MUD DUMPING INVESTIGATION

The third session of the investigation into the charges that mud and other refuse is dumped into the harbor was held last evening in City Hall. Captain James Hayes, Pilot J. T. Bennett and Pilot Alfred Cline gave evidence. The witnesses were unanimous in declaring that mud from the scows was not dumped within the prohibited area. Mr. Bennett said he had taken soundings that day in the west channel and found on an average nineteen or twenty feet of water, which would give thirteen or fourteen at lowest spring tides. Ald. McArthur occupied the chair and Ald. Bullock, Sproul, Vanwart and Lewis were present, with the recorder, common clerk and City Hall stenographer.

Captain James Hayes, sworn, said he had no knowledge of any material being dumped into the harbor except sweepings from the ferry boat, which he had noticed some dozen times in the last two years. He had never sounded any portion of the harbor, and could not say if the depth of water had decreased.

The chairman and Ald. Bullock also questioned the witness, but no material evidence was deduced.

Pilot Bennett.

Pilot James T. Bennett, sworn, said he had been a pilot for twenty-four years. Previous to the present digging he had seen material dumped near the round reef and between the breakwater and Shag rocks. That was at the time of the Connolly contract. He had noticed only one lot of mud dumped by Mr. Mayes' scows. On that occasion it was dumped between Shag rocks and Sheldon's Point. As far as he knew, vessels came in by the east channel safely enough. The west channel was used only for small craft. There was no difference in the depth of water since he had been a pilot.

He thought it would be well to deepen the west channel in case it might be wanted.

The recorder—"Do you know the depth of water in the west channel?"

Witness—"I sounded the west channel this morning and found eighteen to nineteen feet at low water."

The recorder—"Where was that?"

Witness—"From 150 feet off the breakwater to opposite the whistle house on Partridge Island."

The recorder (referring to the chart)—"Then you found more water than the chart indicates. I see it gives only thirteen feet in places."

Witness—"Yes, sir; I did so."

The recorder—"Have you any knowledge of the east channel?"

Witness—"I found about twenty feet down to the eastward of the bell buoy a month ago, and in places eighteen or nineteen feet."

The chairman—"That is a little less than is marked on the chart?"

Witness—"Yes, a little."

The witness said he had no knowledge of any material being dumped into the harbor, or thrown from steamers at the wharves.

The chairman—"What induced you to make soundings today?"

Witness—"I thought it would be useful."

The recorder—"No one suggested it?"

Witness—"No, sir; I paid a boatman out of my own pocket."

The recorder—"Did you ever do it before?"

Witness—"Yes, sir; just for my own information as a pilot."

In reply to Ald. Bullock the witness said he had no knowledge of the depth of water at Sand Point. Captains of the larger steamers which he had piloted in and out had made no reference to it.

The chairman—"What was the lowest depth you got today?"

Witness—"Eighteen feet."

The chairman—"Then there is a big difference between your soundings and the chart, which gives only thirteen feet."

Witness—"Yes, but you must remember, gentlemen, that the chart soundings were taken at lowest springs, which are six feet two inches lower than the tide today."

The chairman—"Then your soundings gave really less water than the chart?"

Witness—"No, I found nineteen feet or twenty feet practically all over, and only eighteen feet in one or two places. The chart gives twelve feet here and there."

In reply to the chairman the witness said he had sounded round the Beacon eddy and found twenty feet. If there had been complaints of grounding it must have been farther in. The water had shoaled a little. He could give no reason unless it was sediment from the harbor.

Pilot Bart Rogers referred to witness and himself having boats of the same draught and asked why witness preferred to seek the harbor instead of staying in the Beacon eddy.

Witness replied that the harbor was safer.

Pilot Rogers—"Isn't it because it is too shallow at the Beacon eddy?"

Witness—"No."

Pilot Rogers—"When you were sounding today didn't you find sixteen feet of water?"

Witness—"No."

