

SEASIDE PARK.

If you are going for a picnic, you can get the best quality of GROCERIES AND FRUITS from us; also Picnic Baskets. We also hire Dishes for picnic parties, tea meetings, etc.

F. BURRIDGE, 255 King St., St. John West.

PATTERSON'S DAYLIGHT STORE.

OPEN NIGHTS.

IN OUR MEN'S STORE

A bargain in Men's BALBRIGGAN Underwear.

75c Suit

Extra good, all sizes. Double Seat Drawers in this lot.

Cor. Duke & Charlotte Sts.

THE COAL CO. AND PILOTAGE

An Interesting Case Before Judge McLeod Yesterday Afternoon.

The case of the Cumberland Coal Co., Ltd., vs. The St. John Pilot Commissioners, was before Judge McLeod in three sessions of his court yesterday. The evening session was marked by a lively few minutes while Edward Lantulum, M. P., was on the stand.

The case is a very interesting one, in which the plaintiff company is suing the defendant commissioners for about \$15,000 for pilotage fees paid under protest for a number of years to two years ago.

The pilotage act provides that vessels propelled wholly or in part by steam, trading between any of the maritime ports, shall be exempted from compulsory pilotage. The Cumberland Coal Company built seven vessels known as barges for carrying coal from Parrsboro to St. John. These vessels, it is set out, were built, equipped and registered as schooners, on the strength of which their builders obtained a drawback from the Dominion government. The plaintiff company employ tugs to convey these barges to and from Parrsboro, on the strength of which they claim they are propelled wholly or in part by steam, and so under the act are exempt from compulsory pilotage.

On the other hand the pilot commissioners claim and brought testimony yesterday in court to prove that these vessels can propel themselves just as a sailing vessel; that they have two masts and three sails, and as a matter of fact can do so, at times, navigate themselves, and consequently should pay pilotage as they did pay until 1903.

The Grandee case before Judge Burridge is quoted in this latter connection with this present one. In it a so-called barge which generally goes to Quebec and other ports and which is an old ship with three masts and four sails and which is still registered as a ship, figured. It appears in this case that, without hearing the evidence or summoning any witnesses, the lawyers of the respective sides stated a case to the court, in which the pilot lawyers at Quebec argued that this barge had not the power of propelling herself.

After the decision in the Grandee case the Cumberland Coal Company claimed that it should no longer pay pilotage fees here and the present case is brought to recover dues so paid to 1903. The following witnesses were examined for the defence and all claimed that these barges, seven in number, could sail themselves from St. John to Parrsboro and return without the aid of a tug: Thomas Trainor, pilot; John McLaughlin, ex-ship carpenter; Joseph Doherty, pilot; Mr. Miller, pilot; James Doyle, pilot; J. L. Sherrard, pilot; Alfred Cline, pilot; Richard Cline, pilot; Wm. Lahey, pilot; Frank Lahey, pilot; and Edward Lantulum, M. P., and Arthur W. Adams. The latter two not being examined in question could navigate alone but were of opinion they could. The court held three sessions, 10 a. m. to 1 p. m., 2.30 p. m. to 6 p. m. and 8 p. m. to 10 p. m., and adjourned until this morning at 10 o'clock. E. H. McAlpine, K. C., for the government; H. H. McLean, K. C., for the company.

During Mr. Lantulum's testifying Mr. McLean raised the question of witness knowledge of the law in the case and Mr. Lantulum firmly contended that he knew of what he was speaking. Finally the judge took part and Mr. Lantulum, to the court's interjection, replied that he had some rights and felt he had a right to speak. Though rather enervating for the moment the incident closed as quickly as it had begun.

COTTON DEAL IN MONTREAL

MONTREAL, May 30 (Special).—A circular letter has been sent by the Royal Trust Company to stockholders of the Montreal Cotton Company asking them to join a syndicate which wishes to acquire that property. The terms are \$100 for each share, in six per cent bonds, and \$23.33 in seven per cent preferred stock of the new company to be formed, making \$123.33 for each share now held.

BOARD OF WORKS

Carleton Street Railway and Other Matters Discussed at Yesterday's Meeting.

At the monthly meeting of the board of works yesterday committees were appointed to look into telephone matters, to confer with the customs department with regard to an extra story in the immigration department building on the west side, and to discuss with the company the extension of the street railway in Carleton. A special meeting will be held to consider matters, connected with the new ferry boat. Ald. Christie occupied the chair, and Ald. Lewis, Hamm, Tilley, Pickett, Sprout, Holder, McGoldrick, Millidge, Bullock, Macrae, Vanwart and Baxter were present with the director, engineer, roadmaster and common clerk.

