

We Will Buy

A 50c. Bottle of Liquozone and Give it to You to Try.

We want you to know about Liquozone, and the product itself can tell you more than we. So we ask you to let us buy you a bottle—a full-size bottle—to try. Let it prove that it does what medicine cannot do. See what a tonic it is. Learn that it does kill germs. Then you will use it always, as we do, and as millions of others do.

Its effects are exhilarating, vitalizing, purifying. Yet it is a germicide so certain that we publish on every bottle an offer of \$1,000 for a disease germ that it cannot kill. The reason is that germs are vegetables; and Liquozone—like an excess of oxygen—is deadly to vegetable matter.

There lies the great value of Liquozone. It is the only way known to kill germs in the body without killing the tissue, too. Any drug that kills germs is a poison, and it cannot be taken internally. Every physician knows that medicine is almost helpless in any germ disease.

We Paid \$100,000

For the American rights to Liquozone. We did this after testing the product for two years, through physicians and hospitals, after proving, in thousands of different cases, that Liquozone destroys the cause of any germ disease.

Liquozone has, for more than 20 years, been the constant subject of scientific and chemical research. It is not made by compounding drugs, nor with alcohol. Its virtues are derived solely from gas—largely oxygen gas—by a process requiring immense apparatus and 14 days' time. The result is a liquid that does what oxygen does. It is a nerve food and blood food—the most helpful thing in the world to you.

Germ Diseases.

These are the known germ diseases. All that medicine can do for these troubles is to help Nature overcome the germs, and such results are indirect and uncertain. Liquozone attacks the germs, wherever they are. And when the germs which cause a disease are destroyed, the disease must end, and forever. That is inevitable.

Asthma **Hay Fever—Influenza**
Abcesses—Anemia **Kidney Diseases**
Blood Poison **Leucorrhoea**
Bright's Disease **Liver Troubles**
Bowel Troubles **Malaria—Neuralgia**
Coughs—Colds **Many Heart Troubles**
Consumption **Phlegm—Feverishness**
Colic—Cramp **Hemiplegia—Quinsy**
Constipation **Shingles**
Cataract—Cancer **Serofia—Syphilis**
Diabetes—Diphtheria **Stomach Diseases**
Dandruff—Dropsy **Stomach Troubles**
Dysentery **Throat Troubles**
Excessive—Erysipelas **Uterine Diseases**

50c. Bottle Free.

If you need Liquozone, and have never tried it, please send us this coupon. We will then mail you an order on a local druggist for a full-size bottle, and we will pay the druggist ourselves for it. This is our free gift, made to convince you; to show you what Liquozone is, and what it can do. In justice to yourself, please accept it to-day, for it places you under no obligation whatever.

Liquozone costs 50c. and \$1.

CUT OUT THIS COUPON

For this offer may not appear again. Fill out the blanks and mail it to The Liquozone Company, 55-56 Wabash Ave., Chicago.

My disease is _____
I have never tried Liquozone, but if you will supply me a 50c. bottle free, I will take it.

1 2
Give full address—write plainly.

Any physician or hospital not using Liquozone will be gladly supplied for a test.

PRESIDENT OF THE C. P. R.

Discusses Question of Increased Harbor Facilities at St. John.

Says This is the Natural Winter Port, but Railway Company Cannot Build Wharves.

In a private letter to George Robertson, M. P. P., Sir Thomas Shaughnessy, president of the C. P. R., expresses his belief in St. John as Canada's winter port; he deals with inadequacy of wharf accommodation here, and shows that the C. P. R. has no intention of supplying wharves, though willing to supply stock yards, and such necessary equipment of the winter port business. He does not mention the government as the proper body to furnish the wharves, but he does say the C. P. R. will not, and that he believes the city should not have to. Extracts of the letter, which are given out with the consent of Sir Thomas, follow:

February 20th, 1905.

The Canadian Pacific Railway Co., Montreal.
Dear Mr. Robertson,—The whole situation with reference to the steamship business at St. John, is in a most unsatisfactory condition, and I do not just know what the good is at. The present facilities are absolutely inadequate, even for the tonnage passing through the port; and any increase of tonnage is out of the question, until additional accommodation has been provided. I can quite understand that the work already done has proved a good deal of a burden to the city of St. John, and, therefore, do not feel justified in urging upon the city, an increase of its indebtedness to provide better and more modern accommodation.