Pilot Rogers—"Well seventeen feet?"

Witness again replied in the negative. This concluded his evidence.

Pilot Cline.

Alfred Cline, sworn, said he had been a pilot for twenty-seven years.

The recorder—"Have you noticed any mud scows bringing out material?"

Mr. Mayes—"What scows?"

The recorder—"I'm not asking what scows. Don't take any notice of Mr. Mayes or anyone else. Answer my question: Have you seen any scows doing it?"

The witness said he had seen the scows dump between the breakwater and Shag rocks. He had been on them. He saw the city scows dumping 200 yards back of the breakwater. The large scows would need twenty feet of water. They deposited at Shag rocks. He was on board on one occasion when the mud was frozen and they circled around the rocks till the scow was clear. They did not throw the material cleared up overboard, but into the pockets. He had seen the scows twenty or thirty times. He had often put the glass on the scows when on the island and had never seen them dump in the wrong place.

The recorder—Then the big scows dumped to the westward of Shag rocks and the small scows to the westward of the breakwater?"

Witness—"Yes, sir; that is so."

Continuing the witness said that at the time of the Connolly contract mud had been dumped near the Beacon eddy. He had run foul of it on one occasion. The mounds were probably worn down now. He had not examined the west channel lately.

The chairman—"Is there any lessening of water in the main channel coming into the harbor?"

Witness—"Not to my knowledge."

The chairman—"Is there less water in the Beacon eddy?"

Witness—"In parts. The bottom must have grown up a little, but there is too much current for anything to stay there from up river."

Ald. Sproul—"Has anything been dumped in the harbor during the past two or three years from Mr. Mayes' scows, the city's scows or anything else?"

Witness—"No, sir; I am sure there has not."

In reply to Ald. Lewis, the witness said a breakwater from the island eastward to two fathoms of water would be an advantage. It would do away with the bell buoy and keep the sea out.

Mr. Mayes—"Is there any difference in the depth of the west channel in the last ten years?"

Witness—"I think not; if anything it is a little deeper."

Mr. Mayes—"There was a witness said he could not row a boat through the channel."

Witness—"It would depend upon the state of the water."

Mr. Mayes—"Do you think the dumping by the Mayes scows is being carried on in a proper manner?"

Witness—"Yes, I think so."

As there were no more witnesses present the meeting adjourned.

Ald. McArthur referred to the occasion as the last time on which he would be present and expressed the hope that the chairman who would succeed him would ask as impartially and as much in the interests of the city.

It is understood that the new council will be asked to appoint another alderman to fill the vacancy caused by the retirement of Ald. McArthur.

BRITISH BUDGET BROUGHT DOWN

London, April 30—Mr. Asquith brought down his budget today and estimated the expenditures for 1906-07 at $708,930,000, and the revenue at $724,300,000. There would be therefore an estimated surplus of $15,370,000.

The chancellor then surveyed the general financial position, referring especially to the growth of the national indebtedness, now a huge total of $3,944,950,000, and to the expenditure, dwelling on the gigantic excessive sums devoted to the navy and army. He said he hoped and believed from what he knew of the intentions of his colleagues that when he introduced the budget for 1907 he would be able without material weakening of the efficiency of the national services to effect a substantial saving.

It was the first and paramount duty of the government to return to thrifty, economic methods of administration and second only thereto was the question of adequate provision for the reduction of the national debt, which was now practically at the same figure as in 1870. He proposed at the earliest possible moment to discontinue the system of carrying on naval and military works on borrowed money.

The floating debt now stood at the serious total of $278,750,000, and it was a source of the greatest disquietude because it seriously hampered the country's borrowing powers should a sudden emergency arise and because it meant that the government was competing for and locking up funds which otherwise would be available for commercial enterprises.

In addition to the ordinary provision he proposed to take $2,500,000 from the estimated surplus and $2,500,000 of the Chinese indemnity for the reduction of the debt.

