POOR DOCUMENT

MC 2034

The Wings of the Morning

By LOUIS TRACY

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(Continued.)

Sir Arthur Deane's energy and financial still might have enabled him to weather this unexpected gale were it not for the apparent loss of his beloved daughter with the crack ship of his line. Half frenzied with grief, he bade his enemies do their worst and allowed his affairs to get into hopeless confusion while he devoted himself wholly to the search for Iris and her companions. At this critical juncture Lord Ventnor again reached his side. His lordship possessed a large private fortune and extensive estates. He was prudent withal and knew how admirably the shipowner's plans would develop if given the necessary time. He offered the use of his name and money. He more than filled the gap created by the hostile ex-director. People argued that such a clever man, just returning from the far east after accomplishing a public mission of some importance, must be a reliable guide. The mere cabled intelligence of his intention to join the board restored confidence and credit.

But there was a bargain. If Iris lived she must become the Countess of Ventnor. His lordship was weary of peripatetic lovemaking. It was high time he settled down in life, took an interest in the legislature and achieved a position in the world of affairs. He had a chance now. The certain success of his friend's project, the fortunate completion of his own diplomatic undertaking, marriage with a beautiful and charming woman—these items would consolidate his career. His heart was set on Iris.

He seized the first opportunity that presented itself to make Sir Arthur Deane acquainted with a decision already dreaded by the unfortunate shipowner. Iris must either abandon her infatuation for Anstruther or bring about the ruin of her father. There was no mean.

"If she declines to become Countess of Ventnor she can marry whom she likes, as you will all be paupers together," was the earl's caustic summing up.

This brutal argument rather overshot the mark. The shipowner's face flushed with anger, and Lord Ventnor hastened to retrieve a false step.

"I didn't exactly mean to put it that way, Deane, but my temper is a little short these days. My position on board this ship is intolerable. As a matter of fair dealing to me you should put a stop to your daughter's attitude toward Anstruther on the ground that her engagement is neither approved of by you nor desirable under any consideration."

It may be assumed from this remark that even the earl's sardonic temper was ruffled by the girl's outrageous behavior. Nor was it exactly pleasant to him to note how steadily Anstruther advanced in the favor of every officer on the ship. By tacit consent the court martial was tabooed, at any rate until the Orient reached Singapore. Every one knew that the quarrel lay between Robert and Ventnor, and it is not to be wondered at if Iris' influence alone were sufficient to turn the scale in favor of her lover.

The shipowner refused point blank to interfere in any way during the voyage.

"You promised your co-operation in business even if we found that the Sirdar had gone down with all hands," he retorted bitterly. "Do you wish me to make my daughter believe she has come back into my life only to bring me irretrievable ruin?"

"That appears to be the result, no matter how you may endeavor to disguise it."

"I thought the days were gone when a man would wish to marry a woman against her will."

"Nonsense! What does she know about it? The glamor of this island romance will soon wear off. It would be different if Anstruther were able to maintain her even decently. He is an absolute beggar, I tell you. Didn't he ship on your vessel as a steward? Take my tip, Deane. Tell him how matters stand with you, and he will cool off."

CHAPTER XVII.

SIR ARTHUR DEANE was sitting alone in his cabin in a state of deep dejection when he was aroused by a knock, and Robert entered.

"Can you give me half an hour?" he asked. "I have something to say to you before we land."

The shipowner silently motioned him to a seat.

"It concerns Iris and myself," continued Anstruther. "I gathered from your words when we met on the island that both you and Lord Ventnor regarded Iris as his lordship's promised bride. From your point of view the arrangement was perhaps natural and equitable, but since your daughter left Hongkong it happens that she and I have fallen in love with each other. No; please listen to me. I am not here to urge my claims on you. I won her fairly and intend to keep her were the whole house of peers opposed to me. At this moment I want to tell you, her father, why she could never, even under other circumstances, marry Lord Ventnor."

Then he proceeded to place before the astounded baronet a detailed history of his recent career. It was a sordid story of woman's perfidy twice told. It carried conviction in every sentence.

At the conclusion Sir Arthur bowed his head between his hands.