A deputation from the N. B. Telephone Company, consisting of Walter W. Wells, the general superintendent, and A. W. McMaackin, the manager, was heard with reference to the extension of underground wires under Union, Germain, Waterloo streets and other sections of the city.

Mr. Wells said the number of poles would not be reduced.

Ald. Bullock—"Do you expect us to give this permission without some consideration. We received some before?" Mr. McMaackin said he thought the previous considerations covered the present case.

Mr. Wells did not consider the deputation was authorized to discuss the matter.

Ald. Pickett asked how long the work would take.

Mr. Wells replied that they hoped to complete it this summer.

The deputation then withdrew.

O. E. Reynolds was heard with reference to a retaining wall at his residence, St. Patrick street.

Taking up the telephone question Ald. McGoldrick moved that the matter go to a small committee.

The chairman—"What is the use of putting it off?"

The chairman appointed Ald. McGoldrick, Baxter and Bullock on the committee.

Ex-Ald. Maxwell urged the necessity of the city building the Reynolds retaining wall to protect the sidewalk. The matter was referred to the director.

The engineer and director reported that the extra story for baggage required by the immigration department at Sand Point could be built satisfactorily if the stairways were reduced. The cost was placed at \$16,000.

Ald. McGoldrick moved the money be spent on receiving a 10 per cent rental guarantee.

Ald. Baxter moved an amendment that a committee confer with the collector of customs on the basis of granting rights for a term of years if the government would build.

The amendment was carried and Ald. Baxter, McGoldrick and Bullock, with the director and engineer were appointed.

Naval Architect McLean wrote recommending an additional feed pump on the new ferry.

Ald. Baxter referred to a number of matters which were required to be looked into on the steamer.

A motion for a special meeting was carried.

The director's recommendations for new asphalt work were discussed. Each alderman had 200 yards of asphalt allotted to his ward.

The director recommended seventeen patch basins for the streets, and said the dish kind was the most satisfactory.

Ald. Baxter asked for a basin on St. John street, West End; Ald. Sprout, for repairs to one near the corner of St. Patrick and Clarence streets; Ald. MacRae, one for Delhi street.

The additions were approved and the director's report adopted.

On motion of Ald. Baxter Ald. Millidge, Bullock, MacRae and the west side aldermen were appointed to confer with the street railway with reference to the Carleton extension and to discuss the question of getting down Rodney wharf.

It was decided to advertise for sale a couple of large anchors which had been on the city's hands for some years. The board then went into private session on the question of salaries, among the matters being the request of Director Cushing for increase from \$1,500 to \$2,000.

A SHORTAGE OF FUNDS

Retired Presbyterian Ministers Receive Only Nine-tenths of Annuities.

The receipts of the aged and infirm ministers fund in the Presbyterian Church last year amounted to \$26,726. Of that sum \$22,540 was from the western and \$4,186 from the eastern section. The receipts were only 90 per cent. of the amount needed to meet the annuities to ministers. The rate paid to a man who was forty years in the ministry was \$400, but he received only \$350, and so through the list of annuitants. An appeal has been made for \$3,000 to meet the need, but the extent of the response is not yet known. Last year the funds of the eastern and western sections were put in one, but as the securities of the eastern section cannot be transferred except by consent of Parliament the change has not been made permanent.

The Hon. William Devery, familiarly known as "Big Bill," is a philosopher and a man of light and leading. Speaking of automobile speeders he says:—"Them people that's got enough dough to own autos don't care no more for a fine than they do for a spot of gasoline on their pants. This thing of mine's a comedy. For them, ain't it? If these swift boys was to stack up against that grub on the island for a few days they'd put drugs on their machines in the city streets."

MUCH COMPLAINT AGAINST I. C. R. SUMMER SCHEDULE

Many Patrons Object Loudly Against Change in Train Arrangements--- "Day Break Express" the Chief Cause of the Trouble---The Plan in Detail.

Who wants to start on a train trip at 6 o'clock in the morning?

That is what the wisdom of the I. C. R. management has declared must be for the man who after next Sunday finds that he has to travel eastward and must go in the morning.

