatment of this theme evidently impressed his audience. He pointed out the important parts played by men inspired by the teachings of Christ, in abolishing slavery in the Roman empire, and in the evolution of democracy in Great Britain and other countries.

He told how the church under feudalism protected the masses from the oppression of the barons; and pointed out that distinguished churchmen had led the movement which forced King John to sign the Magna Charta. He referred to the part played by the priests in organizing the agricultural uprising under Watt Tyler, referred to the religious spirit animating the uprising against the oppression of the Stuarts, told how John Wesley had saved England from revolution, and how Joseph Arch, a lay preacher, had organized and greatly improved the position of the agricultural laborers of England in the last century.

The speaker quoted Thorold Rogers to show that no movement for the uplift of the masses had succeeded unless it was inspired by the teachings of Christ, but went on to say that while the church had given leaders and done much good in social and political crises, it had not done as much good as it ought to. He thought that instead of holding out the robe of heaven the church should teach people to live good lives, because it was good for them on this earth. He scored the churches of St. John for permitting the liquor traffic to flourish here and send liquor all over the province.

Mr. Powers presided, and Ald. Hayes and Lingley moved a vote of thanks to the lecturer.

Palpitation of the Heart. Nervous Prostration, Sleeplessness and Dizzy Spells.

A Long Standing Case Cured By MILBURN'S HEART AND NERVE PILLS.

Many people are kept in a state of morbid fear of death, become weak, worn, and miserable, their nerves become unstrung, and they cannot sleep.

To all such sufferers Milburn's Heart and Nerve Pills will give prompt and permanent relief. Mr. Peter Halstead, Ulley, Ala., writes—"I take great pleasure in writing you a few lines to tell you what your Heart and Nerve Pills have done for me. I had a long standing case of palpitation of the heart, nervous prostration, sleeplessness and dizzy spells. I bought a box of Milburn's Heart and Nerve Pills, and they did me so much good I continued their use until I had used several boxes, and they restored me to health again. They are a great remedy, and I recommend them to all my friends."

Price 50 cents per box, or 3 boxes for \$1.25, at all dealers, or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

TIED WOMEN

Many a woman is despatching for female troubles, rheumatism and neuralgia, and when she has tried every other remedy, and when she is sick, get a pair of Scholl's "Foot-Easers" and you will find them a great relief. If you feel that you have not solved the puzzle of aching feet, get a pair of Scholl's "Foot-Easers" and you will find them a great relief. If you feel that you have not solved the puzzle of aching feet, get a pair of Scholl's "Foot-Easers" and you will find them a great relief.

Schlitz

BROWN BOTTLE

Our Agencies Dot the Earth

is now Standard the World over

For sixty years we have used the best material and inventions to make Schlitz pure and keep it pure.

We go to Bohemia for hops.

We go 1,400 feet down to rock for pure water.

Our yeast, from which we propagate the mother cell, has been carefully guarded for sixty years.

There is no purer beer brewed. We keep it pure, too, from the brewery to your glass, by using the Brown Bottle. Light starts decay, even in pure beer.

Telephone No. 625
John O'Regan
17 and 19 Mill Street

See that crown or cork is branded "Schlitz."

Schlitz The Beer That Made Milwaukee Famous.

"You're Going to Like It"

Because it is the

- Mellowest—
- Tastiest—
- Purest—
- Finest—
- Scotch Whisky

Make sure you order Whyte & Mackay

Whyte & Mackay

DEWAR'S SCOTCH LIQUEURS

FOR GENTLEMEN WHO APPRECIATE QUALITY

PURITY PERFECTION POPULARITY

J.M. DOUGLAS & CO. AGENTS MONTREAL

RAPS THE LIQUOR TRAFFIC IN ST. JOHN

John T. Hawke Says Business Here Destroys Force of Prohibition in Moncton and Elsewhere.

There was a large attendance at the Every Day Club last night. John T. Hawke of Moncton; Rev. W. W. Brewer and Rev. H. D. Marr occupied seats on the platform. During the evening there was a solo by Miss Hill, and a duet by the Misses McCuskey and Smith.

The speaker of the evening was Mr. Hawke who gave an eloquent address on total abstinence. In the course of his remarks he censured the Christian people of St. John for permitting the liquor traffic to exist in this city, because, he said, that it enables dealers to ship liquor to Moncton and other places in the province where they are trying to get along without it. In the interest of the province St. John should adopt prohibition. He made a strong appeal to the young men present at the meeting to be total abstinents and to take an active interest in everything tending to benefit the community.