In 1906-07 the sum $675,000 would be taken from the surplus for necessitous school districts and a revision of the parcels post rates, especially beneficial to the farmers, would absorb another $525,000, leaving the final estimated surplus at about $10,000,000.

He did not propose to reduce the income tax, but the time had arrived for an enquiry into the practicability of a graduated tax, and a strong select committee would be appointed to report on the subject.

Mr. Asquith then announced that the balance of the surplus would be applied to a complete repeal of the coal duty from November 1, absorbing $5,000,000, a reduction of two cents in the tea duty from July 1, absorbing another $4,600,000 and taking five cents off stripped tobacco, making the duty thereon 76 cents. This he said, would be retroactive from March 31, and cause no appreciable loss of revenue.

Former Premier Balfour congratulated Mr. Asquith on the lucidity of his budget statement, following up the compliment with criticisms of some of the features of the budget. Mr. Balfour said he hoped that in the desire for economy national interests would not be sacrificed.

G. T. P. CONTRACTORS WILL HAVE TO DEPOSIT ENORMOUS SUMS

Ottawa, April 30—(Special)—Security for the construction of the two sections of the Transcontinental Railway for which contracts have been let must be deposited by Thursday next. The amount which J. D. MacArthur must put up is $1,310,000, and which Hogan & MacDonald must deposit is $794,000.

The tenders for steel rails and ties will be called early. It is likely that commissioners will take a trip to Winnipeg to see where the ties and rails will have to be delivered.

Coughs Ask your doctor his experience with Ayer's Cherry Pectoral in hard colds, hard coughs, bronchitis, weak throats, weak lungs. Then profit by it. If he has anything better, use that. If he says Ayer's Cherry Pectoral is all right, then use that. Get the best there is, always, for the best is none too good. Keep in mind this—"Sold for over 60 years!"

We have no secrets! We publish the formulas of all our medicines! J. C. Ayer Co., Lowell, Mass.

SENATE REFORM

Laurier Wants Their Ideas

Sir Wilfrid Against Abolishing Upper House, But Thinks a Different Method of Appointment Ought to Exist---Favors Giving Each Province Same Representation.

Ottawa, April 30—(Special)—When the house met today Col. Hughes complained that no officer was in the library Sunday forenoon to give out books.

Mr. MacLean (East York), asked the minister of finance, if in view of the disclosures at the insurance commission over the Manufacturers' Life Insurance Company, he had taken any action to retire certain directors of the company.

Hon. W. S. Fielding replied that the investigation had only proceeded a short distance. The government would avail itself of the evidence in any proposed amendments to the law but at the present time it would not be wise to reach any conclusions.

Mr. Borden referred to some returns which he said were not yet brought down.

Mr. Oliver pointed out that he had ten typewriters at work in his department for sometime on one return, and as soon as these ten typewriters were through the return would be brought down. Another return was asked for and if it were brought down it would mean the examination of 1,000,000 documents.

Some progress was made with the bill giving power to the Grand Trunk Pacific Railway to issue debenture stock for $25,000,000 for equipment.

In reply to Dr. Stockton Hon. Mr. Emmerson said that the grain elevator at St. John cost $160,321. It had a capacity of 500,000 bushels. For 1906 there passed through it 14,580 bushels of wheat; 41,825 of barley and 18,000 bushels of oats. In 1905 there was 58,000 bushels of wheat and 15,000 bushels of barley. Dr. Stockton was also told that the cost of the fog alarm at Tyner's Head was $13,538.

Mr. McIntyre (South Perth) moved that the life tenure of senators be abolished, that the tenure for one appointment be limited to within the legal term of three parliaments and to provide a fixed age, not exceeding eighty for compulsory retirement.

Mr. Schell, of Oxford, seconded the resolution.

Laurier on the Senate.

