

GIANT MERCHANT MARINE COMBINATION IS CLAIMED

Shippers Tell Committee Of Being at Mercy Of Trust

FIGHTING SHIPS TO LOWER RATES

Managers of British and German Lines Control Ocean and Direct Trade --U. S. Combine also.

Washington, Jan. 8.—Testimony about "a shipping combination" that controlled the commerce of the seas with a stronger grasp than any combination which ever existed in trade between the States was presented today before the House Merchant Marine Committee.

W. H. Douglas of the New York exporting firm of Arkell and Douglas, declared that a combination of German and British lines existed controlling the ocean, and that the steamship managers in London were able to direct the course of trade at their will.

Allerton D. Hitch, secretary and treasurer of the Hagenmeyer Trading Company of New York, trading with Brazil, declared that the only independent line to South America was the Lloyd Brasileiro Line and that while his firm used that and its officers, governmental appointees were not trained to the desire of the trade.

John C. Seager, was the former representative of a conference line to testify. For several years he was agent of the Prince Line at New York. He stated that his line, the present Hamburg-America Line, and the Lamport and Holt Line were in a combination.

"When did the combination start?" inquired Representative Alexander, chairman of the committee. "About 1895 or 1896," was the reply. The witness explained that the combination had a system of deferred rebates and pooled the freight and commissions.

"You mean it pooled the profits?" inquired Representative Humphreys. "Yes, sir," Mr. Seager replied. "We frequently got instructions to put the boats in my yard and to run a boat with rates so low as to drive a competitor out of business. The loss was divided pro rata among the lines."

Mr. Seager also stated that a gentleman's agreement existed between the Booth Line was given the trade in the territory between Pernambuco and the Amazon and the conference lines, territory south of Pernambuco. The policy was "you must not play in my yard and I won't play in yours, but if you do I will bring down my family and break up your yard."

TEN THOUSAND MORE GARMENT WORKERS OUT

Women and Girls Who Sew Kimonas and Wrappers Join Strikers—Mob and Police-men Fight.

New York, Jan. 8.—The striking garment workers today prepared to put 50,000 men and women in line for a street parade next Monday. Mayor Gaynor and the police have not decided yet whether they will permit the parade and the manufacturers are trying to have them withhold their consent.

The garment workers were joined in their strike today by 10,000 girls and women who sew kimonas and wrappers and who are members of the International Ladies' Garment Union. They demand a working week of fifty hours, a minimum wage scale, the abolition of child labor and sanitary and fire proof shops.

It took sixty policemen and detectives to disperse a mob that gathered on University Place today when strikers attacked a strike breaker and a policeman who tried to protect him. Many of the rioters were women. Three policemen were put on trial today charged by the strikers with brutality. Similar charges were made against other members of the force today after the riot on University Place.

"Pool Profits."

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DUCHESS OF CONNAUGHT IS TAKEN SERIOUSLY

Her Royal Highness Rushed to Montreal For Treatment

OTTAWA SHOCKED AT HEARING NEWS

Peritonitis the Cause of Illness—Royal Patient's Condition Regarded as Serious.

RESTING COMFORTABLY.

Royal Victoria Hospital, Montreal, Jan. 8, 11.30 p. m.—Her Royal Highness the Duchess of Connaught has stood the journey from Ottawa very well and is now resting as comfortably as could be expected.

Special to The Standard. Ottawa, Jan. 8.—A special Canadian Pacific train left Ottawa shortly after five o'clock this afternoon bearing H. R. H. the Duchess of Connaught to Montreal where she will be taken to the Royal Victoria Hospital for treatment for peritonitis.

News of the illness of the Duchess came as a great shock to the people of Ottawa this afternoon. Col. H. C. Lovther, military secretary to H. R. H. the Duke, was at the Chateau Laurier and the Duke and Duchess, with the Princess Patricia were to have been present at the dance which the Duchess made necessary the cancellation of the dance and practically the whole Rideau Hall household accompanied the sufferer to Montreal. Her Royal Highness has not been well since Monday. An official statement from the government house this evening stated that the Duchess of Connaught was taken ill on Sunday evening with symptoms similar to those of her previous attack of peritonitis. Dr. Garrow met Major Worthington in a consultation at this time was much more satisfactory and continued so until early Wednesday morning when there was a further rise in temperature and pulse rate and an increase in abdominal pain and other symptoms.

An official bulletin signed by Drs. E. S. Worthington, A. E. Garrow and W. W. Chipman, stated: "After a further consultation between Major Worthington, Dr. Garrow and Dr. Chipman, it was decided to move Her Royal Highness to the Royal Victoria Hospital at Montreal for further treatment."

H. R. H. the Duchess of Connaught, on being informed this afternoon of the illness of the Duchess, left a cabinet council and proceeded at once to Rideau Hall to enquire as to Her Royal Highness's condition. Mr. Borden was also at the station when the special bearing the Duke and Duchess and members of the viceregal household left for Montreal. The special was made up of an engine and three cars, two coaches and a baggage car. Her Royal Highness being placed in a bed in one of the coaches.

Ottawa, Jan. 8.—The special train left Central Depot at 6.15 and consisted of an ordinary first class coach and baggage car. Four seats had been removed from the car and a brass bed installed. The Royal patient was brought to the station in an ambulance and the train left immediately she was comfortably installed on board.

His Royal Highness the Duke and Her Royal Highness the Princess Patricia accompanied the Duchess to Montreal, where she will be taken to the Royal Victoria Hospital. Dr. Garrow the eminent Montreal surgeon, Major Worthington, M. D. A. D. C., Capt. Bukley, equerry and controller, and Miss Pelly, lady-in-waiting, were also on board the train, which is expected to arrive in Montreal about nine o'clock.

BANKING SYSTEM CRITICIZED BY MONEY TRUST COMMITTEE

Growing Evil of Bank Officers Accepting Tips From Borrowers Should be Made Criminal Offence.

Washington, Jan. 8.—Faults in the National Banking Laws were discussed today before the House Money Trust Committee by a group of the most powerful masters of finance in Wall street. The connection between these three men, the institutions in which they are interested, and the funds controlled by these institutions will form the basis of Mr. Baker's examination. He arrived in Washington today with his counsel, Fisher A. Baker, former Senator John C. Spooner, and several other attorneys.

Mr. Murray condemned without reservation the practice, which he said was a growing evil, of directors or officers of National Banks accepting "personal compensation" from borrowers to whom the funds of the bank are loaned. He said that legislation should be passed providing for "criminal prosecution" of the practice.

LIE GIVEN TO CANARD IN LONDON

Report that Rt. Hon. R. L. Borden Had Reached Agreement with Unionist Leaders is Promptly Denied.

Special to The Standard. Ottawa, Jan. 8.—A newspaper in London published several days ago, a story to the effect that when the Rt. Hon. R. L. Borden, was there last summer, an agreement had been reached between Unionist leaders and himself in respect to the preferential policy. On this side of the water no credence was placed in the report at any time, but to set the matter at rest, the following official statement was issued tonight:

"With regard to the recent press despatches respecting the visit of the Canadian ministers to London last summer, the prime minister states, understanding of any kind with respect to preferential trade was made or arranged at between himself or any other member of the government and the leaders of the Unionist party."

MURDERER OF WOMAN MAY RECOVER FROM ATTEMPT TO SUICIDE

Walter Eves Who Eloped from England with Married Woman Lies at Death Door in Hospital.

Winnipeg, Man., Jan. 8.—Walter Eves, who this morning shot and killed Mrs. Hancock, is likely to survive the injuries he inflicted upon himself after the murder. Tonight he shows great improvement at the hospital. The man is a son of the late A. Eves, who kept the White Hart Hotel at Brighton, England, for many years and the victim was a native of Ashley Kent. The pair met at a dance in England and, though both were married, they eloped to Canada, arriving together last March. Since then they placed his property so that in case of his death, his real wife in England would not benefit.

REVELSTOKE TOWN MEETING LIVELY

Revelstoke, B.C., Jan. 8.—At the annual meeting held in the Empress Theatre this evening to submit the yearly financial statement, presided over by Acting Mayor Hector McKinlay, Constable C. Leland was ordered by the chairman to arrest J. M. Kellie, former member of the legislature, who was present and insisted on an explanation of the financial items relating to the restricted district. Kellie's freedom and the constable finally let him go.

ADRIANOPLE IS NOW AT MERCY OF THE BALKANS

Great Fortress Expected to Fall in Few Days --Heroic Defense

HUNGARIAN LAWMAKERS FIGHT DUEL

Count Stephen Tisza, President of the Hungarian Parliament, the Victim in Two Fierce Encounters.

Budapest, Jan. 8.—Count Stephen Tisza, president of the lower house of the Hungarian parliament, fought another duel today and succeeded in wounding his man. Count Tisza's opponent was Count Aladar Szechenyi. The weapons were sabres and Count Szechenyi was wounded in the head. Count Tisza was not hurt.

STAR LINER GROUNDS IN HEAVY FOG

Kronland Runs Ashore in New York Harbor and Remained Fast in Mud for Six Hours.

New York, Jan. 8.—The steamer Kronland of the Red Star Line, ran aground today in the fog at the edge of Ambrose Channel in the outer harbor and tonight after six hours of effort by tugs to drag her free, she remained fast in the mud. The sea was rather rough, but with a westerly wind prevailing her position was not considered dangerous. Tugs will stand by until morning, when at another high tide fresh efforts will be made to release the liner. About 500 passengers are on board.

SERIOUS FLOODS IN MIDDLE WEST

Rapid Rise of Rivers and Small Streams—Much Low Land Under Water and Hundreds Driven from Home.

Pittsburg, Pa., Jan. 8.—Portions of western Pennsylvania, Ohio and West Virginia are facing a serious flood situation tonight, owing to a steady and rapid rise of the various rivers and small streams. A wide area of low land is under water. Hundreds of their homes, many buildings are partly flooded, a number of transportation companies are crippled, and several thousand men employed by industries in the flooded zone, have been thrown out of work.

WILL BUILD LOCKUP AT MADAM JUNCTION

Fredericton, Jan. 8.—The York county council today heard a delegation from McAdam asking for a grant for the equipment of McAdam with a lockup. It was pointed out that the location of McAdam was such that there was a constantly increasing amount of criminal business to be dealt with and consequently it was intended to place the provincial government to create a police district in McAdam and appoint a police magistrate. The erection of a police building and lockup would cost it was estimated \$1,500, and of this sum the people of McAdam were prepared to raise \$1,000, asking the York county council for the balance. It was decided to make a grant of \$500 for the purpose.

NEW MINE IN SPRINGHILL

Expectation is that Coal Output Will Be Increased to 2,000 Tons Per Day in Few Weeks.

