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Broken down teeth we restore to beauty and usefulness with crowns of porcelain and gold. Spaces from which one to ten teeth have been lost we replace with bridgework. It occupies just the same space and looks just like natural teeth. It is extremely durable and at our price is within the reach of all.

The right kind of dental work is the kind we do, at the right prices.

Why people suffer from bad teeth or go without teeth is a mystery only explained by ignorance of our painless methods.

Call and have your teeth examined and get our estimate before going elsewhere---it costs you nothing.

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EGGS FOR HATCHING

PURE BRED S. C. BLACK MINORCA STOCK. The hen that lays real breakfast egg. Splendid all the year around layers. Eggs from choice matings only \$2 per 15.
JAMES W. BIGGS,
Regent Street - - - Fredericton

NOTICE TO WATER CONSUMERS

WATER CONSUMERS will please take notice that the Water Rates are now due and payable at City Treasurer's Office, City Hall.

G. R. PERKINS,
City Treasurer.

THE HEAD OF THE C.N.R. IS A SCOTSMAN BY BIRTH

Mr. Hanna Has Had a Long Experience in the Railway Business—Is a Self-made Man—Came to Canada to Join the Staff of the Grand Trunk Railway in 1882—Was Associated with MacKenzie & Mann.

D. B. Hanna, chairman of the C. N. R. board, was born on Dec. 20, 1858, at Thornliebank, near Glasgow, Scotland and entered railway service with the Glasgow, Garrhead and Kilmarnock railway in 1874. In 1878 he transferred to the Caledonian railway and was chaser for that road in Stobcross terminal, Glasgow from its opening to the date he left to board ship for Canada in 1882. At this time the Grand Trunk railway made it a practice to bring out to this country young men of railway experience and Mr. Hanna was one of those who took advantage of this opportunity. On arriving in Canada, therefore, Mr. Hanna entered the service of the G. T. R., being employed in the auditing department in Montreal. Two years later he made his third change going to the similar department of the New York West Shore & Buffalo railway, with headquarters in New York city, remaining there two years, 1884-1886. The fourth move was from New York to Portage la Prairie, where in 1886 he became chief accountant of the Manitoba & Northwestern railway operating out of that Manitoban centre. In 1892 he became treasurer, and in the year following land commissioner as well.

Three years later, Mackenzie & Mann commenced the construction, Gladstone to Dauphin, of the first 100 mile stretch of the Canadian Northern

railway system. It was not so known at that time, but bore the appellation of the Lake Manitoba Railway & Canal Company. The two railway builders were seeking a manager to operate the road, and the choice developed upon D. B. Hanna. He entered the service of the Canadian Northern a few days before Christmas of 1896 as superintendent. By practically living on the line, he stirred the territory into productivity and by making every nickel do all that even a Scotsman could expect a nickel to do, the road was made to pay its charges the first year and furnish a tidy surplus. And when the members of the Manitoba legislature which had guaranteed the bonds of the enterprise journeyed up to Dauphin in 1897 they expressed themselves as positively amazed at the evidence of prosperity in the territory the lines served. This success encouraged further expansion, which was most marked during the five years that followed, the lines of the C. N. spreading far afield from the original 100-miles stretching from Gladstone to Dauphin.

When the general offices of the Canadian Northern were established in Toronto in 1902 Mr. Hanna came east to take up enlarged responsibilities as third vice-president, with supervision of all departments of the road. He held the reins of the great operating, financial, and traffic departments and continued to give, by dint of long hours, the same kind of close scrutiny to the problems of the road as in its early days, only the perspective was for 10,000 miles, with termini at Atlantic and Pacific tide water, instead of the 100 miles "section" between Gladstone and Dauphin in central Manitoba.

Mr. Hanna became in 1903, president of the Canadian Northern Quebec railway, and in 1917 president of the Quebec & Lake St. John railway. He became president of the Niagara, St. Catharines & Toronto Railway Company, and also of the Duluth, Winnipeg & Pacific Company—a system subsidiary which gives access from the main line at Fort Frances, Ont., to Duluth. When in 1918 the stock holdings of the owners of the Canadian Northern were bought on behalf of the Canadian people by the government at Ottawa, and the 10,000 miles of line it involved were embraced in a national system it was Mr. Hanna who was called as president to build up the organization needed to handle a people's railway system 14,000 miles in extent.

