GENERAL ∴ LOCAL ∴ NEWS

MR. FITZPATRICK'S ANTI-USURY BILL

Which Limits the Rate of Interest to 12 per Cent, and Which has Passed its Second Reading--- Full Text of the Bill.

Considerable interest is shown in St. John as elsewhere in the proposed anti-usury bill, to limit the interest rate to 12 per cent. The Hon. Mr. Fitzpatrick's bill which is entitled "An Act respecting money-lenders" has received its second reading and will shortly be up for its third reading:

The bill is as follows:

PREAMBLE.

Whereas on the part of some money-lenders a practice has obtained of charging exorbitant rates of interest to needy or ignorant borrowers, and whereas it is in the public interest that the transactions of money-lenders should be controlled by limiting their rates of interest: Therefore His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:

1. This Act may be cited as The Money-Lenders Act, 1906.

WHAT A MONEY-LENDER IS.

2. The expression "money-lender" in this Act shall include any person who carries on the business of money-lending or advertises, or announces himself, or holds himself out in any way, as carrying on that business, and who makes a practice of lending money at a higher rate than ten per cent. per annum, but does not comprise registered pawn-brokers as such.

3. Notwithstanding the provisions of chapter 127 of the Revised Statutes no money-lender shall stipulate for, allow or exact on any negotiable instrument, contract or agreement, concerning a loan of money, the principal of which is under five hundred dollars, a rate of interest or discount greater than twelve per cent. per annum; and the said rate of interest shall be reduced to the rate of six per cent. per annum from the date of judgment in any suit, action or other proceeding for the recovery of the amount due.

POWERS OF COURTS.

4. In any suit, action or other proceeding concerning a loan of money by a money-lender the principal of which was originally under five hundred dollars, wherein it is alleged that the amount of interest paid or claimed exceeds the rate of twelve per cent. per annum, including the charges for discount, commission, expenses, inquiries, fines, bonus, renewals, or any other charges, but not including taxable conveyancing charges, the court may reopen the transaction and take an account between the parties, and may, notwithstanding any statement or settlement of account, or any contract purporting to close previous dealings and create a new obligation, re-open any account already taken between the parties, and relieve the person under obligation to pay from payment of any sum in excess of the said rate of interest; and if any such excess has been paid, or allowed in account, by the debtor, may order the creditor to repay it, and may set aside, either wholly or in part, or revise, or alter, any security given in respect of the transaction.

5. The bona fide holder, before maturity, of a negotiable instrument discounted by a preceding holder at a rate of interest exceeding that authorized by this Act, may nevertheless recover the amount thereof, but the party discharging such instrument may reclaim from the money-lender any amount paid thereon for interest or discount in excess of the amount allowed by this Act.

RE EXISTING CONTRACTS.

6. The principal of any sum of money, as expressed by section 4 of this Act, due and payable before the date of the passing of this Act, in virtue of any negotiable instrument given to a money-lender or of any contract or agreement entered into with such money-lender in respect of money lent by him, shall not from and after the said date, bear a rate of interest greater than twelve per cent. per annum; and from and after the said date no rate of interest greater than six per cent. per annum shall be recovered upon any judgment, rendered before the said date, upon any such negotiable instrument, contract or agreement for the payment of money lent by a money-lender, and which allows a greater rate than six per cent. per annum.

OTHER CASES.

7. In the case of any such negotiable instrument made before the passing of this Act and maturing after the date of the passing of this Act, and in the case of any such contract or agreement made before the passing of this Act and to be performed after the said date, the foregoing provisions of this Act shall apply only from the date of maturity or performance as the case may be.

8. Nothing in this Act shall operate to increase the rate of interest that may be recovered in any case where by law the rate is fixed at less than twelve per cent. per annum.

THE PENALTY.

9. Every money-lender is guilty of an indictable offence and liable to imprisonment for a term not exceeding one year, or to a penalty not exceeding one thousand dollars, who lends money at a rate of interest greater than that authorized by this Act.

10. This Act shall not apply to the Yukon Territory.

Tonight at the Salvation Army hall, Carleton, Ensign Campbell will repeat the thrilling lantern service: "The Way to Heaven;" also, a new service will be given entitled "Call Forth." All are invited.