"I cannot choose but believe you," he admitted huskily. "Yet how came you to be so unjustly convicted by a tribunal composed of your brother officers?"

"They could not help themselves. To acquit me meant that they discredited the sworn testimony not only of my colonel's wife, but of the civil head of an important government mission, not to mention some bought Chinese evidence."

"But you are powerless now. You can hardly hope to have your case revised. What chance is there that your name will ever be cleared?"

"Mrs. Costobell can do it if she will. The vagaries of such a woman are not to be depended on. If Lord Ventnor has cast her off her hatred may prove stronger than her passion. Anyhow, I should be the last man to despair of God's providence. Compare the condition of Iris and myself today with our plight on the ledge!"

The shipowner sighed heavily.

"I hope your faith will be justified. If it is not—the more likely thing to happen—do I understand that my daughter and you intend to get married whether I give or withhold my sanction?"

Anstruther rose and opened the door.

"I have ventured to tell you," he said, "why she should not marry Lord Ventnor. When I come to you and ask you for her, which I pray may be soon, it will be time enough to answer that question should you then decide to put it."

It must be remembered that Robert knew nothing whatever of the older man's predicament, while the baronet, full of his own troubles, was in no mood to take a reasonable view of Anstruther's position.

Thus, for a little while, these two were driven apart, and Anstruther disdained to urge the plea that not many weeks would elapse before he would be a richer man than his rival. The chief sufferer was Sir Arthur Deane. Had Iris guessed how her father was tormented she would not have remained on the bridge, radiant and mirthful, while the gray haired baronet gazed with stony eyed despair at some memoranda which he extracted from his papers.

"Ten thousand pounds!" he muttered. "Not a great sum for the millionaire financier, Sir Arthur Deane, to raise on his note of hand. A few months ago men offered me one hundred times the amount on no better security. And now to think that a set of jabbering fools in London should so destroy my credit and their own; that not a bank will discount our paper unless they are assured Lord Ventnor has joined the board! Fancy me, of all men, being willing to barter my child for a few pieces of gold!"

The thought was maddening. For a little while he yielded to utter despondency. It was quite true that a comparatively small amount of money would restore the stability of his firm. Even without it, were his credit unimpaired, he could easily tide over the period of depression until the first fruits of his enterprise were garnered. Then all men would hail him as a genius.

Wearily turning over his papers, he suddenly came across the last letter written to him by Iris' mother. How she doted on their only child! He recalled one night shortly before his wife died when the little Iris was brought into her room to kiss her and lisp her infantile prayers. She had devised a formula of her own:

"God bless father! God bless mother! God bless me, their little girl!"

And what was it she cried to him from the beach?

"Your own little girl given back to you!"

Given back to him! For what—to marry that black hearted scoundrel whose pastime was the degradation of women and the defaming of honest men? That settled it. Instantly the cloud was lifted from his soul. A great peace came upon him. The ruin of his business he might not be able to avert, but he would save from the wreck that which he prized more than all else, his daughter's love.

The engines dropped to half speed. They were entering the harbor of Singapore. In a few hours the worst would be over. If Ventnor telegraphed to London his withdrawal from the board nothing short of a cabled draft for £10,000 would prevent certain creditors from filing a bankruptcy petition. In the local banks the baronet had about a thousand to his credit. Surely among the rich merchants of the port, men who knew the potentialities of his scheme, he would be able to raise the money needed. He would try hard. Already he felt braver. The old fire had returned to his blood. The very belief that he was acting in the way best calculated to secure his daughter's happiness stimulated and encouraged him.

He went on deck, to meet Iris skipping down the hatchway.

"Oh, there you are!" she cried. "I was just coming to find out why you were moping in your cabin. You are missing the most beautiful view—all greens and blues and browns! Run, quick! I want you to see every inch of it."

She held out her hand and pulled him gleefully up the steps. Leaning against the taffrail, some distance apart from each other, were Anstruther and Lord Ventnor. Need it be said to whom Iris drew her father?

"Here he is, Robert," she laughed. "I do believe he was sulking because Captain Fitzroy was so very attentive to me. Yet you didn't mind it a bit!"

[TO BE CONTINUED.]

SUDDEN DEATH OF JOHN J. MULLIN.