Special to The Standard. Halifax, Jan. 8.—It is learned that a new mine will be started at Springhill in the course of a few weeks, when the output there will be increased to two thousand tons a day. J. H. Plummer, president of the Dominion Iron & Steel Co., will likely announce the date when which operations will be started and also whether the new colliery will be a shaft or a slope. The average daily output from the Springhill mines is about 1,500 tons and the daily average should not lessen while the new pit is being developed. The Amherst Harbor will be improved by dredging this spring and the Donaldson line of steamers will make the place a regular calling station.

ARMY OF MEN FIGHT HIGH SNOW DRIFTS TO CLEAR RAILROAD

Northern Pacific and Milwaukee R. R. in Cascade Mountains is Successfully Kept Open During Blizzard.

Seattle, Wash., Jan. 8.—All day an army of men with huge locomotives and rotaries struggled successfully to keep the drifting snow from burying the tracks of the Northern Pacific and Milwaukee Railways through the Cascade Mountains. Tonight and tomorrow the same work must be repeated, for snow is falling again. The trains of these railways pass between banks of snow higher than the tops of the cars. It is doubtful if there ever was so much snow in the mountains early in January since the construction of the railways.

FRUIT PRICES JUMP FOLLOWING BIG FROST

Los Angeles, Jan. 8.—Twenty-five million dollars was the amount fixed today by consensus of opinion regarding the loss sustained by citrus fruit growers in the three days freeze ending this morning. Oranges advanced fifty cents a box on the Los Angeles wholesale market today. This was a direct result of the freeze. Grape fruit, which also suffered heavily during the last three days, went up twenty-five cents a box.

MUST ARBITRATE OR TAKE STRIKE VOTE

Managers of Fifty Eastern Railroads Refusing Proposals of Striking Firemen — Made Counter Proposition.

New York, N. Y., Jan. 8.—To arbitrate or take a strike vote was the alternative tonight confronting the representatives of 24,000 firemen on 50 eastern railroads. Through their conference committee, the managers of the railroads rejected this afternoon the firemen's proposal to arbitrate under the Erdman law, their demands for increased pay and other concessions. Instead, the railroads made counter propositions.

President Carter, of the firemen's organization, and the district leaders will meet the committee of railroad managers tomorrow morning. It is expected that the firemen's reply to the railroads' counter proposition will be announced then.

UNIONISTS DECIDE TO ABANDON THIS PLANK IN TARIFF REFORM CAMPAIGN NEXT ELECTION

Petition Bonar Law.

PROMINENT RESIDENTS OF NORTH SHORE DEAD

Thomas Foley, Hotel Proprietor of Newcastle, Passed Away Yesterday — Well Known Renous River Farmer Dead.

Special to The Standard. Newcastle, N. B., Jan. 8.—Thomas Foley, one of the best known hotel keepers on the North Shore who died in Chatham Hospital this morning after a brief illness, was forty-four years old. He was a native of Pokesaw, Gloucester County, and had resided in Newcastle for the last thirteen years. About nine years ago he built the Miramichi Hotel here and conducted it very successfully until two or three years ago when he leased it to Jas. P. Whelan and temporarily retired from business. Chasing, however, at his comparative inactivity, Mr. Foley did not wait for the lease to run out but recently acquired and improved the Commercial Hotel, and began to build up another flourishing business.

He leaves his mother, his widow, formerly Miss Fitzgerald, sister of Rev. Father Fitzgerald, and three children, Gerald and Barry, students at St. Thomas College, Chatham, and Miss Gladys at home. The funeral takes place from his late residence, Pleasant street, to St. Mary's Catholic church, Friday morning at ten o'clock. John Singleton, a respected farmer of Renous River, died today aged eighty. He leaves a widow, formerly Elizabeth Hughes of Nelson Reserve, and the following children: William, in Minnesota; Edward, at home; Hayes of Renous River. The deceased was a native of Renous River and will be buried in the Catholic cemetery there on Friday.

WARNS AGAINST A CENTRAL BANK

Washington, Jan. 8.—An emphatic warning from former secretary of the treasury Leslie M. Shaw, that a central reserve bank such as proposed by the National Monetary Commission, would be controlled absolutely by Wall Street and a technical discussion by Prof. J. Laurence Laughlin, of the University of Chicago, of the operation of proposed divisional reserve banks featured today's hearing before the Glass sub-committee of the House Banking and Currency Committee.

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 Pure hard Soap which has peculiar and remarkable qualities for washing clothes. Good for all uses.

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NERVES, ETC., ETC.
ROBERT WILBY, Medical Electrician
 Specialist and Masseuse. Eleven years England, Five Years St. John. Treats all nervous diseases, weakness and wasting, neurasthenia, locomotor ataxia, paralysis, sciatica, rheumatism, etc., etc. Consultation free. 27 Coburg street.

WANTED.—An experienced salesman to sell Western Canada Real Estate. Salary \$150.00 per month. Must come highly recommended and ready to work Jan. 15th. Enquire International Securities Co., Ltd., Dearborn Building.
WANTED.—To adopt a healthy baby girl, from birth up to the age of 3 months. Whole surrender. Apply to Box W. K., office of this paper.
WANTED.—Second class or first class female teacher wanted in District No. 1, Brunswick Parish, Queens Co. Address R. H. Covy, Secretary to Trustees, New Canada, Queens Co.
SITUATIONS VACANT.
LINEN BUYER WANTED.
 A Montreal department store has a vacancy for an experienced linen and cotton buyer. Good position to right party. Must have first class references. Apply by letter, giving full details, to Box J. M.
SALESMAN.—\$50 per week selling one hand Egg Beater. Sample and terms 25c. Money refunded if unsatisfactory. Collette Mfg. Co. Colingwood, Ont.
FOR SALE.
 New Home and other Sewing Machines. Genuine Needles of all kinds. Edison Improved Phonographs, \$16.50. The best Typewriter cheap. Domestic Machines and Phonograph Repairs. I have no travellers, buyers can save money in my shop. WILLIAM CRAWFORD, 106 Princess Street, St. John.
FOR SALE.—Inside finish, doors, sashes, etc. Apply at Standard Building.
LARGE SAFE FOR SALE.
 New second hand Taylor safe. Address safe, care of Standard.
JUST ARRIVED.—Two carloads of choice HORSES, weighing from 1,000 to 1,500 lbs. For sale at EDWARD HOGAN'S Stables, Waterloo St. Phone 1557.
FARMS FOR SALE.
FARMS FOR SALE.
 Our 1913 Farm Catalogue now in preparation, will be ready for distribution January 15th. A splendid assortment, 150 to select from. Prices range from \$3.00 per acre up. Values more wonderful than ever. ALFRED BURLEY & Co., 46 Princess Street, New Brunswick Farm Specialists.
FARMS FOR SALE.
 A farm formerly owned and occupied by the late David Hill containing 67 acres, opposite Treadwells on Loch Lomond Road, St. John County, with considerable standing timber thereon. 20 acres cleared ready for ploughing. Also a desirable farm formerly owned by the late Roger Quinn, containing 160 acres Parish of Westfield, Kings County, having a frontage on the St. John River and situate about half a mile above Public Landing. Apply to DANIEL MULLIN, Puzley Building, City.
FOR SALE.—Farms and Lots, 450 acres, two houses and barns, three miles from Public Landing, Kings Co. Also five to fifty acre lots close to river at Public Landing. At Linley, on C. P. R., 50 acres, two houses and barns, also 2 1/2 miles from Oak Point, 250 acres, house and barn and 250 acres woodland and other farms at barnetts. J. H. Poole & Son, Nelson street. Phone 935-11.
TO LET.
TO LET.—Two large front rooms, electric light and bath, 23 Coburg street.
ENGRAVERS.
 F. C. WESLEY & Co., Artists, Engravers and Electrotypers, 59 Water street, St. John, N. B., Telephone 982.
Musical Instruments Repaired
 VIOLINS, MANOLINS, and all stringed instruments and bows repaired. SYDNEY GIBBS, 51 Sydney Street.
ENGINEERING.
 ELECTRIC MOTOR and Generator repairs, including rewinding. We try to keep your plant running while making repairs. E. S. Stephenson & Co., Nelson street, St. John, N. B.
Watches, Clocks and Jewelry
 A Complete Line of Waltham and Equity Watches in Stock.
ERNEST LAW, - 3 Coburg St
 Issuer of Marriage Licenses.

SHIPPING NEWS

DAILY ALMANAC.
 Thursday, January 9, 1913.
 Sun rises 8.08 a. m.
 Sun sets 4.54 p. m.
 High water 0.49 a. m.
 Low water 7.17 p. m.
 Atlantic Standard time.

—VESSELS BOUND TO ST. JOHN.
 Steamers.
 Rappahannock, London, Dec. 23.
 Mount Temple, Antwerp, Dec. 26.
 Manchester Miller, Manchester, Dec. 21.
 Inventor, Manchester, Jan. 2.
 Durango, London, Jan. 3.
 Gramplan, Liverpool, Jan. 3.

VESSELS IN PORT.
 Steamers.
 Letitia, 5737, Donaldson Line.
 Lake Champlain, 4714, C P R Co.
 Kwara, 2003, J T Knight and Co.
 Empress of Britain, 8023, C P R Co.
 Man Shipper, 2542, Wm Thomson and Co.
 Pomeranian, 2700, W. Thomson & Co.
 Sokoto, 1969, J. T. Knight & Co.
 Saurina, 5494, Donaldson Line.

Barques.
 Hector, 478, A W Adams.
 Schooners.
 Anne Lord, 246, C M Kerrison.
 Ann Louise Lockwood, 266, A W Adams.
 Rebecca M. Walls, 56, C M Kerrison.
 Charles C. Lister, 266, Master.
 Henry H. Chamberlain, 205, A W Adams.
 Edith, 349, A W Adams.
 McClure, 191, C M Kerrison.
 W. E. & W. L. Tuck, 395, J A Gregory.