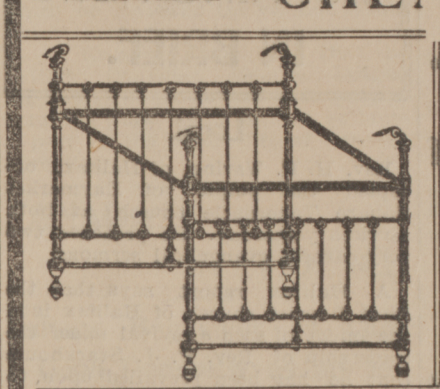
With all that may be said upon the subject of the Canadian winter port must, of necessity, be at St. John, or in that immediate vicinity there are one or two other points quite close to St. John that could be utilized, but at either of these it would be necessary to start anew and build up a port where there would be none of the advantages of a city of considerable size like St. John. The Grand Trunk Pacific, when completed, can no doubt utilize Halifax or Sydney for business originating along its line but for a great many years to come ninety per cent. of the export tonnage available for Canadian steamship lines will come from the railways centering on Montreal, and for this Halifax would be out of the question by reason of the long rail haul. The Grand Trunk has, of course, its own winter outlet at Portland, and this, I should say, would never be changed for business passing over the Grand Trunk Railway, because export traffic yields at best but a very narrow margin of profit to the rail carrier, Portland, by reason of its proximity to Montreal, is an easy and economical outlet. The distance to St. John is sixty per cent greater, and to Halifax 150 per cent greater than to Portland, and to every person familiar with railway affairs the handicap resulting from this difference in distance is manifest.

In the face of obstacles of every description, and at a cost that I would not like to mention, this company has made a determined effort, during the past ten years, to establish St. John as a winter outlet for the traffic originating on the twelve thousand miles of railway that it owns and controls, but the result has been far from gratifying. To strengthen our hands, and to prevent any combination of ocean carriers from adding to the disability under which we already labor by reason of our longer distance, we acquired, at great expense, a fleet of ocean steamships, but there is not wharfage accommodation for these ships in the port unless other steamship lines are crowded out. We now have under construction two fast passenger ships that will run to Quebec or Montreal during the summer months, but there is not a wharf in St. John at which these vessels can land their passengers and cargo, and, therefore, we shall be compelled to run them somewhere else after navigation in the St. Lawrence is closed. In the interest of economy, most, if not all, of our other vessels should follow.

The truth is that, with all that has been said during the past few years, about a Canadian winter port, no general feeling in favor of the expenditure for the requisite facilities has been aroused. Some of our St. John friends have been good enough, at times, to suggest that the Canadian Pacific Company might properly, at its own expense, provide these facilities, but that is out of the question. It is no part of the duty of this company, to improve the harbor or to build wharves at St. John, any more than it is at Montreal or Quebec. It would not be unreasonable to ask us to provide the yards, cattle pens, freight sheds, and other facilities required for the interchange of traffic between our railway and the various steamship lines over the wharves, or, if these be made a portion of the general scheme, to exact from us by way of rental, a fair return on the investment, but beyond this we would not be willing to go. The dredging and lighting of the harbor, the construction of suitable wharves and other works, and the maintenance of all of them, are essentially public works, and do not come within the province of an individual railway company.

This subject has been causing our directors and officers a good deal of anxiety, and we all hope some earnest and energetic movement can be started to secure what is so badly wanted, within the next year or eighteen months. The present conditions are

THE MOST RELIABLE CHEAP FURNITURE TO BE HAD IN ST. JOHN.



Just about this time of year householders commence to figure out how much money they will have to spend in making additions to the family store of Furniture. Let us help you in your calculations. We do not carry the very cheapest of goods—that is the shoddy, make-mirror class of Furniture, but we do emphatically claim to sell

The Most Reliable Cheap Furniture in St. John.

WHITE ENAMELLED BEDS, \$3.75 UP.