The old saying of "stay up all night to get up in the morning" will have found its mark and the government road will have supplied it. One can imagine the eager rush of business men to catch that train and enjoy the vigor of the early morn even if only one eye is open and each must come carrying his breakfast in his pocket to eat as he runs. The prospect is alluring.

And who betide him if he misses the break 'o' day express for the next best thing is to wait until 11 a. m. when he may take the express for Point du Chene. And in order that at least he may have nothing to complain of then he is given choice of that train or one three-quarters of an hour later when there will be one out for Halifax.

This is all because the new summer timetable will be in force. Whatever possessed the I. C. R. to order on the morning train at 6 and then leave a blank until 11 only the originator of the grand scheme can say but people talked to here yesterday have not increased their admiration for the management of the government road in consequence. The whole summer service under the new schedule will, as a matter of fact, be worse for St. John people than was the winter arrangement which is being superceded, and this in face of the fact that the summer demand for a good service is far and away more insistent than in the winter.

Here is the new arrangement:

Trains Leaving St. John. 6 A. M.—TRAIN FOR MONCTON TO CONNECT THERE WITH THE MARITIME EXPRESS BY ROUTE TO HALIFAX AND WHOLE CONNECTIONS WITH PICTOU AND SYDNEY. 11 a. m.—Express to Point du Chene. This train connects at Moncton with the Ocean Limited for Montreal. 11.45 a. m.—Express to Halifax, connecting here with Boston train. 1.15 p. m.—Suburban. 6.15 p. m.—Sussex express. 6.45 p. m.—Suburban. 7 p. m.—Quebec express to connect at Moncton with the Halifax express.

PALE, FEEBLE GIRLS.

A Great Responsibility Rests on Mothers of Growing Girls.

A great and serious responsibility rests upon every mother whose daughter is passing the threshold of girlhood into womanhood. She is at her crisis, and if she is to be a healthy, happy woman, she must develop rightly now. She must not be pale, sunken-eyed, sallow, languid and bloodless at this time. She must have additional strength and rich, pure blood to help her to strong healthy womanhood. There is only one absolutely certain way to get new, rich, health-giving blood, and that is through the use of Dr. Williams' Pink Pills. Every pill helps to make rich, life-giving blood, that brings strength to every organ in the body and the glow of health to pale, sallow cheeks. Thousands of pale, anaemic girls in all parts of Canada have been made well and strong through the use of Dr. Williams' Pink Pills. Mrs. Rachel Johnson, Hemford, N. S., says:—"As a result of overstudy in school, the health of my daughter, Ellen, became greatly impaired. She grew extremely nervous, was pale and thin, and suffered from most severe headaches. She had no appetite, and notwithstanding all we did for her in the way of medical treatment, her suffering continued, and I began to feel that her condition was hopeless. Indeed, I began to fear her mental powers were failing. One of my friends strongly urged me to try Dr. Williams' Pink Pills, and as I was willing to do anything that might help her I sent for a supply. After using the pills for less than a month, we saw that her vigor was returning, and in less than three months her health was fully restored. Considering the fact that she had been ill for two years, and that doctor's treatment did her not one particle of good, I think her case speaks volumes for the wonderful merit of Dr. Williams' Pink Pills."

The new blood which Dr. Williams' Pink Pills actually make, is the whole secret of their great power to cure disease. That is the reason these pills cure anaemia, heart palpitation, headaches and backaches, rheumatism, neuralgia, kidney troubles and a host of other ailments due to bad blood and weak nerves. But be sure you have the genuine with the full name, "Dr. Williams' Pink Pills for Pale People," on the wrapper around each box. If in doubt, write direct to the Dr. Williams Medicine Co., Brockville, Ont., and the pills will be sent by mail at 50 cents a box or six boxes for \$2.50.

OBITUARY

Mrs Henry Carleton

Sussex, May 30—(Special).—Mrs. Carleton, widow of Henry Carleton, died very suddenly this evening at her home at 5.30 o'clock of heart trouble. She was healthy and really well up to within ten minutes of her death. She was 62 years of age today and her children and friends had made preparations to give her a birthday party this evening. She was held in high esteem by all who knew her. A family of five children—two boys, George, merchant, and Arthur, express messenger, and three girls, Mrs. Mathews, Mrs. McElroy and Lena, all living in Sussex, survive. Funeral takes place Thursday afternoon at the Upper Corner.