Mr. Hanna has won through to success because he possesses the inherent ability to rise to the needs of trying situations, and because he has the driving force to carry him through most arduous work. His manner of speech is decidedly direct, but the tact to deal with questions diplomatically is forthcoming when required. The fundamental principle he works upon is to do the best he can, with the resources at his disposal. And of him it may be said—if it can be said of any man—that he personifies "ability constantly applied." Blessed with a sense of humor that is thoroughly reliable, the serious problems that have confronted him day in and day out since he first entered the service of the C. N. R., have not been allowed to take the joy out of life. A man of simple tastes and distinctly democratic in his views, he holds the respect admiration and affection of officers and employees. He has always been easy to approach. Possessed of a wonderful memory, he greets old employees by name in a way that makes for the very best feeling. It preserves the human touch. The difficult task of combining the official staff of the Canadian Government and Canadian Northern railways has been accomplished without friction of any kind and the two systems are now working smoothly together as one, which is a tribute to the tact and judgment of the presiding officers.

Mr. Hanna is a governor at St. Andrews College, and is a staunch Presbyterian.

Somewhat it's difficult for a man to believe that he is as good as he expects his wife to believe he is.

When a married man falls into a physical decline his mother is secretly convinced that somehow his wife is responsible.

The honeymoon is not actually over until that illuminating moment when a bride decides to exchange her chiffon negligee and pink satin mules for half a dozen bungalow aprons and a pair of flat-heeled house-slippers.

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Fredericton's Oldest and most modern high class cafe.

The Broiled Live Lobster season is here again, and you can get them at Washington's.

Patronize our Lunch Counter.

Dinner served from 12 to 2 o'clock.

See our window display.

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For Infants and Children
In Use For Over 30 Years

Always bears the Signature of *Chas. H. Fletcher*

NEWS AGENTS IN CITY.

THE DAILY MAIL IS ON SALE in the City of Fredericton at the places of business of the following:

D. LENIHAN, 522 King St.
D. H. CROWLEY, 612 Queen St.
ALONZO STAPLES, 100 York St.
MISS QUINN, 147 Westmorland St.
E. A. EARDLEY, 704 King St.

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Tires, Saddles, Bells, Horns, Lamps, Pedals, Chains, Parcel Carriers, Pumps, Wrenches, Locks, etc.

Agent C. C. M. IVANHOE BICYCLES.

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'Phone 118-11

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THE PIANO PEOPLE

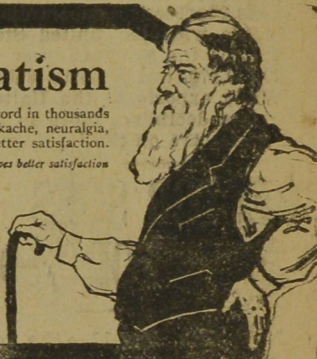
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CANADIAN PACIFIC

PASSENGER TRAIN SERVICE

From ST. JOHN, N. B.

Effective May 2nd

Daily except Sunday, unless otherwise stated.

EASTERN TIME.

DEPARTURES—

5.45 A. M. EXPRESS FROM BOSTON, connecting at Fredericton Jct. for Fredericton, and at McAdam Jct. for North and South.

8.20 A. M. From W. St. John for St. Stephen.

8.20 A. M. Daily After May 8th—MONTREAL EXPRESS connecting for Fredericton and Branch Lines North and South of McAdam, except on Sunday.

4.10 P. M. LOCAL EXPRESS for Fredericton.

5.00 P. M. BOSTON EXPRESS, connecting for Fredericton.

6.45 P. M. MONTREAL EXPRESS, connecting for Fredericton.

ARRIVALS—

5.30 A. M. Daily—EXPRESS FROM MONTREAL.

7.55 A. M. EXPRESS FROM FREDERICTON.

11.45 A. M. EXPRESS FROM BOSTON, Portland, Bangor, etc.

12.00 P. M. MONTREAL EXPRESS.

4.40 P. M. At W. St. John FROM ST. STEPHEN.

10.10 P. M. EXPRESS FROM BOSTON, Portland, Bangor, etc.

N. R. DesBRISAY, District Passenger Agent.

St. John, N. B.