PORT OF ST. JOHN, N. B.
 Arrived Wednesday, January 8.
 Str Saturnia, 5494, Gaylor, from Glasgow, Donaldson Line, pass and mde.
 Coastwise—Schs Ethel, 22, Morris, Advocate, Two Sisters, 36, Pritchard, St Martins; Susie, 26, Merriam, Fort Greenville; James Barber, 80, Gough, St Martins.
 Cleared January 8.
 Str Letitia, McNeill, for Glasgow, Donaldson Line, pass and general cargo.
 Str Wabana, Reside, for Sydney, CB, R P and W F Starr, ballast.
 Sch Willona Gertrude, Merriam, for City Island fo, Stetson Cutter and Co, 299,903 feet spruce deals.
 Sch R Bowers, Kelson, for City Island fo, Stetson Cutter and Co, 128, 850 feet spruce deal and 1,430,700 laths.
 Sailed January 8.
 Sch Walter Miller, Clark for Boston, C M Kerrison, with lumber.
 Sch Mayflower, Sublet, for Boston, J W Smith—to load for WI.
DOMINION PORTS.
 Vancouver, Jan 5—Arr: Str Mont eagle, Davidson, from China and Japan.
 Halifax, Jan 7—Arr: Str Manchester

WHEN LIMBS AND CHEST ACHES

ZAM-BUK GIVES EASE QUICKLY.
 Have you got cold in your bones? Have you had attacks of "general aching"? You know the feeling. Limbs ache, muscles seem to have become tired out, back aches, now and again a twinge of rheumatism strikes you here and there. Your chest feels tight, and there is a pain between your shoulders.
 Cold is responsible for this condition, and a vigorous application of Zam-Buk will put you right. Take a hot bath, and then rub your chest and the aching limbs well with Zam-Buk.
 Mrs. B. Gorie, 76 Berkeley St., Toronto, writes: "I cannot speak too highly of Zam-Buk. A few weeks ago I was suffering from a bad cold, which had settled in my throat, chest and limbs. I tried all kinds of remedies, new and old, and found very little relief until I used Zam-Buk. On applying this to my throat and chest I found such ease and relief from the tightness and soreness I determined to use only Zam-Buk. I always rubbed it on my limbs where I felt the rheumatic pains. In three days from the time I first began applying Zam-Buk I was free from the cold in throat and chest, and also the rheumatism in my limbs."
 Zam-Buk will also find a sure cure for cold sores, chapped hands, frost bite, ulcers, blood poisoning, cold sores, piles, scalp sores, ringworm, inflamed patches, babies' eruptions and chapped places, cuts, burns, bruises and skin returned generally. All druggists and stores sell at 50c, or post free from Zam-Buk Co., Toronto, upon receipt of price. Avoid harmful imitations and substitutes.

THE BANK OF NEW BRUNSWICK AND THE BANK OF NOVA SCOTIA AUCTION SALES.

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 Auctioneer, Stock, Bond and Real Estate Broker, Bonds, Stock and Merchandise of every description sold or negotiated. Furniture sales at residence and sales of horses a specialty. Office and Sale-rooms, No. 26 Germain St. (Masonic Block). Business hours from 8 a. m. to 6 p. m. All business strictly attended to. P. O. Box 298. Phone 973.

AUCTION SALE
 I am instructed to sell by public auction at Chubb's Corner, St. John, N. B., on Saturday the eleventh day of January, 1913, at 12 o'clock noon, a lot of land fronting on the western side of Water street, St. John, and on the eastern side of Ward street, and the northern side of Tilton's Alley, so called, fronting twenty-one feet, more or less, on Water street and running back ninety feet, more or less, at present under lease to Messrs. M. & T. McGuire; also a lot situate on the northern side of Tilton's Alley, so called, having a front of twenty-one feet, more or less, on Ward street, and running back ninety feet, more or less, at present under lease to J. Willard Smith.
 Dated this thirty-first day of December, A. D., 1912.
 T. T. LANTALUM,
 Auctioneer.

NOTICE TO CONTRACTORS.
 Tenders for Machines, Tools, Appliances, Motors, Furnaces, Cranes, Etc., SEALED TENDERS, addressed to the undersigned and marked on the envelope "Tenders for Machines, Tools, Appliances, Motors, Furnaces, Cranes, Etc." will be received at the office of the Commissioners of the National Transcontinental Railway at Ottawa, until twelve o'clock noon of the Thirtieth day of February, 1913, for the furnishing and delivery of the Machines, Tools, Appliances, Motors, Furnaces, Cranes, Etc., required for the equipment of the Car Department Shops, Transcona, Plant of the National Transcontinental Railway, at Transcona, Manitoba.
 Tenders will be considered for any portion or all the equipment.
 Specifications and forms of tender may be obtained at the office of Mr. W. J. Press, Mechanical Engineer, Ottawa, Ontario.
 Persons tendering are notified that tenders will not be considered unless made on the printed forms supplied by the Commissioners.
 Each tender must be signed and sealed by all the parties to the tender, and witnessed and accompanied by an accepted cheque on a Chartered Bank of the Dominion of Canada, payable to the order of the Commissioners of the National Transcontinental Railway, for a sum equal to ten per cent. (10 p. c.) of the amount of the tender.
 Any person whose tender is accepted shall within ten days after the acceptance thereof sign the contract, specifications and other documents required to be signed, and in any case of refusal or failure on the part of the party whose tender is accepted to complete and execute the contract with the Commissioners, the said cheque shall be forfeited to the Commissioners as liquidated damages for such refusal or failure, and all contract rights acquired by the acceptance of the tender shall be forfeited.
 The cheques deposited by parties whose tenders are accepted will be deposited to the credit of the Receiver General of Canada as security for the due and faithful performance of the contract according to its terms.
 The cheques deposited by parties whose tenders are rejected will be returned within ten days after the signing of the contract.
 The right is reserved to reject any or all tenders.
 By order,
 P. E. RYAN,
 Secretary,
 The Commissioners of the National Transcontinental Railway,
 Ottawa, Ontario.
 Dated at Ottawa, December 11, 1912.
 Newspapers inserting this advertisement shall be forfeited to the Commissioners will not be paid for it.

THE PRINCE WILLIAM
 Apartment Hotel
 Permanent and Transient. Summer months transient only. Sum of refined taste and excellent table. Overlooking harbor.
 Prince William St., St. John, N. B.

PARK HOTEL
 M. J. BARRY, Proprietor.
 44-46 King Square, Saint John, N. B.
 This Hotel is under new management and has been thoroughly renovated and newly furnished with Bath, Carpets, Linen, Silver, etc.
 American Plan. Electric Elevators. Street Cars stop at door to and from all trains and boats.

THE ROYAL
 SAINT JOHN, N. B.
 RAYMOND & DOHERTY,
 Proprietors.

Hotel Dufferin
 ST. JOHN, N. B.
 FOSTER, BOND & CO.
 JOHN H. BOND, Manager.

CLIFTON HOUSE
 H. E. GREEN, Proprietor.
 Corner Germain and Princess Streets
 ST. JOHN, N. B.
 Better Now Than Ever.

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 St. John Hotel Co., Ltd., Proprietors.
 A. M. PHILIPS, Manager.

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 Indorsed by the Medical Faculty. Prepared with choice and select wine from the Jerez District. Quina Calisaya and other bitters which contribute to wards its effect as a tonic and appetizer.
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M. & T. MCGUIRE,
 Direct Importers and Dealers in all the leading brands of Wines and Liquors; we also carry in stock from the best houses in Canada very Old Rye, Whisky, Ale and Stout. Imported and Domestic Cigars. 11 and 15 WATER ST. Tel. 878.

WHOLESALE LIQUORS.
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 GEO. H. WARING, Manager.
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Watches, Clocks and Jewelry
 A Complete Line of Waltham and Equity Watches in Stock.
ERNEST LAW, - 3 Coburg St
 Issuer of Marriage Licenses.

Psoriasis All Over Body
 Doctors Said Incurable, But Now There is No Sign of Disease, Thanks to Dr. Chase's Ointment.

MARINE NOTES
STEAMER LAKE CHAMPLAIN.
 C. P. R. steamship Lake Champlain is scheduled to sail Friday for Antwerp direct with a large cargo including grain.
THE EMPRESS OF BRITAIN.
 Royal mail steamship Empress of Britain will get away Saturday for Liverpool and will have a large list of passengers.
STEAMER WAS ASHORE.
 British steamer Glenesk, from Baltimore for Liverpool, before reporting ashore at Havana, got off without assistance and has arrived at Cienfuegos. She jettisoned 100 tons of cargo.
SEARCHING FOR DERELICT.
 U. S. derelict destroyer Seneca has come from New York in search of derelict bark Dorothea (Rus), reported 5th in lat 36 1/2, lon 69 W, by str. Bermudian.
ECHOES FROM LATE GALE.
 Brazil Rock buoy broke away from its moorings, and the Gannet Rock fog alarm building, Grand Manan district, was blown away.
 The Gloucester schr. Valerie put into Halifax on Saturday, having her main boom broken and losing several dories and other gear, and decks swept.
 Schr. Wilfred L. Snow dragged her anchors during the gale on Saturday and at high water, drifted on the flats at Yarmouth, N. S., where she still remains, despite all efforts to float her.
CATCH CHINESE STOWAWAYS.
 New York Jan. 8.—After eleven dark days at stowaways in the hold of the steamship American, of the American-Hawaiian line, two Chinese early Monday morning crawled through a porthole of the vessel as she was moored at the foot of Fortieth street, in South Brooklyn, dropped into a rowboat and reached shore in the custody of Albert Wiley, an inspector from Ellis Island, who said they probably would be deported.

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Psoriasis
 Psoriasis is one of the most dreaded of itching skin diseases. It is a sort of chronic eczema. The itching cause is almost beyond human endurance, and doctors are accustomed to give it up as incurable.
 But here is a case that was given up and pronounced incurable. The result proves that Dr. Chase's Ointment almost works miracles in curing the worst form of itching skin disease imaginable.
 Mrs. Nettie Massey, Concession, Ont., writes: "For five years I suffered with what three doctors called psoriasis. Pray could not help me, and one of them told me if anyone offered to guarantee a cure for \$50.00 to keep my money, as I could not be cured. The disease spread all over me, even on my face and head, and the itching and burning was hard to bear. I used eight boxes of Dr. Chase's Ointment, and I am glad to say I am entirely cured, not a sign of a sore to be seen. I can hardly praise this ointment enough.
 The soothing, healing influence of Dr. Chase's Ointment is truly wonderful. Eczema, salt rheum, barber's itch, ringworm and scores of such torturing ailments are relieved at once and as certainly cured if the Ointment is used persistently. Mothers find Dr. Chase's Ointment invaluable in preventing and curing the skin troubles of babies, such as chafing, irritations of the skin and baby eczema.
 Dr. Chase's Ointment, 50 cents a box. All dealers, or Edmanson, Bates & Co., Limited, Toronto.

ALBERT NEWS.
 Albert, Jan. 8.—Geo. D. Prescott, M. P. P., returned on Monday from a trip to St. John's, Nfld., an inspector from Ellis Island, who said they probably would be deported.
 Miss Edith Clarke of Jacquet, Riverview, returned to her duties as teacher in the Consolidated school on Monday.
 Moody L. Reid is quite ill at his home. His daughters, the Misses Laura and Lena Reid have been called home from Montreal where they hold positions.

NOTES FROM DALHOUSIE

Dalhousie, Jan. 8.—The superior school opened on Monday with a fair attendance. The teaching staff is the same as last year: L. D. Jones, principal; Miss Vera Jones, vice-principal; Miss Hilda Stearns, intermediate department; Miss Hilda Stearns, junior department; Miss Emma Harquail, primary department.
 This week the students who have been home on holiday vacations will be back to work again. Howe Kirk left for Halifax; Eliza Wallace and Gene Miller have returned to the provincial normal school; Alie LeBlanc goes to Laval university; Beverly Scott left for U. N. B.; Geo. LaBlouis leaves this week for Quebec where he will take a business course.
 William Gallop is in Boston this week on a business trip.
 Austin McNeill has entered the I. C. R. office here as student.
 Aloysius Troy has passed his examination and is waiting his turn to go on the road.
 William McRoban and Wendall Harquail left today for Chatham, N. B., where they are studying at St. Thomas' college. Raymond Harquail returned to his studies at Carleton Place, N. B. Mr. Bain of Moncton is in town, in the interest of the Oddfellows.