John J. Mullin, formerly very well known in the business life of this city, and for the past fourteen years an officer in the customs department, passed away very suddenly at his home, 190 Waterloo street, yesterday morning. For the past three years Mr. Mullin had not been in as good health as formerly, but his indisposition was not such as would in any way interfere with his work. On Saturday night last he was as well as usual on retiring, and got up at seven o'clock on Sunday morning feeling all right. His custom was to take an extra nap on Sundays so he went back to bed and about nine o'clock Mrs. Mullin who went into the room saw him quietly sleeping. She went in again shortly before ten o'clock and spoke to her husband. Receiving no answer she looked and saw that he had tuurned in the bed and was evidently very sick. Drs. Corbett and W. A. Christie were hurriedly summoned, but before either of them could reach the house Mr. Mullin had passed away, death being due to hemorrhage of the brain.

Mr. Mullin was a native of St. John and was fifty-seven years of age. He first started in business with his brothers, Daniel and Jeremiah, in conducting a dry goods store on the corner of Dock street and Market Square. This business, under the name of Mullin Bros., was formerly very well known. Later Mr. Mullin entered the service of the I. C. R. and was for a time storekeeper in St. John. Then in 1891 he was given a position as tide waiter on the customs staff and has been in that office ever since. Mr. Mullin married in 1875 Miss Power, daughter of Robert Power of Black River, who survives him. He also leaves three daughters, Misses Mary and Gussie, living at home, and Mrs. Harry Dever of Harrison street. His brothers, Daniel and Jeremiah, and other relatives in St. John, as well as two nephews, George and Charles Mullin of Chiscago, survive.

YELLOW FEVER IN NEW ORLEANS.

NEW ORLEANS, July 23—The yellow fever quarantine situation affecting New Orleans is not serious in that it applies only to persons and baggage and this will be relieved by the immediate establishment of detention camps on the lines of all the railroads where travellers who desire to go to the quarantine may remain five days and secure a certificate of non infection from the marine hospital service.

Dr. Haaz, city health officer of Memphis, and Dr. Tabor, state health officer of Texas, and four doctors representing local boards in Texas, arrived here today and participated in a general conference at which Governor Blanchard was present. The visiting health officers expressed themselves as willing to accept the certificates of the Marine Hospital Service for travelers who have been detained in the detention camps.

Freight traffic will not be interfered with in the least, the only regulation will be that freight cars shall be fumigated with sulphur to kill the mosquitos.

President Souchen of the Louisiana Board of health said tonight: "We have nothing to conceal. We have restricted the infection to the territory where it seems to have developed and any board of health is welcome to send a representative here to observe the situation as it exists."

TAXES INCREASING.

Something more than $1.75 a $100 will be the tax rate in St. John this year, an increase from $1.71 last year. The assessors have completed their work with the tax lists of 1905, and within a few days the bill will be presented. Last year 12,022 citizens were on the list; this year 273 more will be added.

That the city is prosperous is evidenced by the fact that there is an increase in the total income, real estate and personal property.

The total taxation this years is $497,977.56, as compared with $478,468.00 last year. An increase of $19,509.56 will therefore have to be paid by the citizens.

The largest taxpayer in the city is the St. John Railway company, which will this year be called upon to contribute $7,750. Last year their assessment was $8,550. The next largest ratepayers are Manchester, Robertson, Allison, Ltd., who are only $200 or $300 behind the railway corporation. There are upwards of 1,800 citizens, companies, corporations and estates paying more than $50 taxes.

63rd REGIMENT IN CAMP.

HALIFAX, July 23.—The 63rd Regiment of Halifax Rifles are in camp at Bedford. They went out Saturday and will return tomorrow.

Six hundred excursionists from the Nova Scotia Steel and Coal Company at Trenton came to Halifax on Saturday.

A SUBURBAN CONCERT.

What promises to be a most enjoyable concert is being arranged to be held in the Methodist church, Woolastook, next Saturday evening. Tickets at one fare will be issued from the city, and patrons may return to town on the Boston train, which will by special arrangement stop at Woolastook that evening. Some of the best talent from the city will participate, and doubtless many will take advantage of the low fare to spend an afternoon and evening in the country. The proceeds will be in aid of the Methodist church. shut off the power and apply the brakes.