White Enamelled Bed, 3 and 4 feet wide, brass knobs, etc., \$3.75
White Enamelled Bed, 3 to 4 1-2 wide, brass knobs, etc., \$4.50
White Enamelled Bed, brass rods and knobs, 3 to 4 feet wide, \$6.00

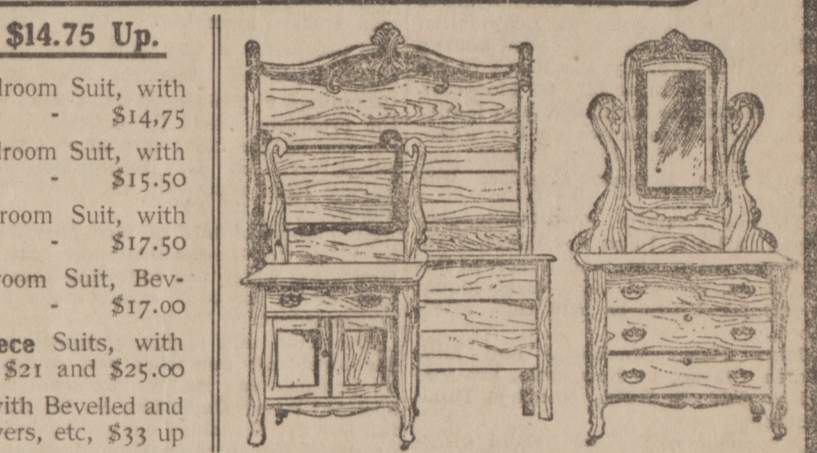
White Enamelled Beds, brass rods, etc., and from 3 to 4 1-2 wide, \$6.75
White Enamelled Beds in same widths, with bowed ends, etc., brass trimmings, from \$6.75 to \$9.50
Handsome Assortment of White Beds in artistic shapes and lots of brass, \$10 to \$18

Separate Bureaus and Commodes at Lowest Prices.

Bureaus and Commodes of Elm Suites can be had separately to go with Enamelled or Brass Beds
Bureau \$8.00 Commode \$ 3.25
Bureau 3.25 Bureau 10.50
Bureau 9.50 Commode 9.50

3-Piece Bedroom Suits, \$14.75 Up.

Golden Elm Three-Piece Bedroom Suit, with Bevelled Mirror - \$14.75
Golden Elm Three-Piece Bedroom Suit, with Bevelled Mirror, 14x24, - \$15.50
Golden Elm Three-Piece Bedroom Suit, with Bevelled Mirror, 20x24, - \$17.50
Golden Elm Three-Piece Bedroom Suit, Bevelled Mirror with shelf, - \$17.00
Other Golden Elm Three-Piece Suits, with Mirrors, at - \$21 and \$25.00
Golden Oak Bedroom Suits, with Bevelled and Shaped Mirrors, swell-front drawers, etc, \$33 up



MANCHESTER ROBERTSON ALLISON, LIMITED.

TERRY WAS AN ATHLETE.

The Great English Player Prominent in Feats of Strength.

CLIMBED MT. BLANC.

Ran a Memorable Foot Race Through London Streets But Lost His Wager --- The Time He Carried Weight.

Seeing Edward Terry, the English actor, on the stage of the theatre, you would hardly fancy that this slender, and almost delicate looking man, has been in his time, one of the best amateur athletes in England. Even now, however, a walk with him from the theatre to his hotel, would speedily convince you that he still retains a capacity for pedestrianism, which would entitle him to serious consideration, could he be induced to enter a competition of the "go as you please" order.

Athletic exercises are, of course, the first thing an Englishman thinks of, but it is not often that an actor has the time to indulge in them, despite the professional humorist's joke about walking the ties. Terry, however, always contrived to keep himself in form, no matter what the circumstances, and that he is entitled to his laurels, is vouched for by another English player, William T. Carleton, a baritone, who is now playing in "Lady Teazle."

In the early days of Carleton's professional life in England, he was a member of the Strand Theatre musical comedy company, of which Terry was the leading comedian. Carleton's position was that of "sing-ing, walking gentleman."