A quiet wedding will be celebrated in St. David's Presbyterian church tomorrow morning at 6 o'clock when Daniel McKinney, traveler for the London House, will be married to Miss Catherine Munroe, daughter of James Munroe, 215 King street, east.

Local

Miss Allen, the general superintendent of the Victorian Order of Nurses will be here Saturday from Ottawa in connection with the changes which are to take place in the local staff. Miss Touche and Miss Kirkpatrick, having served their engagements, are retiring. Miss Maxwell, who succeeds Miss Touche, is a daughter of St. R. Maxwell, railway mail clerk, of this city. Miss Muir, of Toronto, will succeed Miss Kirkpatrick some time next month.

Grand Master Everett and officers of the grand lodge paid an official visit last evening to the Union Lodge of Portland, No. 10, in the Masonic hall, Germain street. Speeches were delivered by the grand master and others at the banquet, which brought the proceedings to a close.

Rev. A. A. Graham has received a letter from Rev. Dr. J. A. Morison, of the First Presbyterian church, Chicago, in which he announces he will be in St. John for the last two Sundays in July and the first two Sundays in August. It was at first thought Dr. Morison would be here for the four Sundays of August.

The alumni of the U. N. B. will meet in Fredericton this evening in honor of the seventeenth anniversary of their marriage. F. C. Colwell, treasurer of the Christian Science church, of which Mr. and Mrs. Huyck are members, on behalf of those assembled, presented the host and hostess with a handsome glass dish. Mr. and Mrs. Huyck made suitable replies, after which a social evening was thoroughly enjoyed.

The mines at Port Hood (C. B.) are being deserted. The men are leaving the mines rapidly, and it now looks as if the company would go into liquidation.

George Smith was yesterday nominated for the house of commons by the North Oxford (Ont.) Liberals, to fill a vacancy caused by the death of Hon. James Sutherland.

The non-commissioned officers and men of the Royal Canadian Regiment of Infantry, stationed at Toronto, have received orders from Ottawa to prepare to leave for Halifax, where they will form part of the force being organized to take over the defenses from the Imperial troops.

Humming birds are humming around the honeysuckers that are not yet in blossom, but the potato bugs are "lying low and saying nothing." (See Uncle Remus.) The farmers have mostly finished their seeding, but when working in the fields they have had to carry ballast as the wind blows a gale continually. Today the Kennebecasis.

Trains Arriving at St. John. 6.25 a. m.—Train from Halifax. 7.45 a. m.—Suburban. 9 a. m.—Sussex express. 12.15 p. m.—Train from Moncton after connection with Montreal and Quebec. 2.30 p. m.—Suburban. 4.30 p. m.—Way freight. 5 p. m.—Pt. du Chene express. 5.15 p. m.—C. P. R. from Halifax. 5.35 p. m.—TRAIN LEAVING MONCTON AT 6.05 P. M. 10.05 p. m.—Suburban. 1.28 a. m.—Halifax train, Sunday morning only.

Another effect will be to make the morning newspapers issue much earlier than at present, in fact have the papers ready for the readers hours before the people of the city would like to think of being called from slumber.

There is also strong objection to the train fixed to arrive here at 9.20 p. m. The corresponding one on the present schedule now arrives at 8.40 and brings in a big amount of mail which merchants find it valuable to receive at the post office in the evening as they do now. Under the new dispensation they may wait until morning unless they happen to have business out on the break 'o' day express and then they may wait until they return.

These are a few objections raised by people spoken to yesterday when the new arrangement was definitely announced. Doubtless others will be heard but meantime telegrams from important interests have gone forward to the St. John M. P.'s setting forth the injustice which is being worked upon St. John and calling upon them to seek to have the schedule revised.

MORNING NEWS IN BRIEF.

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A FRESH AND BRILLIANT COLLECTION OF Summer Novelties ON SALE IN OUR FRONT M. I. STORE.

Two Specialties in Collars. Are now on sale. They are two lots in Embroidered Linen, both standing and turnover styles, at 25c. and 35c. each.

A Special in Ladies' Handkerchiefs. To wit; a limited supply of fine initialed handkerchiefs in small sizes with art stitching and embroidery around the initial, \$1.25 for box of half dozen.

Linen Hemstitched Handkerchiefs, 3 for 25c. This is another bargain offering, for the goods are strictly fresh and represent one of the most popular lines on the market.

Lovely Lace Handkerchiefs. In Renaissance and Bruges Laces, bordered and most acceptable as gifts, or for dress occasions, 50c. to \$1.50 each.