Sir Wilfrid replied in a twenty minute speech. He was glad the matter had been brought before the house. It was a matter for congratulation that though confederation had endured for thirty-nine years, there had been up to the present time no serious attempt to reform the work as it came from the hands of the founders.

The American constitution had been amended several times. It was a matter of interest that the most serious criticism of confederation had reference to the constitution of the senate. Confederation debates revealed a radical difference of opinion upon it. For eight years, from 1856 to 1864 a legislative council had been elected and had brought some good men into public life. Then came the confederation project, and expressions of diverse views by Mr. Brown and Mr. Macdonald, the two leaders.

Mr. Brown was advocate of a nominative system and in that Sir Wilfrid doubted if he was in harmony with his party. Mr. Macdonald was not at all averse to an elective system.

Difficulty About Reform.

"I believe the great tendency of the Liberal party, certainly in the province from which I come, was in favor of an elective senate," said Sir Wilfrid. "Confederation had been in force nearly forty years. From time to time there had been outbursts of public opinion, not very strong, but still noticeable in favor of a reform of the senate."

At no time he believed had the present mode of appointment been absolutely accepted by the Liberal party. He was, therefore, not surprised at a reappearance of that sentiment. What would be the nature of a reform which would be acceptable to all? That question had puzzled more than one. While affirmation had been made at the convention in 1893 that the senate was unnecessary, still difficulty had always been to settle what reform would be acceptable. They were immediately met by a line of cleavage which seemed almost insoluble.

There was strong opinion in Ontario judged by press comments, in favor of the abolition of the senate. "For my part," said Sir Wilfrid, "I believe this would be a mistake and I could not be induced to reconcile myself to such an idea. A second chamber seems to me absolutely indispensible under our system of government. A second chamber has been held to be necessary for two reasons, which were mentioned by my honorable friend from South Perth. It is supposed to be a check upon hasty legislation. But this is an idea which has never made much impression on my judgment, at all events.

"Considering the course of such legislatures in the dominion which are composed of a single branch, elected by the people—legislatures of Ontario, Manitoba, British Columbia and some others—I do not believe that we need seriously apprehend any danger from the existence of one branch only of the legislature. But one consideration which, to my mind, is absolutely conclusive and paramount, is that under our system of government, composed of federal parts, a second chamber is absolutely needed as a safeguard for the smaller provinces against a possible invasion of their rights by the larger provinces."

Would Give Each Province Same Number.

Sir Wilfrid went on to say that Canada's system had been largely borrowed from the United States. Their house of representatives was elected by the people according to population and the senate appointed by state legislatures, all states have an equal representation of two in that house.

"Here in our senate," Sir Wilfrid added, "as in the senate of the United States, we have not adopted the priniciple of representation by poulation. We have not altogether adopted the system of the American republic, but if we were to have a reform I would not be adverse to adopting in that respect the system of our neighbors and have each province represented by an equal number of members, whether that province be large or small. This principle having been adopted, admittedly for the protection of the smaller states, everyone will admit at once that if we were to remove that safeguard there would be naturally disconent in the smaller provinces, so that I contend that we cannot seriously entertain, even for a moment, the idea of ever abolishing our senate.

"The arguments which we see from time to time in the press have altogether ignored that view of the constitution which is the true one, and a paramount argument in favor of the maintenance of the second chamber.

"Then if the senate was to be elected by whom should it be elected? They might revert to the old system of 1856 of election by a group of counties, but he sympathized with McIntyre's view that the Canadian people had enough elections now. Another suggestion was to follow the American system of the appointment of senators by state legislatures. But there was an impression that it had resulted in scandals on the other side. It was commonly said that the United States Senate had fallen off from its former high plane and was today an assembly of plutocrats. That was a statement with which he was not at all disposed to agree. When he looked at their work today he would be forced to admit it was of the highest possible order. It might not be up to the standard of forty years ago, in days of Webster, Clay and Calhoun, but today it had some of the best minds in the American union.