PROBATE COURT.

City and County of Saint John.
 To the Sheriff of the City and County of Saint John, or any Constable of the said City and County—Greeting:
 Whereas the Administrator cum testamento annexo of the estate of Charles J. Ward, of the City of Saint John in the City and County of Saint John, has returned and filed in this Court an account of his Administration of the said deceased's estate, and hath prayed that the same may be passed and allowed in due form of Law, and distribution of the said Estate directed according to the terms of the last Will and Testament of the said Charles J. Ward, deceased.
 You are therefore required to cite the Devises and Legatees of the deceased and all of the creditors and other persons interested in his said estate to appear before me, a Court of Probate to be held in and for the City and County of Saint John, at the Probate Court Room in the Puzley Building in the City of Saint John, on Monday, the twenty-fourth day of February next, at eleven o'clock, in the forenoon, then and there to attend at the passing and allowing of the said account and at the making of the order for the distribution of the said estate as prayed for and as by Law directed.

ESTATE NOTICE

NOTICE IS HEREBY GIVEN of the intention of the undersigned Banks to apply after the expiration of four weeks from the date of the first section of this notice in the Canada Gazette, to the Governor-in-Council and the Treasury Board through the Minister of Finance and Receiver General for the approval of an agreement between The Bank of New Brunswick and The Bank of Nova Scotia whereby The Bank of New Brunswick agrees to sell and The Bank of Nova Scotia agrees to purchase all the real and personal properties, assets, rights, credits and effects of The Bank of New Brunswick of whatever kind and wheresoever situated, and whereby in consideration for such sale and purchase The Bank of Nova Scotia agrees to allot and issue to The Bank of New Brunswick or to its nominees, ten thousand fully paid shares of the capital stock of The Bank of Nova Scotia, of the par value of one hundred dollars each, and amounting in all to the par value of one million dollars, and to pay to said The Bank of New Brunswick the sum of one hundred thousand dollars, and whereby The Bank of Nova Scotia undertakes to assume, discharge, perform and carry out all the debts, liabilities, contracts and obligations of The Bank of New Brunswick (including notes issued and intended for circulation outstanding and in circulation, and leasehold, and other obligations.) A copy of the said agreement can be seen at the office of The Bank of New Brunswick, Saint John, N. B., and The Bank of Nova Scotia, Halifax, N. S.
 The said agreement has been approved by a resolution of the shareholders of The Bank of New Brunswick carried by the votes of shareholders present in person, or represented by proxy, representing more than two-thirds of the amount of the subscribed capital stock of the said Bank at a special general meeting of the shareholders of the said Bank duly called and held for the purpose. The said agreement has been approved by a resolution of the shareholders of The Bank of Nova Scotia at a special general meeting of the shareholders of the said Bank duly called and held for the purpose.
 By Order of the Board The Bank of New Brunswick,
 By C. H. EASSON,
 General Manager.
 By Order of the Board The Bank of Nova Scotia,
 By H. A. RICHARDSON,
 General Manager.

FOR SALE

THE SACKVILLE WOODWORKING COMPANY offer for sale as a going concern, its Woodworking Factory and lands at Sackville, N. B. The Factory consists of a main factory building, two warehouses, dry-house, an engine house. The buildings are well arranged and equipped with suitable machinery in good running order. The property contains eighteen acres of land situated just opposite the I. C. R. Railway Station and near the public wharves of the town, with railway siding and public roads adjoining the property.
 It is practically assured that the Dominion government will acquire the N. B. and P. E. I. Railway, and that in the near future traffic between Prince Edward Island and the mainland will come by way of Sackville. Also that natural gas will be available for power purposes during the coming year. These features should make the property an especially desirable one.
 You are therefore required to cite the Devises and Legatees of the deceased and all of the creditors and other persons interested in his said estate to appear before me, a Court of Probate to be held in and for the City and County of Saint John, at the Probate Court Room in the Puzley Building in the City of Saint John, on Monday, the twenty-fourth day of February next, at eleven o'clock, in the forenoon, then and there to attend at the passing and allowing of the said account and at the making of the order for the distribution of the said estate as prayed for and as by Law directed.

NOTICE

Tenders will be received up to the 18th day of January, 1913, by and at the office of the undersigned, Brock & Paterson, Limited, for all the uncollected book debts, shop fittings (Silent Salesman), safe, office furniture and fixtures, goods, chattels, personal property and effects in, around and about the premises now or heretofore occupied by Frederick R. Patterson (doing business as F. R. Patterson & Co.) at No. 207 Union Street in the City of St. John, mentioned and comprised in a certain Bill of Sale dated 1st May, 1911, made by the said Frederick R. Patterson to the said Brock & Paterson, Ltd. The said property may be tendered for en bloc or separately. Terms cash. The highest or any tender necessarily accepted. An inventory of the property to be sold may be seen at the office of the undersigned.
 Dated this second day of January, A. D., 1913.
BROCK & PATERSON, LIMITED,
 30 King Street, St. John, N. B.

NOTICE TO MARINERS

Notice is hereby given that Brazil Rock eas and whirling buoy is out of position. Will be placed in true position as soon as possible.
 CHAS. H. HARVEY,
 Agent, Marine and Fisheries Dept.

NOTICE OF LEGISLATION.

TAKE NOTICE that the Dominion Trust Company, a company duly incorporated under the laws of the Dominion of Canada, will apply to the Legislative Assembly of the Province of New Brunswick at the next session thereof for an act authorizing the said company to carry on business under the laws of the Province of New Brunswick as a trust company and to authorize and empower the said company to exercise its powers to the same extent as authorized by the act of the Dominion of Canada incorporating the said company.
 Dated the thirtieth day of December, A. D., 1912.
 PERCY A. GUTHRIE,
 Solicitor for the Applicant,
 Dominion Trust Company.

ESTATE NOTICE

NOTICE IS HEREBY GIVEN that Letters Testamentary of the last Will and Testament of Henry A. Calhoun, of the Parish of Rothesay, in the County of Kings and Province of New Brunswick, have been granted to the undersigned Executors. All persons indebted to the said Estate are requested to make payment immediately, and all persons having claims against the estate are requested to file the same duly proved by affidavit with the undersigned Solicitor.
 Dated this thirty-first day of December, A. D., 1912.
 JOHN A. CALHOUN,
 EDWIN G. KAYE,
 Executors.
 J. ROY CAMPBELL,
 Solicitor.
 42 Princess St., St. John, N. B.

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ST. JOHN, N. B., THURSDAY, JANUARY 9, 1913.

MR. PUGSLEY IS HEARD FROM.

Mr. Pugsley has not yet contributed to the naval debate, but his opinions are given in an interview in the Montreal Star and may be brought to the notice of his constituents. The late Minister of Public Works is quite confident that super-Dreadnoughts can be built in Canada at an average cost no greater than will have to be paid in England. The initial outlay for yards and plant, in Mr. Pugsley's opinion, would be a mere trifle of \$4,000,000, and such an investment "spread over a period of years, would not materially add to the cost of the ships." He further believes that as "many thousands of our people in New Brunswick are engaged in the fishing industry any difficulty in finding crews could be overcome."

It is distressing how the memory of distinguished Liberal politicians falls them at moments of emergency. In January, 1910, when Sir Wilfrid Laurier was making excuses for not building a fleet unit and was outlining the policy of the Naval Service Bill, he said:

"The cost of these ships would be according to British Admiralty figures \$2,338,000, or a little over \$11,000,000. According to Canadian prices, supposing the ships were to be built in Canada, we would have to add at least thirty-three per cent. to the cost just given."

Has the cost of building war vessels decreased in Canada since 1910, or is Mr. Pugsley drawing upon his imagination for political purposes? Which?

And again there is Mr. Borden's statement after consulting the Admiralty when introducing the Naval Bill. "The plant required," he said, "for the construction of a Dreadnought battleship is enormous, and it would be impossible at present to maintain shipbuilding in this country on such a scale. In any case only the hull could be built in Canada, because the machinery, the armor and the guns would necessarily be constructed or manufactured in the United Kingdom. The additional cost of construction in Canada would be about \$12,000,000 for the three ships, and it would be impossible to estimate the delay." Since when, it may well be asked, has Mr. Pugsley become an authority on naval construction and armaments? The figures are there; no less than \$8,000,000 would be wasted by construction of two super-Dreadnoughts in Canada.

The Standard inclines to the belief that Mr. Churchill, the First Lord of the Admiralty, takes rank as an authority before Mr. Pugsley. Writing to Mr. Borden on the outlook for constructing warships in Canada Mr. Churchill said:

"The main difficulty to be surmounted is to obtain that high degree of expert knowledge and experience which modern warships require for their efficient construction. We might, however, in the first instance, agree upon certain classes of vessels with which it may be considered that competent Canadian shipyards would be able to deal."

Mr. Churchill went on to state that the Admiralty would be prepared to invite tenders from approved Canadian firms for the construction of small cruisers, giving some orders at once. Further progress would depend upon the development of the industry in Canada and the extent of the Admiralty's programme. That statement endorses Mr. Borden's opinion that "the effective development of shipbuilding in Canada must commence with small beginnings and in a businesslike way." On the evidence produced, including the statement of the present leader of the Opposition, no further comment on Mr. Pugsley's ridiculous assertions is necessary.

Mr. Pugsley further contends that "thousands of our people in New Brunswick" would provide crews for the ships. They must have changed their minds rather quickly. The records of the Niobe, the sole representative of the Laurier navy on this coast, tell a different tale. Last year 123 recruits joined this ship and the Rainbow, and 111 deserted. Not one able-bodied seaman was added to the Niobe and not a single Nova Scotia fisherman joined or offered to join her.

As to the settlement of the Maritime Provinces, Mr. Pugsley thinks there is strong opposition to Mr. Borden's proposals. "The attitude towards the scheme," he says, "is that in giving three Dreadnoughts as proposed Canada is not assuming her full duty, and the question of a permanent navy should now be determined." These are high-sounding words in opposition, but what did Mr. Pugsley and the late Government do to assist Canada in assuming "her full duty"? Literally nothing. The permanent naval policy of the Borden Government will be submitted to the country for approval. In the meantime the Canadian people are of one mind, that three Canadian battleships shall give immediate and effective aid to the Imperial Navy—Mr. Pugsley and the Opposition notwithstanding.

GRAND TRUNK PACIFIC.