\$250

\$250

\$250

\$250

\$250

\$250

\$250 IN GOLD FREE

\$250

Twenty-seven extra cash awards offered by the
St. John Standard in the

Great \$6,000 Prize Contest

\$250

The Standard offers twenty-seven extra cash prizes amounting to \$250 to the Contestants securing the largest number of votes issued on subscriptions turned into Contest Department of The Standard between the dates of **THURSDAY, APRIL 25, and SATURDAY, MAY 11 at 8 p. m.**

\$250

HERE IS THE PLAN: FIRST PRIZE, \$50.00; SECOND PRIZE, \$25.00;
TEN PRIZES, EACH \$10.00; FIFTEEN PRIZES, EACH \$5.00.

\$250

☐ First prize; \$50.00 to contestant securing largest number of votes issued on subscriptions between April 25 and May 11, inclusive.

☐ Second prize; \$25.00 to contestant securing second largest number of votes issued on subscriptions between April 25 and May 11, inclusive.

☐ \$10.00 each to the next 10 contestants securing the largest number of votes issued on subscriptions between April 25 and May 11, inclusive.

☐ \$5.00 each to the next fifteen contestants securing the largest number of votes issued on subscriptions between April 25 and May 11, inclusive.

\$250

\$250

ALL VOTES COUNT ON THE AUTOMOBILE AND OTHER PRIZES

\$250

In case of a tie for any of these prizes, the prizes of equal value will be given to contestants who tie for same.

Send or bring in your subscriptions to the Contest Department of the St. John Standard as you receive them. A careful count will be kept of all votes issued on all subscriptions turned into the Standard Contest Department during the above mentioned dates. A full credit will be given you on the books as the subscriptions are turned in. The votes secured to apply on the special cash prizes count toward the regular prizes also, and do not interfere in any way with your chance of winning one of the regular prizes. Like the other votes issued on subscriptions you do not have to publish them at once, but you may hold them and publish them at any time up to the last day of contest as heretofore. No matter what your standing in the list of contestants may be you have an equal chance to win one of these cash prizes. The awards will be given to the winning contestants on Monday, May 13. Winning one of the extra cash prizes does not interfere with the ten (10) per cent. Cash Commission paid to non-winners of one of the regular prizes.

\$250

New Contestants Wanted

Enter Now and Win a Cash Prize

\$250

\$250

\$250

\$250

\$250

\$250

3450
2950
2280
4650
3950
1890
1090
3250
1550
3890
2850
2950
3850
4580
3150
7130

Ford tour-
car or one
or more
prizes
they turn

2280
3310
1289
1211
1809
4880
1010
1420
7520
1580
1062
4180
1027
10110
6220
5890
1016
8596
1005
1040
1850
1010
1060
9520
2910
2210
5291
1850
2550
1850
6160
4950
3280
1069
7280
1060
4890
1265
8520
6920
9920
2780
2619
1037
5950
11180
9880
5890
6552
4110
1007
5620
4980
3850
1920
2515
1580
7850
1050
1620
1460
2980
1080
4780
1620
4550
4596
1003
6280
9980
6860
7320
10980

LOCAL ADVERTISING.

Hereafter the following charges will be made on reading notices inserted in the Standard:

Church Notices, Sunday Services, 5c. per line of six words.

Church Concerts, Church Festivals, Lodge Concerts and Notices, and all other notices of meetings, 10c. per line of six words. Double rates for back page.

NO MORE FREE LOCALS.

AROUND THE CITY

Home For Incubables.

The monthly meeting of the Women's Aid Committee of the Home for Incubables, will be held this afternoon at 3 o'clock, in the institution.

Keys Found on Street.

The North End police found two keys on Main street yesterday. The owner can have the same by calling at the North End police station.

Assaulted His Father.

Yesterday afternoon Timothy O'Brien, aged 38, was arrested by Policeman Pitt, having been given in charge by his father for assaulting and beating him in his house 112 St. Patrick street.

Back Again in Jail.

An habitual drunk, who spends most of his time in the county jail, was liberated on Friday, after serving a six months sentence. He was not out very long before he obtained liquor and on Saturday was arrested on the same old charge of drunkenness.

Local Government Primaries.

Local government primaries for St. John county will be held this week, as follows: Mayall's Inn, Loch Leonard Road, Simonds No. 3, Wednesday; Frank Josselyn's house, Crouchville, Simonds No. 1, Thursday; Orange Hall, Fairville, Lancaster No. 1, Friday.