Silk and Leather Belts. From the most exclusive makers, are at the flood tide, as regards a complete stock. The color-range is extensive and ornaments quite out of the ordinary.

Lace and Embroidered Work. Including hand-embroidered (linen-centred) Scarfs, D'oylies; Crepon, Renaissance and Arabian lace centre-pieces, D'oylies, covers, etc.; all-lace D'oylies, etc.

Dent's Mannish Gloves. Continue a favorite. We have them in White and Tans, also a full range of the best French Kid Gloves. All prices, every modish shade.

Handbags, Purses, Etc. In fact leather requisites of various kinds dear to the heart of the ladies. A fresh supply recently opened.

New Crepe de Chene Scarfs. really a confection of the daintiest kind. They were specially imported and are new to the ladies of St. John. Rich printed borders in the newest colorings. Cashmere effects.

Long Scarfs in Spanish Lace. is another novelty bound to be much thought of. These scarfs are distinctively uncommon and come in Black, Cream and Ivory.

Irish Lace Collar and Cuff Sets. This is a variety of designs. The real article, made within a few miles of Cork, and fully maintaining the unapproachable standard of laces made in that country.

Real Bruges Lace Collars. and cuff in sets. Another manufacture of everyday goods in superior qualities, embodying some of the most original patterns extant.

Broderie Anglais is the Rage. in the larger cities, and in the collar and cuff sets shown by us it is particularly attractive. Another name for this work is Blyet Embroidery.

Novelty Washable Stock Collars. in bewildering variety, taking in almost every conceivable pattern, are to the front for the delectation of smart summer dressers. Lowest prices, too.

Two Special Lines of Neckwear. are the indispensable "Puritan" Turnover Collar and Collar and Cuff sets for widows. These are being sold at popular prices.

Turnover Collar Departures. are shown in number. This style of neckwear is practically a staple, but designers are almost weekly adding to the novel features by increasing the number of patterns.

HOUSEHOLD NEEDLE CASES, 30c. Filled with an assortment of Milward's Famous Needles.

MANCHESTER, ROBERTSON, ALLISON, LIMITED. King Street. Germain Street. Market Square.

S. ROMANOFF, Successor to B. Myers, 695 Main Street. Millinery clearance. Handsome trimmed hats at seasonally reduced prices. Original prices cut one third to one half. Hats formerly \$8.50 now \$4.50. Hats formerly 10.00 now 5.00. Hats formerly 12.00 now 6.00. Hats formerly 4.00 now 2.00. Hats formerly 2.00 now 85c. Four of the season's newest shapes, in imitation mohair, trimmed with long ostrich plumes. Velvet bows, colors all black, black with white plumes, \$5.00. Styles and shapes, for dress and outing purposes. One of the best assortments in St. John. S. ROMANOFF, 65 Main Street.

HATS AND CAPS For the Holiday. Thorne Bros., Hatters. Dress Stiff and Soft Hats, \$1.00 to \$4.00. Caps 25c, 50c, 75c to \$1.50 Each. Soft Sporting Hats 65c. each. THORNE BROS. . . . 93 King Street.

Have You Seen Them? WHAT? Carpets dusted or renovated by our process! This We Guarantee. The Most Delicate or Worn Carpet Can be Cleaned Without the Slightest Injury. Just try us on one is all we ask. UNGAR'S Laundry, Dyeing and Carpet Cleaning Works, Ltd. Phone 58.

Ladies and Gentlemen's Fine Shoes. Handsome to the eye. Artistic in design. First-rate workmanship. Made to wear and keep their shape. Beautiful finish, easy comfort, very durable. When you discard them you want another "just like the last ones." Then our prices are not the least part of the buying. W. SEARLE, 559 Main St., North End.

GILBERT LANE DYE WORKS. LACE CURTAINS cleaned and done up EQUAL TO NEW. Carpets cleaned and beaten. Dyeing and scouring. MACAULAY BROS. & CO., City Agents.

GOOD BREAD & PASTRY & CAKES ROBINSON'S CHOICE CONFECTIONERY. Try our Home Made Candles. DEATHS. HAMLYN.—On the 28th inst., Margaret J. Hamlyn, aged 70 years. Funeral from her late residence, 45 St. David street, Thursday, June 1, at 2.30 o'clock. Friends and acquaintances are respectfully invited to attend.