On June 1st, 1859, the first through train on the Canadian Pacific Railway rolled into the railroad depot of this city. The year 1859 was an important one in the history of St. John, as it marked the amalgamation of the old city of St. John with the new city of Portland which had grown up along its northern boundary. Perhaps it is hardly fair to refer to Portland as the new city, as the first English settlement in 1764 had been at Portland Point which remained the centre of trade in St. John for twenty years after.

The existence of three separate municipalities at the mouth of the St. John river, for Carleton, although a part of the city, enjoyed a separate assessment and was independent of East St. John in many matters, had its drawbacks. Although only twenty-three years ago, there are apparently few who remember that there ever was a union of the municipalities or that the North End and West St. John ever enjoyed separate municipal existence.

As already stated, 1859 was an important year for St. John. It witnessed the birth of the united city and the arrival of the first transcontinental train. There was no blast of trumpets, no beating of drums, no waving of flags to greet those who were passengers on the train, although quite a crowd had gathered at the depot to witness the inauguration of a service they had so long dreamed of and almost despaired of seeing.

Twenty-four years after this event another train—this time not laden with passengers, but with freight hauled from the distant West over the tracks of another transcontinental railway—the Grand Trunk Pacific, rolled into St. John and was placed alongside the dock where lay a steamer to convey the grain of the West, around open route, to far away South Africa, so lately in open rebellion but now a portion of the Overseas Dominions of the British Empire.

In twenty-four years a great change has taken place.

The first train over the Canadian Pacific brought a dozen or more passengers and a few express parcels. Later on a local freight was established between St. John and Montreal and the mails were transferred to the shorter route, but it was not until 1895, six years after the opening of the railway, that an export freight service was established.

With the C.P.R. the passengers came first; with the G.T.P. the freight has been the first. When the Grand Trunk system will be in full operation is still a matter of conjecture, and just what the real opening of the service will mean to St. John must remain in doubt for some time to come.

The changes that have occurred at the port of St. John since that memorable day in December, 1855, when the Lake Superior, the pioneer ship of the Winter Port service, entered the harbor and moored at the old Sand Point terminal, have been manifold. Although the Union wharf, as the original of the Winter Port wharves had been named was built, it was without warehouse accommodation, although workmen were then busy hurrying the erection of a large new warehouse which was ready for the next trip of the Superior. Since that time wharf and warehouse building has been going on continuously until St. John is now one of the best equipped ports in the Dominion, although there is still a shortage of wharf accommodation for the trade which has grown in value meanwhile from five to thirty millions, the probable figures of the present year. Not only has there been this enormous increase in the summer trade, when over 250,000 bushels of grain, the produce of Western Canada, found an outlet through this port.

St. John has had a very considerable growth in population directly traceable to the employment furnished by the Winter Port, but what is more important still, an impetus has been given to trade and manufacturing that has given the city a much needed "boost" ahead. Attention has been attracted to the splendid geographical position occupied by St. John as the centre of the Maritime Provinces and the time is not far away when this situation will make St. John the principal distributing and industrial centre of the Maritime Provinces. Optimism has taken the place of pessimism and where there were signs of stagnation and decay there is now activity and prosperity. The year 1912 was the most prosperous ever enjoyed by St. John even in the palmy days of wooden shipbuilding and 1913 will be even better than its predecessor, unless some unexpected calamity occurs.

PROTECTING THE FORESTS.

Railroads, both in their construction and operation in the Province of New Brunswick, have laid waste thousands of acres of good timber land. In the early days of the railroads, when wood was used for fuel, there were practically no spark preventers, and a shower, not of sparks but of huge burning clinders, was sent aloft to set fire wherever the clinders fell. It was no uncommon sight when travelling in a railroad train forty years ago to find the right of way aflame on both sides of the train. So great was the destruction caused by locomotives that laws were passed requiring double spark guards on wood-burning locomotives. But even this precaution and the employment of coal to generate power in the locomotive has rendered it only less destructive than formerly. Every year forest fires, some of them most destructive, are set by railroad locomotives. Every province of Canada has laws and regulations intended to prevent fires being set by locomotives, but with all the care that is now exercised great damage is annually done to the forests by the modern locomotive. The Province of Quebec has taken a very advanced stand with regard to the prevention of fire along railroad lines, says a recent writer on this subject. For the control of the fire situation along lines having Dominion charters, the Hon. Jules Allard, Minister of Lands, has entered into a co-operative arrangement with the Railway Commission for the handling of inspection work under the regulations of Order 16570, which provide for the establishment of special patrols by the railway companies, the reporting and extinguishing of fires by railway employees, and the regulation of the burning of inflammable material along rights of way during the fire season. The control of the fire situation along provincial chartered railways is most effectually provided for through the recent issuance of a general order by the Quebec Public Utilities Commission. The provisions of this order are substantially identical with the order of the Dominion Railway Commission. Provision is made in the provincial order for the appointment of a fire inspector, with authority to prescribe the measures to be taken by the railway companies.

New Brunswick has a very good law for the prevention of forest fires, but since the construction of the National Transcontinental and the International, which run for miles through dense forests, special enactments for the protection of the forests are necessary and will, no doubt, receive attention at the next session of the Legislature. Now that the shale properties in Albert County are about to be developed, oil, which does not produce a spark, might be employed on these railways.

Oil as a fuel for locomotives is not an experiment. It has been used extensively in California and other Western States and there has been an enormous increase in the number of oil-burning locomotives during the past few years. Forest protection is a most important question since the price of all classes of wood products has increased in value.

Mr. William Randolph Hearst's Boston American has apparently an axe out for Senator Bailey, who has just retired from the United States Senate. In a typical editorial it describes him as "another pestiferous animal dead politically, skinned and nailed." After hailing the event with much glee the American continues: "We expect in the future to see more than one of these sad-eyed musteloid carnivores of the United States Senate and other political bodies get up, a tear in each eye, and die unpleasantly—with especial unpleasant references to these newspapers and their management. But, like the farmer whose old barn door with its decorations encourages the honest hen or duck, we are reconciled to the hatred of the mephitic tribe, since we must have it in order to do our duty by honest fowl." The term "musteloid carnivores" as a form of abuse is distinctly original, but need not be interpreted. Yellow journalism, as typified in Mr. Hearst's organs, has about reached the limit.

The Victoria Colonist feels called upon to make a defence of the religion of the downtrodden Turk in his day of distress. "Let us learn," it says, "to be fair to Islam. If it is dying, which we very greatly doubt, we ought not to forget the good it has done and remember only the evil; if it is to continue as an influence upon the minds of men, we will be wise if we endeavor to regard it with as little prejudice as possible. Doubtless from the point of view of the Moslem, the Christian is as objectionable as he is to us. The good that is in both of us, is very closely akin." It can only be surmised that the Turk does not practice what Islam teaches. For many of his methods and the atrocities he has committed he well deserves the title of "unspeakable."

The Canadian Pacific Railway Company, through their Natural Resources Department, are making arrangements to acquire lands all along their line from the Atlantic to the Pacific for the purpose of growing the ties used on the railway. This is a most important step and will prove beneficial alike to the country and the company.

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Next term will begin Thursday, January 2nd.

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85-1-2 Prince William St., St. John.

PROVINCIAL PERSONALS.

(Moncton Times, Jan. 8.)
P. J. Turner, of St. John, was in the city yesterday and registered at the Min-to.
Messrs. G. P. Wilbur and F. H. Jeffrey, of St. John, are at the Brunswick.
Miss Kathleen O'Leary, of Richibucto, is in town, a guest at the Min-to.
A. C. Jardine, of St. John, was in the city yesterday and registered at the Brunswick.
C. D. Hicks, of Dalhousie, arrived in the city yesterday and is a guest at the Min-to.
H. A. Chase, of St. John, was in the city yesterday and was at the American.
George Dishart, of St. John, is staying in the American.
F. C. McLean, of St. John, was in town yesterday.
F. M. Thompson, of Hillsboro, was in the city yesterday.
F. A. Thomas, of St. John, is registered at the Brunswick.
G. F. White, of St. John, was at the Brunswick yesterday.
E. R. Penwick, of St. John, manager for the Maritime Provinces of the Dunlop Tire Company, is at the Min-to.

(Woodstock Press, Jan. 7.)
Mr. and Mrs. Ernest Hazerman, of St. John, have been visiting their former home at Upper Queensbury.
Dr. H. B. Hay of Chipman, Queens County, was here for a brief visit last week.
C. H. Elliott, barrister, of Perth, was at the Barker House, Fredericton, on Friday.
Coun. Ezra Flemming of Elmwood, Debec, was a caller at this office on Friday.
John Morrison, Jr., left last week to continue his studies at Acadia College, Wolfville, N. S.
James M. Queen of St. John was a visitor here last week.
Miss Vivian Freeze of St. John is the guest of Miss Jean Smith.
L. M. Tompkins of Florenceville, spent the New Year in St. John.
Miss Frances McNally, of St. John, spent Sunday with her aunt, Miss McIndoe, at Mrs. Abraham Clarke's.

(Sackville Post.)
The many friends of Aid. L. C. Carey will regret to learn that he is confined to his room as the result of an accident.
Miss Mary McHaffey is spending a few weeks with her parents, Capt. and Mrs. B. J. McHaffey.
Mr. and Mrs. W. S. Pickles, who have been visiting the latter's mother, Mrs. Sparkes, have returned to their home in Campbellton, N. B.
Friends of Rev. J. W. McConnell, will be interested in the word received here yesterday that he has received a call from Trinity church, Amherst one of the largest churches in the Methodist conference. He will succeed Rev. Hamilton Wigle.

(Fredericton Gleaner, Jan. 7.)
Miss Muriel McCain has been visiting friends at Florenceville.
Charles Pennett, C. E., of St. John, is in the city today.
T. R. Campbell, of Salsbury, is at the Barker House.
Coun. William Griffin, Jr., of Cross Creek, is here to attend the York County Council sessions. He is a guest at the York Hotel.
J. A. Sarvis of Montreal, and J. V. Kierstead, of St. John, are among the guests at the Queen Hotel.
Miss Silver returned to Mount Allison University, Sackville, this morning after spending her vacation as a guest of Miss Lottie Hawkins, daughter of Mr. G. N. C. Hawkins, manager of the Bank of Montreal.
George Colwell, who has been visiting his parents, Mr. and Mrs. David Colwell, George street, will return to Edmonton, Alta., this week.
R. Watson Whitlock has been appointed immigration agent at St. John in place of the late Samuel McCurdy.

(New Glasgow News, Jan. 6.)
P. T. Whitaker, St. John, N. B., is in town.
Wm. Rankine, St. John, spent Saturday in New Glasgow.
Rev. Father Tessier, of St. Joseph's University, passed through the city today for St. Joseph's. He has been at Richibucto since Christmas, assisting the Rev. Father Martineau.