The late Senator Hoar and Senator Lodge were mentioned by Sir Wilfrid as men of the highest ability and character, who had, with many others, impressed him during some weeks' stay in Washington in 1898. If senators were elected by local legislatures, he favored the plan existing in the parliamentary rules for the appointment of committees: that was, by open ballot. Supposing three senators were to be elected by a local legislature, what would happen? At present in Ontario there were sixty-eight Conservatives and thirty Liberal members. With vote by open ballot that would ensure the election of two Conservatives and one Liberal or two Liberals and one Conservative, if the position was reversed. That, he thought, would be as fair representation as they could have. At present the Conservative party was in the ascendancy in Ontario, which was a great misfortune to the country, but if they were in the ascendancy he had no hesitation in saying that the views of the country, bad as they were (laughter), should be represented in the senate for what they were worth.

"I am glad to say at the present time there are other provinces of the dominion which have, in my estimation, a better understanding of public affairs, and who would make up for the province of Ontario," said Sir Wilfrid, amid laughter and cheers.

"Does the right honorable gentleman say that under our present constitution he feels he must select appointees of his own party when choosing them?" asked W. F. MacLean.

"I do not say that I must select," Sir Wilfrid replied, "but I do say to my honorable friend that when I have to come to a moment of selection and if I have to select between Tory and Liberal, I feel I can serve the country better by appointing Liberal than Conservative (applause), and I am very much afraid that any man who occupies the position I occupy today will feel the same way."

He was not prepared at that moment to pronounce practically in favor of one system or another. Mr. McIntyre had suggested a fifteen year term instead of life tenure. There might be something in that, but the subject should be approached from a broader point of view. Still he was satisfied with the manner in which questions had ben brought up. The senate had, on the whole, done very well if it had not reached the high expectations formed of it.

There would be this year, he was glad to say, a conference of all the provincial governments, and that question might be left over for consideration by them, not that it was a question in which they were bound to consult the provinces, but it was a question in which so much delicacy existed it would be wise to consult the provincial premiers. Renewing his congratulations to the mover and seconder, Sir Wilfrid closed by asking them to withdraw the resolution, having served the purpose by drawing the matter to the attention of the house.

R. L. Borden said that when Sir Wilfrid Laurier was in opposition the idea was that he would reform the senate when attaining power. There was an impression that when the Liberals obtained a working majority in the senate, the premier would appoint alternatively a Liberal and a Conservative. If he had done this the reform of the senate would have been in his own hands.

BEST IN THE WORLD

IT SAVES BABIES' LIVES

Lactated Food surpasses all other prepared foods as a diet for the babies in the hot weather.

Lactated Food is the easiest to digest, and is of great nutritive value.

Lactated Food is a perfect scientific substitute for mother's milk. It is a corrective in all cases of irritability of the stomach and bowels. No other food sold can boast of such valuable life-giving and life-building virtues.

Lactated Food is the safest form of nourishment for the baby during the time of teething. It saves from diarrhoea and dysentery. Lactated Food "saves babies lives." Druggists sell it.

OFF TO REVELSTOKE

John B. Belding Gone to Position With the C. P. R.

John B. Belding, who has been acting as relief agent on this division of the C. P. R. for the last three years, and has been an operator in the Sand Point office during the winter port season, left last evening for Revelstoke (B. C.) to take a position with the company on that division.

Mr. Belding learned telegraphy on the I. C. R. at Apohaqui, and then entered the employ of the C. P. R., for some three years, being for a considerable time station agent at Hoyt. He then went with the Boston & Maine, in Massachusetts, remaining there for about nine years, most of the time as station agent at Gilbertville. Owing to ill-health he had to give up work and return to New Brunswick. On recovering he remained here, as stated, with the C. P. R. as relief agent.

A good operator and an experienced station agent, he goes west well equipped for work in a region where railway extension is so rapidly proceeding. He was joined at Greenville Junction by another operator, who also has gone to take a position at Revelstoke. Mr. Belding has a host of friends along the I. C. R. and C. P. R., as well as in St. John, who will wish him all success in the far west.