Seaman's Institute.

The Sunday evening service in the Seaman's Institute, was conducted by the Rev. C. A. Kühring, who gave a splendid address to the sailors. Some of the members of the choir of Stone church were present and assisted with the music. Mr. Armitage sang a solo very effectively. The service was well attended and greatly enjoyed.

All Satisfied.

Mr. Bowler has visited a number of the Old Country farmers whom he was instrumental in bringing out here and settling on farms in the province. He found them well satisfied with conditions here. Mr. Bowler expects to address a number of boards of trade in different sections of the province, on immigration matters before he returns to England.

Preached on Titanic Disaster.

At the morning service in German street Baptist church, yesterday, Rev. F. S. Porter delivered an eloquent sermon relative to the Titanic disaster. In the course of his remarks he dwelt on the history of God's absence in the times of emergency. The lives of cause and effect in nature, he said, are still the basis of the universe. His sermon was based on the words of John, XI, 14, 15.

Nigerian Missionary Here.

Rev. S. G. Pinnock, a missionary from Southern Nigeria, addressed meetings at the Victoria street Baptist church yesterday afternoon, and at the German street Baptist church in the evening. In the course of his addresses he gave an interesting account of his life in Africa, and spoke of the needs of the west coast, from a missionary standpoint. Mr. Pinnock, who is accompanied by his wife and two sons, has been stationed in Southern Nigeria for nearly a quarter of a century. About two years ago he was obliged to leave the native town of Oso on account of his outspoken condemnation of the acts of cruelty and oppression of the native king, which were condoned at by the British officials in the protectorate.

FOUND A COLORED GIRL IN HIS BED

Embarrassing Predicament in which Sophie Oliver, who is demoted, Placed City Livery Man.

Late Friday night the proprietor of a livery stable, after placing his coach horses in their stalls, was given a great surprise when he returned to his front office. In the office he has a bed where he or one of his employees sleep during the night so as to be handy in case of a call. When he entered the office he was greatly surprised to find a bundle of woman's clothing piled upon a chair and in his bed reposing comfortably was a colored woman named Sophie Oliver. The woman had disrobed and, when asked what she was doing there, said she was tired and finding the door open and a bed in the place, thought she would just turn in and have a sleep. The stableman told her to get up, dress herself, and get out of the building. The woman refused to leave, so a hurly call was sent out for the police.

Policeman Rankine responded and the woman refused to get out of bed and dress herself for the officer and for a few minutes he was in a quandary what to do. Finally he called on the patrol wagon and with nothing on but her scanty attire, Sophie was bundled into the hurly-up wagon and her clothing was also taken along and she was conveyed to a central police station cell where she was finally induced to put her clothes on.

Saturday morning she was taken before the police magistrate who asked her what she meant by her actions and in reply she said that she had had an awful dream. It was plainly seen that the woman was mentally unbalanced and she was remanded. She was examined by Dr. Thomas Walker on Saturday afternoon and he issued a certificate for her removal to the hospital for nervous diseases, where she was conveyed by Detective Killen.

DISPUTE BETWEEN FISHERY INSPECTOR BELYEA AND ALDERMAN A. O. H. WILSON OVER ALLEGED SUICIDE FISHING.

Ald. A. O. H. Wilson, who is in the fish business, and ex-Ald. J. Fred Belyea, the Dominion fishery inspector, have been at war for some time. Only a week or so ago Mr. Wilson and Inspector Belyea had rather a lively time in the police court when Mr. Wilson claimed that the inspector was not doing his duty and did not report his brother, Harry Belyea, for having the entrance to his weir open, on Navy Island, on Sunday.

Yesterday, when Inspector Belyea was making his rounds about the harbor, he says that every weir in the harbor was closed but the weir owned by Ald. Wilson, on the Strait Shore fishing grounds, Inspector Belyea said last night he intended to take a police officer with him and would confiscate the fish in the Wilson weir also two of Ald. Wilson's fishing boats. The case will probably be given a hearing in the police court and promises to be an interesting one.

Ald. A. O. H. Wilson telephoned to The Standard last evening and said that he had had a telephone message from Inspector Belyea, who informed him that he intended to confiscate Wilson's fish and boats on a charge of fishing his weir on Sunday. Mr. Wilson reported that he had said to the inspector: "Why don't you use me as you did your brother, Harry, and report me?"

He also claims that Inspector Belyea visited the weir last evening, and that in the course of argument, the inspector invited him to take his boat off and fight. The inspector was accompanied by a police officer, but Mr. Wilson says the fish were not confiscated.