(Chatham Commercial.)
Mrs. J. I. Trueman, who has been a guest at St. Andrew's Manse, returned to St. John Saturday. Mrs. Trueman and daughter Kathleen, will leave shortly for Toronto, where they will spend the winter.

PLANING MILL WORK

The Largest and Fastest Machines

We plane up to 14 inches thick and 26 inches wide. For fine work up to 20 inches wide.

Fast matchers to tongue and groove your lumber.

RESAWING

CAR LOTS A SPECIALTY.

Our Rotary Mill will saw logs, timber and sled runners.

Large moulders and skilled operators.

BAND SAWING AND TURNING.

The Christie Wood-working Co.
TWO FACTORIES
245 1/2 City Road
68 to 86 Erin St.



MUST, used since- rely, is a strong word. It brooks no doubts, no excuses.

That is why it fits Regal.

This flour must satisfy you, else your dealer returns your money.

REGAL FLOUR

HEADQUARTERS FOR

Watches, Clocks,
Diamonds, Jewelry,
Cut Glass, Silverware, etc

Our depleted stocks are being rapidly replenished.

FERGUSON & PAGE,

Diamond Importers and Jewelers,
King Street



"WORLD"

Babbitt Metal

For General Machine Shop, Mill and Foundry Use, or any place where a Good Metal is required
Price 25c. net per lb.

FREIGHT PAID ON 100 LB. LOTS TO YOUR NEAREST RAILWAY STATION

We know "World" Brand to be a Good Babbitt and will give you satisfaction, even if you are paying a higher price

T. McAvity & Sons, Ltd.

ST. JOHN, N. B.

Office and Pocket Diaries

ALL SIZES
English and Canadian.

BARNES & CO., LTD.

84 Prince William Street

BALATA BELTING

The Best for Laundries, Dye-Houses and Exposed Situations

D. K. McLAREN, LIMITED

64 Prince William St. Phone Main 1121. St. John, N. B.

The A. R. Williams Machinery Co.

Of St. John, N. B., Ltd.

13 TO 15 DOCK STREET, ST. JOHN

HEADQUARTERS FOR MACHINERY IN THE MARITIME PROVINCES.

COMPLETE POWER PLANTS.
IRON AND WOODWORKING MACHINERY
FULL STOCK OF TRANSMISSION.
"BULLDOG" GASOLINE ENGINES.
MILL AND FACTORY SUPPLIES.

SOLE AGENTS FOR—
GOLDIE & McCULLOCH CO. LTD., Galt, Ont.
BOILERS, ENGINES, SAFES AND VAULT DOORS.

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One Dollar in
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Mr. Horn plans
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starter and other
live stock, findin
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modern bungalo

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strength
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Ask for an
Scott & Borne

\$100 BONDS

The attention of investors of small amounts who wish only the safest kind of securities—bonds, is called to our offering of bonds of \$100 denominations.

- Hewson Pure Wool Textile 6's with common stock bonus.
- Trinidad Consolidated Telephone 5's
- Nova Scotia Steel & Coal 5's.
- Nova Scotia Steel & Coal 6 p. e. Debenture Stock.
- Maritime Telegraph and Telephone 5's.

F. B. McCURDY & CO.,

Members Montreal Stock Exchange.
Halifax, Montreal, St. John, Sherbrooke, Kingston, Ottawa, Sydney, Charlottetown and St. John's, Nfld.

Bonus Dividend

THE NORTHERN CANADIAN MORTGAGE COMPANY has declared a Bonus of 1 p. c. in addition to the regular half-yearly dividend of 4 p. c.—making TOTAL DIVIDEND DISBURSEMENTS—9 p. c. for 1912.

We have a few shares of this stock still on hand and would RECOMMEND ITS PURCHASE.

Send for Special Circular

EASTERN SECURITIES CO., LTD., Investment Bankers

W. F. MAHON, Mng. Dir.

ST. JOHN, N. B. MONTREAL, QUE.



King George's Navy Plug

10¢

KING GEORGE NAVY PLUG CHEWING TOBACCO

IS IN A CLASS BY ITSELF!

It surpasses all others in quality and flavour because the process by which it is made differs from others.—It is deliciously sweet and non-irritating.

SOLD EVERYWHERE: 10c a PLUG

ROCK CITY TOBACCO Co., Manufacturers, QUEBEC

GOLD DUST

saves rubbing and saves your clothes

Gold Dust lathers instantly in hot or cold, hard or soft water—converts itself instantly into thick, vigorous suds that remove grease, grime and settled stains and clear out impurities and germs.

Gold Dust spares you and protects your clothes from washboard wear.

Save yourself long hours of weary, dreary toil, and double the life of your clothes, by buying and trying a package of Gold Dust next wash-day.

These "Basket Parties" Always Welcome



Gold Dust is sold in 5c size and large packages. The large package means greater economy.

THE N. K. FAIRBANK COMPANY LIMITED, Montreal, Conn.

THE BOSTON CURB.

By direct private wires to J. C. Mackintosh and Co.

Bid.	Ask.
Zinc	29 1/2
East Butte	14 1/2
North Butte	23 1/2
Lake	24 1/2
U. S. Smelting	42 1/2
Franklin	8 1/2
First National	2 1/2
Trinity	5 1/2
Davis	2 1/2
Isle Royale	21 1/2
United Mining	10 1/2
Quincy	7 1/2
Molybdenum	14 1/2
Oscoda	10 1/2
United Fruit	18 1/2
Granby	69 1/2

CLOSING COTTON LETTER.

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

New York, Jan. 8.—The market opened firm at an advance of 5 to 10 points as a result of short covering based on strong cables and the desire to even up over tomorrow's closing report. The advance, however, encountered considerable long cotton offered because longs also were uncertain as to the government figures. The result was a restricted volume of business throughout. There was no particular news to influence dealers and there was a general inclination to await tomorrow's figures. Southern spot markets were reported unchanged.

CURRENT PRICES OF NEW YORK MARKET

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

Am Cop.	7 1/2	7 3/4	7 7/8
Am Bet Sur.	35 1/2	37	35 1/2
Am C and P.	65 1/2	65 1/2	65 1/2
Am C and P.	19 1/2	19 1/2	19 1/2
Am Loco.	43	43 1/2	43 1/2
Am S and R.	72 1/2	73 1/2	72 1/2
Am T and T.	139 1/2	139 1/2	139 1/2
Am Harvester.	111	111	110 1/2
Am Stl Pdy.	36	36	36
Am Cop.	40 1/2	40 1/2	39 1/2
Atchafson.	106 1/2	106 1/2	106 1/2
B and O.	105 1/2	105 1/2	105 1/2
B. R. T.	91 1/2	91 1/2	91 1/2
C. P. R.	263 1/2	264 1/2	264 1/2
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C and St.	115 1/2	115 1/2	115 1/2
C and N. W.	137 1/2	137 1/2	137 1/2
Chino Cop.	46 1/2	47 1/2	46 1/2
Con Gas.	140 1/2	141 1/2	140 1/2
D and H.	167 1/2	167 1/2	167 1/2
D and R. G.	32 1/2	32 1/2	32 1/2
Erie.	32 1/2	32 1/2	32 1/2
Gen Elec.	185 1/2	185 1/2	185 1/2
Gr Nor Pdy.	131 1/2	131 1/2	131 1/2
Ill. Cent.	127 1/2	127 1/2	127 1/2
Int Met.	184 1/2	184 1/2	184 1/2
Lehigh Val.	166 1/2	166 1/2	166 1/2
Rep. I and S.	29 1/2	29 1/2	29 1/2
Kan City So.	27 1/2	27 1/2	27 1/2
M. K. and T.	29 1/2	29 1/2	29 1/2
Miss Pac.	41 1/2	41 1/2	42 1/2
N. Y. Cent.	108 1/2	108 1/2	108 1/2
N. Y. O and W.	112 1/2	112 1/2	112 1/2
Nor Pac.	121 1/2	121 1/2	121 1/2
N and W.	113 1/2	113 1/2	113 1/2
Penn.	123 1/2	123 1/2	123 1/2
Peo Gas.	116 1/2	116 1/2	116 1/2
Pr Stl Car.	36 1/2	36 1/2	36 1/2
Ry Stl Sp.	34 1/2	34 1/2	34 1/2
Reading.	167 1/2	167 1/2	167 1/2
So. Pac.	106 1/2	106 1/2	106 1/2
Soo.	142 1/2	142 1/2	142 1/2
Son Ry.	28 1/2	28 1/2	27 1/2
U. S. Stl Pdy.	111 1/2	111 1/2	111 1/2
U. S. Rub.	65 1/2	65 1/2	65 1/2
U. S. S. P.	68 1/2	68 1/2	67 1/2
Vir Chem.	42 1/2	42 1/2	42 1/2
West Union.	74 1/2	75 1/2	75 1/2

CHICAGO GRAIN AND PRODUCE MARKETS.

By direct private wires to J. C. Mackintosh and Co., St. John, N. B.

High.	Low.	Close.
May	92 1/2	91 1/2
July	89 1/2	88 1/2
Sept.	86 1/2	85 1/2
May	49 1/2	48 1/2
July	50 1/2	50 1/2
Sept.	51 1/2	51 1/2
May	32 1/2	32 1/2
July	33 1/2	33 1/2
Sept.	33 1/2	33 1/2
Jan.	17 1/2	17 1/2
May	18 1/2	18 1/2

NEW YORK COTTON RANGE.

By direct private wires to J. C. Mackintosh and Co., St. John, N. B.

High.	Low.	Close.
Jan.	12 99	80—82
Mar.	12 62	47—48
May	12 62	49—50 1/2
Aug.	12 67	45—46
July	12 43	25—26 1/2
Sept.	11 84	80—80
Oct.	11 78	68—69
Dec.	11 72	67—67 1/2

CLOSING STOCK LETTER.

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

New York, Jan. 8.—Today's stock market was characterized by alternating periods of dullness and small feverish movements which imparted a tone of irregularity to the day's transactions. The early tone was steady with the standard issues showing fractional advances, but the dealings nevertheless were confined to the trading element which showed no disposition to make permanent commitments over the settlement of the Union Pacific-Southern Pacific dissolution and the Minnesota rate case. In the mid-session the whole market developed a sagging tendency in sympathy with the weakness in the Copper shares. The Copper Producers' statement showed a surprisingly large increase in stocks although the showing was mitigated by the knowledge that some large sales had been made since the turn of the year, and that actual conditions, therefore, were not so unfavorable as indicated. The closing range showed much irregularity of movement for the day but the transactions as a whole had little significance. No appreciable movement of prices is expected until after the Minnesota rate case has been decided and a plan for dissolution of the U. P. S. Pac. merger that is satisfactory to the Supreme Court has been effected. Meantime the market shows a considerable degree of technical strength and in the opinion of some shrewd judges would advance easily on any sustained buying.

BUY SPANISH RIVER PREFERRED

For a Safe Investment,
For a Big Return,
For a chance to increase your Capital.