DISASTROUS TROLLEY COLLISION

PORTSMOUTH, N. H., July 22.—Fifteen people were injured, eleven of them seriously, and three of them probably fatally, in a collision between two electric cars on the line of the Portsmouth electric railway, on Middle Road, three miles distant from the city, early this evening. The cars crashed together on a steep grade and while rounding a curve, neither of the motormen seeing the other car in time to

YACHT CRUISE ENDED.

Pleasant Excursion Brought to a Close by Annual Church Service at Carter's Point Yesterday.

The 1905 cruise of the R. K. Y. C. is now a matter of history, as the commodore announced at the end of the impressive service at Carter's Point.

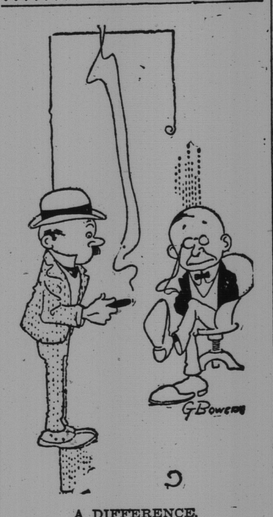
On Friday at noon the Scionda having transferred J. C. Calhoun to the Pokanoket and taken up R. Lovitt again returned towards Jenkin's Cove, where she met the Canada, whose crew gave three cheers and a tiger for the commodore. Later a procession of boats in tow of the Chow-Chow was gradually formed by the tender belonging to each yacht hooking on until fifteen boats were in procession. The reception on board the flagship in the evening was a great success.

Saturday morning saw the fleet weighing anchor, after a two days' rest and a fresh N.N.W. wind favoring them down the Bellisle, so strong that several craft had to reef their sails. The boats which made anchorage at Carter's Point numbered thirty, a larger number than for some years. Some of them came up Saturday night, making a pretty sight in the pale moonlight, others appeared on the scene in the stillness of the Sabbath morning. The Victoria brought up a large number of people, who by their numbers greatly added to the impressiveness of the scene.

Dr. Lindsay Parker's sermon, was as he described it, a heart to heart talk, and he said that he had looked forward to this opportunity of speaking brotherly words in the name of the Great Father of us all. He quoted 1st Epistle of St. John iv:8-16 verses. At the basis of his remarks he dealt with the various and conflicting ideas of God that people hold, a despot ruling with an iron hand or some force in nature working through nature's laws. The good chaplain proceeded to point out that all of these conceptions of God were useless in an hour of human distress. The love of God was the unique and all-pwerful factor which will attract all men unto himself.

At the close the commodore addressed some graceful and heartfelt words to the chaplain in recognition of the gratitude and then disbanded the squadron.

Life's Funny Side.

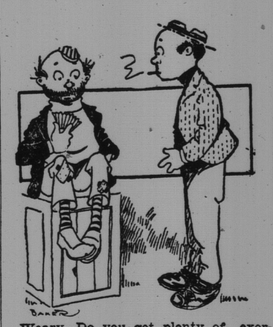


A DIFFERENCE.

Smith—My wife wanted an automobile, but I compromised matters.

Jones—How?

Smith—By buying her an automobile coat.



Weary—Do you get plenty of exercise?

Happy—Sure, I allus roll me own cigarettes.

SURE.

Bystander (to painter who has fallen from his scaffold, upsetting his paint)—Rather a bad fall, eh?

Painter—Yes, but I came down with flying colors.

SHIPPING NEWS.

PORT OF ST. JOHN

Arrived.

July 22—Sch Lizzie C Rice, 87, Ward, from Boston, F Tufts and Co, bal.

Coastwise—Schs Elihu Burrett, 49, Spicer, from Parrsboro; Mura B, 43, Baker, from French Cross; Nellie Myrtle, 8, Oliver, from Port George; str Beaver, 42, Reid, from Harvey; sch Hustler, 44, Thompson, from Musquash, and cleared.

Cleared.

July 22—Str Calvin Austin, Pike, for Boston.

Sch Almeda Willey, Hatfield, for New York.

Sch Preference, Gale, for Boston.