DO YOU FEEL THE PINCH?

Not of poverty, but of corns, aching corns, that can be cured by Putnam's Corn Extractor? Don't suffer, use "Putnam's." Sold everywhere in 25c. bottles.

THE TORCHLIGHT PARADE IS OFF

The proposed torchlight procession to escort Prince Arthur of Connaught tomorrow evening from the Union Club to the depot has been definitely abandoned. Mayor-elect Sears when asked about the matter last night said he felt compelled to give up the idea for lack of support by the various organizations. For one reason or another it was found the military, firemen and salvage corps could not be counted on and as there had been no further response from any private organizations who might have been willing to assist he had reluctantly dropped the idea of a parade.

The prince will be welcomed at the station by the lieutenant governor and a guard of honor and the mayor and aldermen will present a civic address. Then will follow a drive round the city. The route will be as follows: Starting from Mill street, Main stret will traversed as far as Douglas avenue, thence by way of the Suspension bridge to Tilton's corner, down to Prince to Ludlow street and across to King and so to Union street, the driving along which will give the prince some idea of the improvements at Sand Point. The Ludlow will be boarded and on arrival at the east side the drive will be resumed up Princess to Charlotte street, thence to King street and back to the station by way of Market Square Dock and Mill streets. The drive is timed to take about three quarters of an hour and the prince will then return to his private car.

In the evening the governor will entertain the prince to dinner at the Union Club. It is learned that Premier Tweedie is in Ottawa; Hon. William Pugsley is also there, and Hon. W. P. Jones is engaged holding an inquiry on the North Shore. The members of the executive who will be present are Hon. C. H. LaBillois, Hon. L. P. Farris and Hon. F. J. Sweeney.

The Wornout Nerves, The Weak Heart, The Tired Brain, The Wasted Strength.

What a multitude of women there are who feel that these words exactly suit their case. From early morn until late at night they have been on the go, year in and year out, attending to the daily household duties, looking after the wants of her children and spending the rest of her time attending to social and church work. Is it any wonder then that sooner or later there comes a general collapse? The action of the heart becomes weak and palpitating, the nerves become unstrung, the brain feels in a whirl half the time and the usual force of vitality is lacking.

It is at this time a woman should look after herself. If she does not, serious female disorders may set in and often cause weary months and years of helplessness and miserable suffering. What she wants is something to build up her system. For this purpose there is nothing to equal

MILBURN'S HEART AND NERVE PILLS

They are the women's friend in every sense of the word.

They will strengthen the weak heart, tone up the shaky, starved nerves, make the brain clear, and restore the lost vitality.

Mrs. George Lohnes, Stanley Section, N.S., writes: "I was greatly troubled with weak and dizzy spells and was so run down I could not attend to my household duties. I bought two boxes of Milburn's Heart and Nerve Pills and after taking them I found that my trouble had all passed away. I am now strong and healthy again."

Milburn's Heart and Nerve Pills are 50 cents per box or 3 for $1.25. If your dealer does not handle them, send direct to The Milburn Co., Ltd., Toronto, Ont.

ST. JOHN MAN BUYS BRANDON HOTEL

Success o W. H. Wilson Formerly Head Waiter in the Dufferin Here.

Another of the many St. John men to forge to the front in the west is W. M. H. Wilson, who left here four years ago. Policeman Charles Marshall, who is a brother-in-law of Mr. Wilson, received a letter from him yesterday, stating that he and another man had purchased a large hotel in Brandon, where he has been living, and have every prospect of doing a good business.

Mr. Wilson resigned his position as head waiter in the Dufferin hotel four years ago, to accept the position of steward of the Brandon Club. To within a few days ago he held the same position. The hotel he chased is the Empire, one of the best and largest hotels in Brandon. Mr. Wilson is a son of Edward Wilson, the steward of the Union Club of this city.