ATLANTIC BOND COMPANY, LTD.
Bank of Montreal Building,
St. John, N. B.
HOWARD P. ROBINSON, President.
Telephone Main 2494.

DAY'S SALES ON MONTREAL MARKET

Furnished by F. B. McCurdy & Co. Members of Montreal Stock Exchange 100 Prince William Street, St. John, N. B.

Am Cop.	7 1/2	7 3/4	7 7/8
Am Bet Sur.	35 1/2	37	35 1/2
Am C and P.	65 1/2	65 1/2	65 1/2
Am C and P.	19 1/2	19 1/2	19 1/2
Am Loco.	43	43 1/2	43 1/2
Am S and R.	72 1/2	73 1/2	72 1/2
Am T and T.	139 1/2	139 1/2	139 1/2
Am Harvester.	111	111	110 1/2
Am Stl Pdy.	36	36	36
Am Cop.	40 1/2	40 1/2	39 1/2
Atchafson.	106 1/2	106 1/2	106 1/2
B and O.	105 1/2	105 1/2	105 1/2
B. R. T.	91 1/2	91 1/2	91 1/2
C. P. R.	263 1/2	264 1/2	264 1/2
C and O.	79 1/2	79 1/2	79 1/2
C and St.	115 1/2	115 1/2	115 1/2
C and N. W.	137 1/2	137 1/2	137 1/2
Chino Cop.	46 1/2	47 1/2	46 1/2
Con Gas.	140 1/2	141 1/2	140 1/2
D and H.	167 1/2	167 1/2	167 1/2
D and R. G.	32 1/2	32 1/2	32 1/2
Erie.	32 1/2	32 1/2	32 1/2
Gen Elec.	185 1/2	185 1/2	185 1/2
Gr Nor Pdy.	131 1/2	131 1/2	131 1/2
Ill. Cent.	127 1/2	127 1/2	127 1/2
Int Met.	184 1/2	184 1/2	184 1/2
Lehigh Val.	166 1/2	166 1/2	166 1/2
Rep. I and S.	29 1/2	29 1/2	29 1/2
Kan City So.	27 1/2	27 1/2	27 1/2
M. K. and T.	29 1/2	29 1/2	29 1/2
Miss Pac.	41 1/2	41 1/2	42 1/2
N. Y. Cent.	108 1/2	108 1/2	108 1/2
N. Y. O and W.	112 1/2	112 1/2	112 1/2
Nor Pac.	121 1/2	121 1/2	121 1/2
N and W.	113 1/2	113 1/2	113 1/2
Penn.	123 1/2	123 1/2	123 1/2
Peo Gas.	116 1/2	116 1/2	116 1/2
Pr Stl Car.	36 1/2	36 1/2	36 1/2
Ry Stl Sp.	34 1/2	34 1/2	34 1/2
Reading.	167 1/2	167 1/2	167 1/2
So. Pac.	106 1/2	106 1/2	106 1/2
Soo.	142 1/2	142 1/2	142 1/2
Son Ry.	28 1/2	28 1/2	27 1/2
U. S. Stl Pdy.	111 1/2	111 1/2	111 1/2
U. S. Rub.	65 1/2	65 1/2	65 1/2
U. S. S. P.	68 1/2	68 1/2	67 1/2
Vir Chem.	42 1/2	42 1/2	42 1/2
West Union.	74 1/2	75 1/2	75 1/2

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Gen Elec.	185 1/2	185 1/2	185 1/2
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U. S. S. P.	68 1/2	68 1/2	67 1/2
Vir Chem.	42 1/2	42 1/2	42 1/2
West Union.	74 1/2	75 1/2	75 1/2

MONTREAL UNLISTED SALES

Private wire telegram to F. B. McCurdy and Co. Members of Montreal Stock Exchange.

Am Cop.	7 1/2	7 3/4	7 7/8
Am Bet Sur.	35 1/2	37	35 1/2
Am C and P.	65 1/2	65 1/2	65 1/2
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B and O.	105 1/2	105 1/2	105 1/2
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Gr Nor Pdy.	131 1/2	131 1/2	131 1/2
Ill. Cent.	127 1/2	127 1/2	127 1/2
Int Met.	184 1/2	184 1/2	184 1/2
Lehigh Val.	166 1/2	166 1/2	166 1/2
Rep. I and S.	29 1/2	29 1/2	29 1/2
K			

AROUND THE CITY

Wire Trouble Affects Lights.

The electric lights in the eastern section of the city went out for a few minutes last evening owing to a defective wire. The trouble lasted about ten minutes.

Appreciation of Salvage Corps.

Capt. K. J. Macrae, of No. 1 Salvage Corps Company, has received \$25 from J. Fred Fisher of the F. Fisher and Co., also a letter thanking the corps for the careful manner in which they protected the firm's property during the fire early Sunday morning.

The First Real Sleighing.

The fall of snow yesterday provided the city with the first real sleighing of the season and many were out yesterday afternoon and evening enjoying the pleasure of sleighing. The tooting of horns and the singing of merry carols last night showed that the parties with the four horse sleighs had commenced their season of pleasure.

Big Shoe Warehouse About Finished.

The large new Ames-Holden-McCreedy building on the corner of Duke and Canterbury streets is practically finished, the only work now being done is putting on the finishing touch. Yesterday the New Brunswick Telephone Company finished installing an up-to-date intercommunicating system. The building is now one of the finest in the city.

Builders Exchange.

At the meeting of the St. John Builders Exchange held last evening, the following officers were elected for the year: president, Hon. J. E. Wilson; 1st vice president, H. L. McGowan; 2nd vice president, J. Thomas; secretary, R. M. Thorne; treasurer, J. Burley; sergeant-at-arms, J. Bernard Holmes; trustees, S. A. Thorne, W. A. Steiper, J. Sprout and J. Donald.

At the Every Day Club.

The work of the Every Day Club this winter is proceeding in a satisfactory manner. Last evening about 150 boys and young men gathered at the club room and spent a very enjoyable evening. C. H. Piewelling was present and entertained the gathering by showing a large number of interesting pictures. Addresses were delivered by T. M. Belding and Geo. Scott, after which the boys amused themselves by singing a number of patriotic choruses.

Will Not Hold Inquest.

Coroner D. E. Berryman stated last evening that he would not hold an inquest into the Silver Falls case where a few bones had been found in the ruins of the Silver Falls hotel which was burned last Saturday. The coroner said there was very little, if any, evidence that there had been a human being buried in the bar, and after he had made a thorough investigation he was satisfied that an inquest was not at all necessary.

Sokoito Had Rough Time.

The Elder-Dempster liner Sokoito which docked at the Long Wharf yesterday had a rough time of it coming up the bay. She was a little to the southward of Seal Island when she ran into Friday's reef, and was obliged to heave to for some time. Although the steamer suffered no damage from the heavy seas the false deck on the pilot house was blown away, and the binnacle containing the standard compass was badly injured. The officer in command said that at times the wind blew with hurricane violence, and that during the heavier squalls it was impossible for a man to stand on the deck without holding on to something with both hands. The Sokoito has a cargo of sisal from Mexican ports.

BURGLAR ALARM

BROUGHT POLICE;

"NOTHING DOING"

Bank Montreal Alarm Sounded; by Accident Yesterday - Crowd Collected but "Burglars" Kept Under Cover.

The sounding of the burglar alarm in the Bank of Montreal caused considerable excitement about the foot of King street yesterday afternoon. In a few minutes a group of people collected at the corner of the bank entrance with interest, apparently expecting a band of highwaymen with revolvers in one hand and bags of gold in the other to emerge and make a break for the tall timbers. At any rate they left a pathway to the door.

Soon Sergeant Baxter came running along Prince William street and forcing his way through the crowd ran into the bank. A few seconds afterwards Detective Killen came springing down King street and disappeared into the bank. The crowd waited breathless, but nothing happened. A clerk in the bank had accidentally set off the burglar alarm. However the bank management were gratified at the prompt appearance of the officers of the law.

WOODSTOCK NEWS.

Special to The Standard. Woodstock, Jan. 8.—Mr. and Mrs. Fred J. Boyer, of Victoria, this country, left St. John last night for Grandmere, Bermuda, via New York, where they will spend a month or more with Hon. H. P. and Mrs. McLeod.

A. H. M. Hay, manager of the Bank of Nova Scotia, at Welland, Ont., who has been here for a few weeks on a visit to his father, W. W. Hay, will leave tomorrow for home.

SPAIN WILL RESUME RELATIONS WITH VATICAN.

Madrid, Jan. 8.—Count Alvarado Romanos, the premier, announced in an interview today, that the government had decided to resume formal relations with the Vatican. The cabinet is now engaged in selecting an ambassador to the Vatican.

CITY WILL HAVE SURPLUS OF \$30,000 ON THE YEAR

Assessment for Coming Year not Likely to be Much Heavier than in 1912--Some Properties will Pay More, and Wage Earners will get Measure of Relief.

After the meeting of the city commissioners yesterday afternoon it was said that the report in the evening papers that the taxes would be increased 15 per cent was somewhat premature. The commissioners yesterday went into the financial position of the various departments, and came to the conclusion that the surplus for 1912 would be considerably larger than during the last year. The old council had charge of affairs. While the accounts for the year just closed have not been all made up, it is understood that the commissioners expect to have a surplus of between \$30,000 and \$40,000, made up of the unexpended balances of the different departments and the increases in general revenue and the economies of the water service.

While the estimates for this year will be considerably larger than last year, it is said that owing to the surplus on hand the amount to be assessed for will not be very much larger than last year; certainly there will be no increase in the assessment at all corresponding to the increase in the market value of property in the city during the last year.

About the only increase of importance in the appropriation will be for the departments of public works and public safety.

The public works department is asking for an increase of about \$10,000 for general purposes, and is carrying over about \$10,000 on account of the macadam pavement laid on King street.

The public safety department is asking for a considerable increase on account of the police service, it being understood that the commissioner proposes to raise the pay of the policemen about 25 cents a day. The appropriation asked for the fire department is not much larger than last year.

The tax rate of St. John last year was \$1.96, and an act of legislature fixes the maximum tax rate at \$1.98. Any considerable increase in the taxes could only be obtained by raising the assessment of property. It is said there is not likely to be any material increase in the assessment of property generally, but it is probable that many properties, which have been paying on an unduly small assessment, may be assessed for more taxes this year, and that some relief will be given to the wage earners who have usually been taxed to the limit.

Up to the present neither the city authorities nor the board of trade have made any study of the industrial problem in St. John, but the number of inquiries coming in from parties seeking sites for industries would seem to call for a special investigation and study of conditions in the city with a view to securing a body of information which would make it possible to point out to manufacturers the information they want without any unnecessary delay.

LETITIA WILL SAIL FOR GLASGOW TODAY

New Liner Inspected by Public Yesterday—Lake Champlain will also Leave Today—A Serious Accident.