Suddenly Terry leaned forward, surveyed his companion with a critical eye, and said: "What do you weigh, Carleton?" Now, the baritone is a big man, as may be realized by his answer—"Thirteen stone ten." Between the twinges of pain he was suffering, Carleton returned Terry's gaze and wondered what was coming next. He had not long to wait. The comedian pondered briefly and then said:—

"You shall take the 'marrow bone coach.' Get on my back."

"But," exclaimed the singer, "the road is all up hill."

"Get on my back, I say," repeated Terry, exercising his authority as leading member of the company, and mounting a chair by way of preliminary, Carleton obeyed. Without further ado Terry trotted off and never relaxed his speed until he had deposited his burden at the door of their lodgings.

"With the exception of a few grunts, when we reached the particularly hilly parts of the road," said Mr. Carleton, while telling the story, the other day, "my locomotor humana showed no sign of fatigue as a result of his good Samaritanism."

Again, in London once, when Mr. Terry's reputation as an actor had become greater than his record as an athlete, he made a bet that he could run from the stage door of the Strand Theatre to the stage door of the Victoria Theatre, which is on the Surrey side of the river Thames, in five minutes.

Considerable attention had been given to the matter by the press, and although the hour—six o'clock in the morning—was almost prohibitive so far as drawing spectators was concerned; the streets were crowded with persons curious to see whether what seemed to be an almost impossible feat could be accomplished. Indeed, so great was the crowd that a special detail of policemen were on hand to keep the course clear for the runner.

Timed by numerous stop watches and encouraged by cheers from crowds of his friends and admirers, he set off at a good clip and soon was speeding down the Strand like a streak. Luck was with him, and it looked for a few moments as though he could not fail to be victorious. Presently, however, he reached the toll house on the bridge, where every foot passenger was at that time required to pay a half-penny before being allowed to pass.

the run against time was for a large wager, but afterward it was ascertained that while many bets had been made the stakes were only half a crown, about sixty cents in American money. The "bobby" at the Strand Theatre had backed his favorite for two pounds fifteen shillings, but although he lost he enthusiastically declared his willingness to make another bet of the same amount. If Mr. Terry would repeat the trial, but the comedian had had enough.

Another favorite exercise of the slender player in the old days was "rope-climbing", in which he holds many records as one of the most expert in the amateur field. He is also famous as a globe trotter and mountain climber, and in a recent chat he said that while making the ascent of Mont Blanc he succeeded in reaching a very high point and was interested to read on the rafters of the hut of the Grande Mulet the autographs of Campanini, the celebrated tourist, and Christine Nilsson, the Swedish prima donna.

When Mr. Terry resided at Hammer-smith, a southwest suburb of London and about six miles from his theatre, he invariably walked home after the performance, except when the weather was too severe.

HE WAS MIXED UP.

Captain Chambers Pays His Respects to a Portland, Me. Reporter.

Steamer Hilda from Portland, Me., for Parrishboro put into this port Saturday evening for harbor, and will probably load coal here from the barges which are always afloat at this port. Captain Chambers expressed himself surprised when shown an article that appeared in the Portland Express of March 16, quoting him as saying that St. John harbor was frozen up, vessels being frozen in and damaged.

The captain said the report was false, and the only way he could account for it was that the reporter was not well versed in his geography and had been Parrishboro (N. S.), mixed with St. John. "Perhaps," said Capt. Chambers, "there is one other excuse for the Portland scribe and that was the ambitious young man's brain could not have been working right as the fumes from a lot of confiscated liquor that was poured on the streets in Portland last week probably caused some of the people to imagine things."

HARCOURT NEWS.

Harcourt, March 17.—Henry Wathen, went to Moncton this week, to consult Dr. Ferguson again concerning his injured arm, which has not improved as fast as expected.

John A. D. Wathen, has returned from a several days' trip to St. John. Dr. and Mrs. H. G. Fairbanks, returned on Wednesday, from a six weeks' stay in Nova Scotia. Miss Stella G. Wilson is home from Boston, Mass. D. Sankey Cail, came home from Greenville, Maine, on Thursday. He will remain in this vicinity several weeks. Dr. M. F. Keith of Moncton, is in Harcourt, today.

Last night, in the Methodist church, Rev. J. B. Champion, held a special service for young people. There will be another such service on Sunday night.