Coastwise—Schs Nellie Myrtle, Oliver, for Port George; Helen M, Hatfield, for Advocate; Elihu Burritt, Spicer, for Windsor; Rolfe, Rolfe, for Port Greville; R P S, Baird, for Wolfville; Lavinnie, LeBlanc, for Yarmouth.

DOMESTIC PORTS.

HALIFAX, July 22.—Arrived, str Halifax, from Charlottetown and Hawkesbury, and sailed for Boston; steam. yacht Apache, from Southampton; sch Nicamo, from New York.

Sailed, str Evangeline, Heeley, for London.

Cleared, str Dahome, for New York.

CAMPBELLTON, July 3—Cld, bark Polycarp, Rostad, for Ipswich; 5th, str Riplingham, Heworth, for Manchester; bark Ventas, Rerguson, for New Ross; 7th, str Chicklade, Eno, for Waterford; 19th, bqts Renghorn, Olsen, for Plymouth; Fratilli, Bianchi, for Montevideo, f o.

HILLSBORO, July 21—Cld, str Gypsum Empress, Marsters, for New York.

NEWCASTLE, July 20—Ard, bark Nova Scotia, Halversen, from Fredericstad.

HOPEWELL HILL, July 21 — Sld, sch Beaver, for Preston.

HALIFAX, July 23.—Ard, str Olivette, from Boston; Senlac, from St John via ports.

Sailed, str Dahome, for New York; steam yacht Apache, for do.

YARMOUTH, N. S., July 22 — Ard, s s Prince George, from Boston; sch Ethel B Sumner, from New York; Arizona, from Louisburg.

Cleared, s s Prince George, for Boston; Marine, for Barrington; sch Venus, for St John.

ST. STEPHEN, N. B., July 23.—Arrived and sailed, bktn Shawmut, from St John, N B (in tow); tug Lord Wolseley, from do.

British Ports.

LONDON, July 21—Ard, str Yansriva, from Montreal, Quebec and Sydney, CB.

TABLE BAY, July 6—Sld, bark Magda, for Dalhousie, NB.

GLASGOW, July 22—Sld, str Sicilian, for Montreal (and passed Inistrahull 23rd).

WATERFORD, July 21—Ard, str Chicklade, from Campbellton, NB.

LIZARD, July 22—Passed, str Gulf of Ancud, from Halifax for London and Havre.

American Ports.

DELAWARE BREAKWATER, July 23—Passed out 22nd, strs Therese, from Philadelphia for Chatham, NB; Gimle, from do for Windsor, NS.

BOSTON, July 23—Ard, strs Moness, from Fowey, Eng; Prince George, from Yarmouth, NS; schs Garfield White, from Apple River, NS; Clifford C, from St John, NB; Hattie Muriel, from Apple River, NS; Theoline, from Fernandina; Sullivan Sawin, from Philadelphia; Marcus L Urann, from Baltimore.

Sld, strs Boston, for Yarmouth, NS; Sangstad, for Portland; U S despatch boat Dolphin.

VINEYARD HAVEN, Mass, July 23—Ard and sld, sch Oliver Ames, from Vinal Haven for New York.

Ard, schs Woodbury M Smith, from Baltimore for Bangor; Eris, from Port Johnson for St John, NB; Jennie A Stubbs, from New York, bound east; George E Prescott, from Rockland for New York; Mary Ann McCann, from Bangor for New Haven; Albert Pharo, from do for Greenwich, Conn; Georgia E, from Fredericton, NB, for Stonington, Conn; Hope Haines, from Bangor for Bridgeport; Freddie Eaton, bound west; Glendy Burke, do.

Passed, schs Marion N Cobb, from High Island, Me, for Philadelphia; Horatio L Baker, from Bath for Washington, DC.

BOSTON, July 22—Ard, strs Lancastrian, from London; L P Holmblad, from Copenhagen; Nordenskjold, from Louisburg, CB; Boston, from Yarmouth, NS; sch Evelyn, Smith, from Black River, NB.

Sld, strs Caledonian, for Manchester; Corean, for Glasgow; Admiral Schley, for Port Antonio; Olivette, for Halifax, NS, Port Hawkesbury and Charlottetown; schs Charlotte L Sibley, for St John, NB; Laura C Hall, for River Hebert, NS.