Yesterday afternoon the Donaldson liner Letitia, Captain Wm. McNellie, was inspected by a party of citizens in and out of the inclement weather a considerable number of people took advantage of the opportunity to go through the new ship. All expressed themselves as being delighted.

The Letitia sails today for Glasgow for a cargo of wheat, 44,000 bushels of wheat. The passenger list includes 32 cabin and about 100 steerage. The cabin passengers are as follows:

James Axton, Mrs. James Axton, Thos. Banker, N. Bungan, Mrs. N. Bungan and child, James Campbell, Mrs. Edmond, J. Poirer, Miss Nestor, Walter Gilchrist and two children, R. S. Gordon, Geo. Head, Mrs. Geo. Head, Cyril Head, J. D. Jones, David Kidd, Dr. W. L. Leary, Miss Nestor, Mrs. W. A. McIntyre, Mr. McIntyre, Mrs. McIntyre, James Picken, Robert C. Rennie, Mathew Ramsay, Mrs. Robertson, George W. Ross, A. A. Viger, J. K. Withers, Mrs. Wallace.

The C. P. R. steamer Lake Champlain, Captain Kendall, also sails today with a large cargo of wheat, flour, deals and general merchandise. The wheat will probably amount to over 100,000 bushels.

A rather serious accident occurred yesterday afternoon aboard the steamer when Charles Doyle, a longshoreman working in hold No. 2, slipped and fell from the deck, striking his spine and fracturing one of his thumbs broken and a wrist sprained, when a hand truck slipped from the landing stage on deck, fell and struck him in the small of the back.

The unfortunate man was at once carried on deck and later removed to his home in Fairville in the ambulance. It is reported that his injuries are not serious.

The Donaldson liner Satornia, Captain Gaylor, from Glasgow, was reported to have left for Montreal last evening and is expected to dock this morning. The Satornia has a general cargo, 39 cabin passengers and 37 steerage.

It is understood that the C. P. R. have completed arrangements for a new line of steamers to run between Trieste, in Austria, and St. John and Montreal, in Canada. This will be the first Mediterranean service from Canada and during the winter will link the last link connecting this port with the commercial world.

Hayden Kelly, Lionel McIntyre, Ralph McInerney and Andrew Gleason left last evening to resume their studies at St. Thomas' College, Chatham.

Charles Brittain, of the mechanical staff of the Montreal Witness, who accompanied the remains of his wife here on Tuesday, returned to Montreal last evening on the Pacific express.

PERSONAL.

Property Sale of Whitewear. The property sale of whitewear now going on at F. A. Dykeman & Co.'s enables the ladies of St. John to lay in their entire year's requirements at prices that represent but little more than the bare materials in the garments. The goods on sale are made by two of the most reliable mills in Canada, that have the reputation of turning out the daintiest of whitewear from the best of materials, and at the lowest prices. This property sale is meeting with the success that the prices placed on them at the start portended that they would.

Card of Thanks. I wish through this paper, in behalf of the family, to thank the many friends for the sympathy extended to us in our sad bereavement, C. E. Duplessis.

Among the matters which will probably come up at tomorrow's meeting will be the fixing of a date for the opening of the legislature. Either Feb. 12th or 20th will probably be settled upon with odds in favor of the former date, as it is felt that by opening on the 12th there would be a five weeks session and still conclude before the Easter holidays.

ASKING FOR DATA ABOUT WINTER PORT

St. John's Possibilities as Manufacturing Centre Subject of Enquiry

Requests for Information Reach Offices of Board of Trade—Every Effort Made to Give Replies.

That the possibilities of St. John as a manufacturing centre are attracting increasing attention, is shown by the fact that the number of inquiries at the office of the board of trade has been steadily increasing. The inquiries received recently have come from any considerable number of the United States and Great Britain, and have been of a diverse character. The information sought by parties seeking sites for new industries is of a very varied nature, some embracing questions spread over several large sheets of paper. The officials of the board of trade try to answer these inquiries as fully and quickly as possible, but the work of supplying the information asked for is often difficult, and means that a great deal of time is consumed in gathering the information, which is often of a special character.

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Mantles - Grates - Tiles

It will be found advantageous to inspect our stock get our prices before purchasing any of the above.

Tiles for Floors, Vestibules, Bathrooms, Walls and Grates

W. H. THORNE & CO. LTD. MARKET SQUARE & KING ST.

GET THEM AT THE RIGHT TIME

The Right Time to Buy Hockey or Skating Boots

is just now when you have the whole winter season before you, and you might as well have them now as later on.

We have a special line of Lightning Hitch Hockey Boots that are the last word in skating comfort and the prices are just about what you planned on paying for them.

WE WILL ATTACH YOUR SKATES FREE OF CHARGE.

MEN'S \$2.75, \$3.00 BOYS' \$2.25 WOMEN'S \$2.00, \$2.25, \$2.50

THE SLATER BOOT SHOP, KING STREET

"Hustler" Ash Sifters

If you want to make a saving in your winter's coal bill buy the HUSTLER. It will save you coal, time and labor, as well as keep the dust down. It will save its cost in a single season.

Price \$5.50 each GALVANIZED ASH BARRELS

Price \$2.50 each. In lots of 6 or more \$2.25 each.

EMERSON & FISHER, LTD., 26 GERMAIN STREET

Household Linen and Cotton Sale in Linen Room—Special for This Morning from 8.30 to 12 o'clock. Bleached Cotton Sheets, ready hemmed, 2 yards wide, each 70c; 2 1/2 yards wide, each 78c.

January Opening of Dainty New Whitewear

COMMENCING THIS MORNING. The annual exhibit of delightful Whitewear has always been of great importance to the ladies of St. John and vicinity. When you come just observe the splendid workmanship, the excellent materials, the distinctiveness of these fascinating lingerie styles. Such a splendid showing is not the result of chance, but of careful planning, of placing orders months ago—and all who aim to have first choice ought not to be far off when the doors swing open.

NIGHT DRESSES—55c. Cambric, low neck, short sleeves, edged neck and sleeves lined lace, ribbon heading and ribbon. 70c. Cambric, low neck, short sleeves, embroidery trimmed neck and sleeves \$1.00 Nainsook, imitation hand embroidery, low neck, short sleeves edged with lace. \$1.10 Nainsook, low neck, round yoke of new punch embroidery, neck and sleeves edged lace. \$1.10 Nainsook, high neck, long sleeves, plain tucked yoke, neck and sleeves edged with Hamburg embroidery. \$1.25 Nainsook, French style, imitation hand embroidery. \$1.50 Nainsook, V neck, prettily trimmed with cluny lace, heading and ribbon. \$1.50 Nainsook, low neck, prettily trimmed with cluny lace, heading and ribbon. \$1.50 Nainsook, square neck, prettily trimmed with cluny lace, heading and ribbon. \$1.50 Seersucker square neck, buttoned down front, edged neck and sleeves lined lace. \$1.75 Nainsook, low neck, fancy yoke, one row Val lace insertion, neck edged lace, fancy sleeve Val. insertion and lace. \$1.85 Nainsook Novelty Stripe, neck and sleeves edged fine embroidery.

\$2.25 Nainsook, high neck, tucked front, neck and sleeves edged fine Swiss embroidery, heading and ribbon. \$2.50 Nainsook, low neck wide Swiss insertion and ribbon, lined lace insertion, edged with linen lace, narrow ribbon heading and ribbon. \$3.00 Fine Nainsook, fancy front of Val. insertion with lace medallions, fancy short sleeves, edged neck and sleeves with lace. \$4.25 Nainsook, low neck wide Swiss insertion, two rows real cluny lace insertion and shadow lace, large ribbon rosettes. \$4.65 Nainsook, fancy front open net insertion, cluny lace insertion, sleeve to match trimmed with dotted satin ribbon. \$4.85 Mercerized Lawn, fancy front of cluny lace insertion, French hand embroidery, heading and ribbon. \$5.95 Fine Flaxon, fancy front medallion, heading and ribbon, Val. lace insertion, neck edged lace insertion, lace heading and ribbon, fancy trimmed sleeves. \$6.45 Flaxon, fancy front cluny lace, medallions and Baby Irish lace, heading, narrow ribbon, large ribbon rosette. \$7.50 Flaxon, fancy front shadow lace, two Swiss medallions, fancy sleeve, lace, heading, ribbon, large bow ribbon. \$9.70 Flaxon, handsome fancy front of French embroidery, real Val. lace insertion, sleeves to match, ribbons PRINCESS SLIPS in large variety, latest effects, narrow and with the fashionable straight lines, very dainty materials, embroideries and lace trimmings. 98c. to \$10.80

GORET COVERS, all sizes from 32 to 44 bust. 30c. Cambric, trimmed with linen lace, heading and ribbon. 40c. Cambric, wide embroidery, heading with ribbon, edged sleeve with lace. 50c. Nainsook, two rows linen insertion, edged with lace. 75c. Nainsook, fancy front lace insertion, medallions, round neck, one row lace insertion, heading and ribbon. \$1.00 Nainsook, fancy front Swiss Medallions and lace insertion, edged neck and armhole with lace, heading and ribbon. \$1.50 Nainsook, fancy yoke of Swiss embroidery and fancy linen mesh lace. \$1.25 Nainsook, tight-fitting, wide Hamburg insertion, heading and ribbon, edged lace. \$1.45 Nainsook, two rows Val. lace insertion, one row Swiss insertion, lace neck and sleeves, heading and ribbon. \$1.50 Nainsook, four rows Val. insertion back and front, heading and ribbon. \$2.00 Nainsook, fancy front V shaped, medallions, Val. lace insertion, heading and ribbon, trimmed in the back. \$2.50 Fine Swiss Allover, heading and ribbon. \$3.00 Flaxon, very fine Swiss medallions, edged with real cluny lace insertion, cluny lace, heading and ribbon on neck and sleeves. \$3.50 Very Fine Swiss Allover, with Val. lace insertion, heading and ribbon. Also a great many other Corset Covers in handsome new styles.

SKIRTS, the fashionable widths, trimmed with embroidery and lace, suitable for golf, wash dresses and full dress. Prices from 55c. to \$8.50 COMBINATIONS—Corset Cover and Drawers and Corset Cover and Skirts, lace and embroidery trimmed. Knicker Combinations, tight at knee, daintily trimmed with lace and Swiss embroideries. Just the thing for tight skirts. Prices from \$1.00 to \$2.75 DRAWERS—Some of the very newest styles, tight at the knee, narrow, no fullness, no trills, lace and embroidery inserted perfectly plain. Also wide Variety Drawers, no fullness over the hips, perfect fitting. Prices from 30c. to \$4.65 See Our Special Drawers, 30c.; Special Night Dress, 55c.; Special Skirt, 55c. (Whitewear Dept., Second Floor.)

Manchester Robertson Allison, Ltd.