The matter will be settled in the courts.

TWO WOMEN AND A MAN SPENT SUNDAY IN CENTRAL STATION CELL AS RESULT OF POLICE VISIT.

Another house on Sheffield street with a bad reputation kept by a colored woman named Mrs. Sarah Morris, was cleaned out Saturday night and the proprietress with two inmates and a man were arrested.

William Brennan visited the house on Saturday night and after remaining there for some time had an altercation with one of the women over some money. To get satisfaction he left the house and told his story to Acting Sergeant Ross and Patrolman Henry. Brennan got more satisfaction than he thought was coming to him, for he was taken into custody by the officers and was locked up in a central station cell and detained as a witness, while the officers made a raid on the joint. The Morris woman is charged with being the keeper of a bawdy house and Kathleen McIntyre, Gettie Ebbett and Fred Martin were also arrested and charged with being inmates. Ellen Jefferson, aged five years, and who is said to be an adopted daughter of the Morris woman was also taken care of by the police, and is being detained at the central police station for protection.

Saturday Night Drunks.

The police arrested five drunks on Saturday night and two more yesterday morning.

SARDINIAN'S PASSENGERS SAW RECKAGE AND BODIES FROM TITANIC DISASTER

Also Aided Mackay-Bennett to Care for Bodies Found — Icebergs Marked Spot where Giant Liner Went Down — Vessel's Steward Committed Suicide During Passage Over.

The Allan liner Sardinian, Captain R. McKillop, arrived in port yesterday morning from London and Havre, and docked at the Long Wharf. On the voyage across the western ocean, the steamer encountered the best of weather, and landed her 31 second and 166 average passengers in good health.

On the day after the steamer left Havre an unpleasant incident occurred when one of the stewards, Bennett by name, was reported missing. When the officer in charge was informed of the affair, he at once instituted a thorough search, but without avail, and it is thought that the man committed suicide by jumping overboard. What caused the unfortunate man to do away with himself is not known, as up to the time of his disappearance he seemed to be in the best of health and spirits. The sad ending of this unhappy man cast a gloom over the ship, a gloom that was further deepened by news received by wireless of the Titanic disaster.

As the Sardinian sailed before the Titanic accident and was out of the zone of the other steamers, those on board did not know of the terrible disaster until some days afterward, when wireless messages were received. As these messages were very meagre they did not get the full story until last Tuesday evening, when the death-ship, MacKay-Bennett, was spoken.

On Tuesday last the Sardinian received a wireless message from MacKay-Bennett, asking if the Allan liner had any spare canvas on board.

On receiving a reply in the affirmative, the death-ship gave her latitude and longitude with the result that the Sardinian came alongside at four minutes past seven on Tuesday evening, and transferred several rolls of canvas which will be used to cover the dead bodies as they are discovered. The Allan liner got under way again at 8.30.

While alongside the MacKay-Bennett those on board the Sardinian saw many gruesome sights, which firmly impressed on their minds the fearful results of the disaster. The MacKay-Bennett reported the finding of Astor, Brown, Butler, C. M. Tillys, and several others of note, 206 having been found altogether.

When the steamer was leaving the funeral ship, those on deck were horrified to see the body of a once beautiful woman floating on the waves. To add to the horror of the situation, the woman's hair became loose and floated in long, tangled masses around her head and shoulders. The body was gowned in a low decked dress which the woman had undoubtedly worn to her evening meal, the last meal she was to eat on this earth. The body of this heroine of the disaster was afterwards picked up by the MacKay-Bennett.

When the Allan liner passed the place where the Titanic went to her watery grave, large masses of wreckage were seen floating about while as if to guard the fatal spot from impious hands, two great icebergs made a white and ghostly tombstone to the dead.

FREE TRIP TO NEW YORK

Consider that you now use or should use a tooth paste.

Consider that there is no better one on the market than Dr. Maher's Ribbon Tooth Paste.

Consider that in addition to getting your money's worth you likewise get a chance for the above trip.

Try our paste next time you need one. It will be of reciprocal advantage to yourself, your druggist and to us.

For general conditions of the month for a soothing and healing remedy after the extracting of a tooth use "Dr. Maher Sweet Wash." Handmade by put up in diamond shaped bottles. A free ticket for trip with this also.

BOSTON DENTAL PARLORS
527 Main Street. Telephone 683
DR. J. D. MAHER, Prop.