CITY ISLAND, July 23—Bound south, str Horatio Hall, from Portland; brig Ohio, from Campbellton, NB; schs Strathcona, from Minersville, NS; Sainte Marie, from Halifax; Pleasantville, from do; Alice J Crabtree, from Jordan River, NS; Calabria, from Hillsboro, NB; E Merriam, from Port Greville, NS; Myrtle Leaf, from Spencers Island, NS; Ann Louisa Lockwood, from Windsor, NS; Melba, from St John, NB; T W H White, from Gaspe, PQ; Three Sisters, from St John, NB; Avis, from do; L A Plummer, from do; Otis Miller, from do; I N Parker, from do; Raeburn, from Richibucto, NB, via Fall River; Vera B Roberts, from Hantsport, NS; Marcus Edwards, from Machias, Me; CALAIS, Me., July 23 — Ard, sch Samuel Castner, jr., from New York.

Sailed, sch Harry Knowlton, for St John, N B.

BOSTON, July 23—Ard, bark Calburga, from Hantsport, N S.

CITY ISLAND, July 22 — Bound south, schs Lois V Chaples, from St John; Frank and Ira, from do.

VINEYARD HAVEN, Mass., July 22—Ard, sch Talmouth, from Edgewater for Halifax.

Sailed, sch Pardon G. Thompson (from St John, NB), for Hartford.

EASTPORT, Me., July 22.—Sld, sch Levuka, for St John, N B.

JOHN FRASER WILL SUCCEED AUDITOR GENERAL MACDOUGALL.

OTTAWA, July 23—The appointment of John Fraser, chief clerk of the finance department to be auditor general will be made this week.

Great July Sale of Furniture.

Commencing July 4th we inaugurate a Special Sale to include all of our High Grade Stock of furniture at Prices never before known in St. John. Come today——or tomorrow and see for yourself.

Bustin & Withers, 99 GERMAIN ST. Store Open Evenings.

Now Is The Time

to have your furnaces taken down, cleaned and repaired; as it can be done cheaper and better at this time of the year. Or better let us install one of our Kelsey Warm Air Generators, and have your home properly heated; not your cellar. Phone 784.

Keenan & Ratchford,

WATERLOO STREET.

The Coal Buyer's Opportunity

to get Scotch or American Hard Coal or Old Mine Sydney and Scotch Soft Coal at the lowest prices of the season, now offered by

J. S. GIBBON & Co.

6½ Charlotte St. & Smythe St

The Manufacturer

Should be able to sell lumber of all kinds cheaper than the middle man. We can and do.

Some of our manufactures are: Cedar Shingles, Clapboards, Kiln Dried Flooring and Sheathing, Crates and Boxes.

Our teams go everwhere in the city, and even if your order is small we can deliver it as we double up orders in the loads.

We deliver SLAB WOOD (cut to stove length) at $1.00 a load, in North End, or $1.25 in city. Cash to be paid to the driver.

Murray & Gregory

(Limited.)

Telephone 251 A.

PENOBSCOT'S OFFICERS DESCRIBE DROWNING.

Officers on the Eastern Company's steamer Penobscot, in their account of the drowning of Howard and Roy Wayne, say that it was purely accidental. There was a thick fog at the time when their sail boat came in sight and the boys were not blowing any fog horn. The engines of the Penobscot were quickly reversed, but the fishing boat struck the steamer. A lady on board the Penobscot who witnessed the accident said that one of the two men stood up in the bow and reached out to push the boat away from the steamer. Not being able to do this, he jumped into the water, evidently fearing the collision would kill them. The lady further adds that the sails of the fishing boat hid the other occupant from her sight, but as a second splash was heard she thought he likewise jumped overboard. Both men wore oilskins which would prevent them keeping afloat for very long.

It seems that the sail boat remained afloat for nearly an hour after the accident and Capt. Mitchell at once lowered a boat. A close search was made in the vicinity but no trace of the poor young fellows was seen.

At the Fairville Presbyterian church last evening, Rev. A. M. Hill made a sympathetic reference to the sad accident. Mr. Hill said the whole community sympathized with Mr. and Mrs. Wayne in their sad bereavement.