CANADIANS CAN HAVE THE BRITISH HULKS IN RIVER THAMES

Ottawa, April 30—(Special)—Lord Elgin has cabled Earl Grey stating that the Canadian government can remove the British vessels which have been in the Thames river, near Chatham, since the war of 1812. The Canadian government asked the British government if they could do this.

DODD'S KIDNEY PILLS

FOR ALL KIDNEY DISEASES

CURES RHEUMATISM BRIGHT'S DISEASE BACKACHE DIABETES

Customers discontinued the use of our remedies on account of imitations. The public may rely upon the genuine. Sold only in boxes.

Prince Royal Hotel,

113-115 PRINCESS STREET.

Centrally located. Cars pass the door every five minutes. Few minutes walk from Post Office.

MRS. C. GLEASON, Prop.

Value Received

is what my customers say as they replace the old pair of "THE GOLD BOND SHOE" with a new pair.

When passing my place of business, 519-521 Main street, come in and inspect the styles I have here to show you in "THE GOLD BOND SHOE," made on the newest last and all widths.

In the $3.50 "Gold Bond Shoe" I have the strongest and most varied line of shoes possible; a pair of these boots means a saving to you of 50c. or $1.00.

Goods delivered to all parts of the city.

WILLIAM YOUNG

ST. JOHN, N. B.

'Phone 714b.

SPECIAL SALE FOR SATURDAY

—AT—

FLOODS,

King Street.

—OF—

Note Paper and Envelopes, Toilet Soaps, Household Requisites, Cutlery, Rogers' Best Plated Quadruple Plate.

FLOODS, - King Street.

RAILROADS.

CANADIAN PACIFIC

SUMMER TRAIN SERVICE

The Summer Train Service on the Canadian Pacific Railway will go into effect Sunday, May 6th. After that date the train service out of and into St. John, will be as follows:

6.45 a. m.—Day train for Boston, connecting at Fredericton Jct. for Fredericton, and at McAdam Jct. for St. Stephen and St. Andrews, also Woodstock and points north.

6.40 p. m.—Montreal Express.

5.50 p.m.—Boston Express, connecting at McAdam Jct., for St. Stephen (and St. Andrews after July 1st), also for Woodstock.

6.10 p. m.—Fredericton Express, making all suburban stops.

As the Intercolonial Railway will not change time until June 24th, the Canadian Pacific Montreal Express will be unable to leave St. John for the West until 5.55 p.m., and the Boston Express 6.05 p.m. Fredericton Express 6.10 p.m. between May 6th and June 24th.

In addition to the above, Suburban Train Service will be operated between St. John and Welsford commencing June 4th as follows:—

Lv. St. John 9.25 A. M. 1.10 P. M. 5.05 P. M. 10.30 P. M.

Ar. Welsford 10.33 A. M. 2.10 P. M. 6.00 P. M. 11.35 P. M.

Lv. Welsford 6.45 A. M. 7.55 A. M. 11.10 A. M. 2.20 P. M. 9.00 P. M.

Ar. St. John 7.50 A. M. 8.55 A. M. 12.10 Noon. 3.20 P. M. 10.00 P. M.—Daily, except Sunday.

It is expected that this Suburban Service will be continued until September 20th.

On May 24th extra trains will be run to and from Suburban points, particulars of which will be given later.

From the above it will be noticed that the Fredericton train instead of leaving at 5.05 as at present, will, after May 6th, leave at 6.10 P. M. and there will be no train from St. John at 5.05 P. M. between May 6th and June 4th.

HOTELS

ROYAL HOTEL,

41, 43 and 45 King Street,

ST. JOHN, N. B.

RAYMOND & DOHERTY, Proprietors

W. E. RAYMOND. H. A. DOHERTY.

VICTORIA HOTEL,

King Street, St. John, N.B.