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to address below, and credit M
..... with votes in the I. C.
S. Scholarship Contest.
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intolerable, not because the city of St. John has failed to do what it could, for the advantage of the port, but because the expenditure involved in the equipment of an important national port, is much larger than a city with St. John's resources, could prudently undertake.

Yours very truly,
(Signed) T. G. SHAUGHNESSY,
President.

GEORGE ROBERTSON, Esq.,
President, the Imperial Dry Dock Co., St. John, N. B.

OBITUARY.

Edward Crowley.

The death of Edward Crowley took place Saturday at the Mater Misericordiae Home. He was 65 years of age, and was a painter by trade, and for many years was employed with the late George Thompson. He leaves no relatives in this city.

J. P. Conway.

A cablegram was received in Sydney, on Saturday, from Port of Spain, Trinidad, announcing the death on the 17th of J. P. Conway, lately of Sydney, and formerly a resident of this city.

Deceased, with his wife, sailed from Halifax on March 6 in the steamer Oruro, on a trip to West Indies, and it is said that death occurred suddenly on board. He was fifty-four years of age, and came to Sydney about ten years ago from Moncton. He leaves five children by his first marriage, and two stepchildren by his second.

AN ELOQUENT SERMON.

An interesting sermon on St. Patrick the apostle of Ireland, was delivered by Rev. Canon Brock, D. D., in St. John's (stone) church, on March 16, his discourse on Acts XI, 24. "He was a good man and full of the Holy Ghost and of faith, and much people was added to the Lord." On the 17th day of March, rather more than fourteen centuries ago, St. Patrick, a hero of the early church, and the great apostle of Ireland, entered into the rest of Paradise. His life is as instructive as it is interesting, and shows what one good man, in his generation, can do for Christ, and His church, if he will but improve the opportunities, which God's providence places in his way.

The custom, with the life and labors of St. Patrick under four heads, viz., his birth, his servitude, his preparation for the missionary work, and finally his great work and labors as the apostle and missionary bishop of Ireland.

St. Patrick, he said, was not an Irishman. It was most probable that he was a native of Scotland. His baptismal name was Succoth, which meant "strong in war." This name, however had been generally forgotten in his Latin name, Patricius, Anglicized into Patrick. His father and grandfather were both of holy orders. St. Patrick was born in a place which is supposed to be the same as is now called Kirkpatrick, a small town in Scotland between Dunbarton and Glasgow, on the banks of the Clyde.

"And what do you do in the city?" asked the farmer of one of his summer boarders.

"I'm a model—a cloak model!" exclaimed the girl.

"And what farm was you raised on?"

"Farm! What are you talking about. I wasn't raised on a farm."

"Oh, I thought perhaps you was raised on one of them 'ere model farms I've heard about."

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Typewriters of all kinds cleaned and repaired. Typewriters supplies of all kinds constantly in stock. PRICE RIGHT.

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Spring Style Hats, Soft Hats. The Kind That Sell.

Always a shape and color to suit every customer. Our styles are exclusive and always correct. Customers like our Hats because he can always find a fit. Keep their color and finish in all weather. Price \$1.50, \$2.00, \$2.50, \$3.00 to \$4.00.

THORNE BROS. - - - Hatters, - - - 93 King Street.

The Loving Wives in St. John.

Can keep their husbands in the best of humor by sending their Shirts, Collars and Cuffs to

UNGAR'S Laundry, Dyeing and Carpet Cleaning Works, Ltd. Phone 58.

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GILBERT LANE DYE WORKS.

LACE CURTAINS cleaned and done up EQUAL TO NEW
Carpets cleaned and beaten. Dyeing and scouring.

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PHONE 161.
GOOD BREAD & PASTRY & CAKES
ROBINSON'S CHOICE CONFECTIONERY
175 Union St.
Try our Home Made Candies.
DEATHS.
STURDIE—Entered into rest on the morning of the 20th inst., after a long illness. Edith E. Sturdie of the late Henry Parker Sturdie, Esq. Funeral tomorrow, Tuesday, from Trinity church. Service at 2.30 p. m.
ENGLISH—At the residence of Robert R. Boyer, 29 Exmouth street, March 18th, Jane O. English, aged 75 years. Funeral Tuesday afternoon.