CHEAPER LIGHT FOR CHARLOTTETOWN.

CHARLOTTETOWN, July 23.—A settlement of the light question has been reached and the city council has accepted the amended proposition of the Charlottetown Light and Power Company. They will, at the expiration of the present contract, enter into another contract for five years to install improved enclosed arc lamps at $73 per lamp per annum and incandescent lamps 32 candle power at $13 each. They will still further improve their plant. They will reduce the cost of commercial lighting at 11 cents net per killowatt. They do away with the minimum charge, reduce the price of gas used for heating and power to $150 per thousand and undertake to make a reduction of 20 per cent in the price of illuminating gas as soon as consumption increases one half.

This reduction is the result of the city's preparation to establish a municipal lighting plant.

MORE SUBURBANITES.

There is a large increase of suburban traffic on the I. C. R., C. P. R. and river steamers this year, not due to any especial attractions, but rather to growing desire of residents to spend as much time as possible in the country. The increase is in the business done between Rothesay and Renforth on the I. C. R., Westfield and Ononette on the C. P. R., whilst the river steamers are besieged every morning by excursionists and picnic parties, who go up to Brown's Flats, the Cedars, Evandale or Gagetown, spend an enjoyable few hours, and return to the city early in the afternoon.

GLACE BAY, July 21.—It is now well understood that the report circulated a few days ago that it was the intention to again move the Marconi towers is nothing but a canard. In reference to the underground wire there can be no need at present for putting in any more wire, as the station now is in daily communication with the station at Poldhu, Cornwall.

RAILROADS.

CANADIAN PACIFIC

LOW RATES

ST. JOHN TO VANCOUVER

VICTORIA, B.C., SEATTLE, WASH. Portland, Ore., and Return

$84.00 FIRST CLASS

Lewis & Clarke Exposition PORTLAND ORE.

Write for particulars to W. H. C. MACKAY, St. John, N. B., or F. R. PERRY, D.P.A., C.P.R., St. John, N. B

Intercolonial Railway

On and after JUNE 4, 1905, trains will depart and arrive daily (Sunday excepted) as follows:

TRAINS LEAVE ST. JOHN.

6.00—No. 2 Express for Point du Chene, Halifax, Campbellton, Pictou, the Sydneys.
7.45—No. 6, Mixed for Moncton.
11.00—No. 4, Express for Point du Chene, Quebec and Montreal.
11.45—No. 26, Express for Point du Chene, Pictou and Halifax.
13.15—No. 136, Suburban Express for Hampton.
17.15—No. 8, Express for Sussex.
18.15—No. 138, Suburban Express for Hampton.
29.00—No. 134, Maritime Express for Quebec and Montreal, Point du Chene.
22.40—No. 156, Suburban Express for Hampton.
23.25—No. 10, Express for Pictou, Halifax and the Sydneys.

TRAINS ARRIVE AT ST. JOHN.

6.25—No. 9, Express from the Sydneys, Halifax and Pictou.
7.45—No. 135, Suburban Express from Hampton.
9.00—No. 7, Express from Sussex.
12.50—No. 133, Maritime Express from Montreal and Quebec. Point du Chene.
15.30—No. 137, Suburban Express from Hampton.
16.30—No. 5, Mixed from Moncton.
17.00—No. 3, Express from Point du Chene and Moncton.
17.15—No. 25, Express from Halifax, Pictou and Campbellton.
21.20—No. 1, Express from Mocton.
22.05—No. 155, Suburban Express from Hampton.
1.35—No 31, Express from the Sydneys, Halifax, Pictou and Moncton. (Sundays only).

All trains run by Atlantic Standard Time; 24.00 o'clock is midnight.

CITY TICKET OFFICE—7 King St.,
GEO. CARVILL, C. T. A
St. John, N. B. Telephone 1053.
D. POTTINGER, General Manager.

Ask Your Grocer

....FOR....

St. John Creamery Butter and Cream.

If he does not handle our goods call on us direct.

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At greatly reduced prices, clothing, watches, jewellery, spectacles and eye glasses, musical instruments, firearms, carpenters' tools, etc.

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