NEW BRUNSWICK'S GREATEST SHOE HOUSE

The Testimony of the Eyes

bears no contradiction and so we say come to our stores and take a peep at the beauties in Spring and Summer Boots, Oxfords and Pumps.



Waterbury & Rising, Ltd.
Three Stores
King St. Union St. Mill St.

The Best Quality at a Reasonable Price

Have that headache cured. Not merely relieved for a short time by medicines—but CURED permanently.

Headaches are caused by eye strain. Our glasses cure that kind.

L. L. Sharpe & Son,
Jewelers and Opticians.
21 King Street, St. John, N. B.

CAREFUL ADVERTISERS

Are quick to see the value of a GOOD ENGRAVING in making their advertising matter more forceful and attractive. Consult us about your next Circular or Booklet Illustrations. Our Service is Prompt.

C. H. Fiewwelling
ENGRAVER—PRINTER
85-12 PRINCE WILLIAM ST.

BATH ROOM FIXTURES

We are showing a very attractive line of well made and nicely nickeled articles including:

Mirrors, Soap Dishes, Glass Holders, Towel Bars, Shelves, Sprays, Tumbler Holders, Bath Seats, Paper Holders, Sponge Holders, Sponges, Shower Baths, Tooth Brush Holders.

W. H. Thorne & Co., Ltd.
Market Square and King Street

The Making of the Heintzman & Co. Piano

is the life work of this old established firm, who cherish this splendid heritage from their father, the late Theodore A. Heintzman, the founder of the business.

The making of the Heintzman & Co. Piano is a matter of family pride hence its artistic excellence.

Its magnificent tone and beautiful, sweet, mellow singing quality have placed it on a pinnacle all by itself in the judgment of the cultured musician who best knows.

The C. H. Townshend Piano Co.
53 Germain Street, - St. John, N. B.
SOLE AGENTS FOR THE PROVINCE OF NEW BRUNSWICK.

Perfect Cleanliness

Is easily maintained in La Favorite Refrigerators

All parts are easily accessible. The cold air circulation is perfect. Different styles and finishes.

Prices - \$8.00 to \$55.00

Emerson & Fisher, Ltd., 25 Germain Street

Every Home Should Have a White Mountain Refrigerator

White Mountain Refrigerators are famous for beauty, solidity and perfect refrigeration. They have a world wide reputation based on their cleanliness, economy and convenience; planned on scientific principles, built on honor, sold on actual merit.

"The Chest with a chill in it" is made with walls and doors unusually massive and thick—a sanitary, cleanable, odorless refrigerator requiring a little less ice than any other kind.

In "White Enamel" at \$18.00, \$27.75 and \$31.00

In "Snow White" (a solid stone lining with white porcelain finish) at \$35.00, \$42.00 and \$57.00

We also have Refrigerators at lowest prices. "Icy City" white enamel lined, \$11.50 and \$14.00. "Frosty" galvanized steel lined, \$8.00, \$9.00, \$11.25.

FURNITURE DEPARTMENT—MARKET SQUARE.

USE LADIES' HOME JOURNAL PATTERNS

Wash Goods Department

White Wash Goods

Rathne Cloth 35c. yard	Madras Waistings.
Flaxon, the Queen of Lawns, Prices 25c, 30c, 35c, 35c.	Poplins 20c., 25c.
Flaxon, in Checks 25c. yard	Hair Lines 15c., 20c., 25c.
Lin'none 25c., 27c.	Vollies, Plain and Striped
Battiste 25c., 30c., 35c.	Marquisettes, Fine Quality
Organdies 30c., 35c., 37c.	Indian Head 12c., 16c., 18c.
India Linen 20c., 25c., 35c.	Linnene 20c.
Persian Lawn 20c., 25c., 32c.	Ducks 14c., 17c., 20c.
Dimities 18c., 22c., 25c.	Drills 15c., 18c., 25c.
Victoria Lawns 10c. to 30c.	Pique 25c. to 40c.
Nainsooks 15c. to 40c.	Bedford Cord 14c. to 40c.

Serpentine Crepes, White Repp, White Linens

Anderson's Gingham
Also other Scotch and English reliable gingham. An immense variety to choose from.
14c., 18c., 20c. yard

44 Inch Bordered Zephyrs
32c. yard.

27 Inch Mercerized Linens
25c.

27 Inch Mercerized Poplins Mercerized Repps
20c., 28c., 35c.

27 Inch Printed Foulards
25c., 30c.

27 Inch Bordered Foulards
22c.

English Printed Cambrics

Manchestor Robertson Allison, Ltd.