Electric Elevator and all Latest and Modern Improvements.

D. W. McCORMICK, Prop.

ABERDEEN HOTEL.

Home-like and attractive. A temperance house. Newly furnished and thoroughly renovated. Centrally located. Electric cars pass the door to and from all parts of the city. Coach in attendance at all trains and boats. Rates $1 to $1.50 per day.

18-20-22 Queen St., near Prince Wm.

A. C. NORTHORP, Proprietor

The DUFFERIN.

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KING SQUARE, St. John, N. B.

CLIFTON HOUSE,

74 Princess Street and 141 and 143 Germain Street,

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W. ALLAN BLACK, Proprietor.

NEW VICTORIA.

Parties returning from the country for winter will find excellent rooms and accommodation at this Hotel, at moderate rates. Modern conveniences. Overlooks harbor. On street car line. Within easy reach of business centre.

248 and 258 Prince William Street

ST. JOHN, N. B.

J. L. McCOSKERY. Proprietor.

R. W. V. deBury, of the Bank of Montreal staff left Saturday night for Amherst (N.S.), having been transferred to that branch.

STEAMSHIPS

DONALDSON LINE

—BETWEEN—

Glasgow and St. John

Winter Service, 1906.

From Glasgow.	From St. John.
Mar. 21 S. S. Concordia	April 21
S. S. Alcides	April 22

(Completes Winter Sailings.)

Freight and passage rates furnished on application to the following agents:

Donaldson Brothers, Glasgow

Robert Reford Co., Ltd., Montreal

SCHOFIELD & CO., LTD., St. John.

ATLANTIC STEAMSHIPS OF THE CANADIAN PACIFIC RY.

FINEST AND FASTEST

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18,000 H. Power { EMPRESS OF BRITAIN / EMPRESS OF IRELAND } 14,500 TONS

Montreal, Quebec and Liverpool

May 10, Thur. . . . . Lake Manitoba
May 19, Sat. . . . . Empress of Britain
May 24, Thur. . . . . Lake Champlain
May 31, Thur. . . . . Lake Erie
June 14, Thur. . . . . Lake Manitoba
June 23, Sat. . . . . Empress of Britain
June 30, Sat. . . . . Lake Champlain
July 7, Sat. . . . . Empress of Ireland
July 12, Thur. . . . . Lake Erie

and weekly thereafter

Montreal to London Direct

May 20, Montrose, (One Class) . . . $40
May 27, Mount Temple, 3rd Class . . $26.50
June 17, Lake Michigan, 3rd Class . . 26.50
July 1, Montrose, (One Class) 40.00
July 8, Mount Temple, 3rd Class . . . 26.50

S. S. Lake Champlain & Lake Erie carry only ONE CLASS of Cabin passengers (Second Class) to whom is given the accommodation situated in the best part of the steamer at $40.00, $42.50 and $45.00.

LAKE MANITOBA—1st, $65 and upwards; 2nd, $40.00.

EMPRESSES—1st, $80.00 to $500.00; 2nd, $45.00 and $47.50; 3rd, $28.75.

Stmr. May Queen,

R. H. WESTON, Mgr.

Until further notice will leave her wharf at Indiantown for Upper Jemseg and intervening points. TUESDAY, THURSDAY and SATURDAY at 10 a. m.

Freight received every day.

Crystal Stream

Will leave her wharf, Indiantown, TUESDAY, THURSDAY and SATURDAY for COLE'S ISLAND, 10 a. m. Returning, will leave Cole's Island, MONDAY, WEDNESDAY and FRIDAY at 6 a. m. Freight received at warehouse at Indiantown at all hours.

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We Have a Small Nut Soft Coal

for cooking-stoves at $1.85 for half ton; $3.45 for 1400 load; $3.50 per ton delivered.

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Second quality Sawed Hard Wood, $1.90 per load.

Best Quality Sawed Hard Wood, $2.25 per load.

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