William E. Carey of Malden, Mass., Grand Worthy Recorder of the Grand Temple of Honor of Massachusetts, is in the city, and will this evening visit Eastern Star Council in their hall, Market Building. If time permits he will visit Alexandra Temple on Thursday evening. All templars welcome at these meetings.

Among the new advertisements in today's issue is that of Wm. Young found on the right hand corner of page seven, which will be read each evening with pleasure by the men who have foot troubles, as it announces the fact that he has and will keep in stock a large and choice selection of that foot paradise, the Gold Bond Shoe, the characteristics of which will be discussed from evening to evening.

The Easter shopping rush is fast attaining its climax at M. R. A's., Ltd. Tomorrow an additional activity will ensue when a grand millinery exhibit opens in the Silk and Millinery departments. It will be a complete showing of ready-to-wear hats at prices low enough to suit all purses. As will be noticed by the special advertisements in this issue, the Clothing section also has a particular attraction. In order to shop satisfactorily for Easter the early part of the week is the time.

VITAGRAPH PICTURES

No one ought to miss the next vitagraph concert at the opera house commencing Matinee April 14th. One of the principal attractions will be "The Escape from Sing Sing," copyright, 1905, by the Vitagraph Co. of America. A description of this film follows: Three prisoners overpower the wardens and escape from jail. They are pursued by the jail wardens. The fleeing convicts hold up an automobile, and, getting into it, speed away. The wardens produce another fast machine, and a terrific race commences. After a desperate battle in the woods, the convicts reach the house of their leader, but are tracked by the wardens. The house is surrounded, and the convicts, barricading the windows and doors, give battle. Two are shot down, and the third, alone, defends the house until his little child is shot, and he then surrenders.

N. Y. STOCK MARKET

Chicago Market Report and New York Cotton Market. Furnished by D. C. Clinch, Banker and Broker.

	Closing	Open'g	Noon.
Amalg Copper	109⅜	109⅞	110¼
Anaconda	270	270½	271¼
Am Sugar Rfrs.	138⅛	139¼	139¾
Am Smelt & Rfg.	158	158	158¼
Am. Car Foundry	43½	43⅜	43⅛
Am Woolen	42	42	42
Atchison	92½	92½	92½
Am Locomotive	67¼	67⅜	68¼
Brook Rpd Trst.	85¼	86	86⅛
Balt & Ohio.	112⅜	112¾	112⅞
Chesa & Ohio.	59	59⅛	59
Canadian Pacific.	171⅜	171½	171½
Colo F & Iron	60⅜	60⅜	61
Consolidated Gas.	141	141½	142¼
Erie	44¼	44⅜	44½
Kansas & Texas	33⅜	34	34
Louis & Nashville.	148½	148¾	148¾
Met Stree Ry cfts.	116⅜	116⅝	116⅝
Mexican Central	24⅜	25	25
Missouri Pacific.	94½	94½	95
Nor & Western	89	89	89¾
N Y Central	142	142½	142½
North West.	210	206	206
Ont & Western	50¼	51¼	51¼
Reading	135¾	136¼	136⅞
Republic Steel	31⅜	31⅜	30⅝
Sloss Sheffield	81½	81½	81
Pennsylvania.	141	141	141⅜
Rock Island.	27⅜	27¼	27½
St. Paul	153½	153½	176
Southern Ry.	40	40¾	40⅜
Southern Pacific.	68	68	68¼
Northern Pacific.	216	215½	215½
National Lead.	82	82¾	82½
Texas Pacific.	32¾	32⅞	33
Union Pacific.	154⅝	155	155⅜
U. S. Steel	41¾	41⅝	41⅞
U. S. Steel pfd.	107	106⅞	106⅞
Wabash pfd.	50⅜	49¼	49⅛
Western Union		92	92

CHICAGO MARKET REPORT.

May Corn	46	46	46
May Wheat.	78⅜	77⅞	77¾
May Oats.	31⅝	31½	31½
July Corn	45¾	46	46
July Wheat.	77¾	77½	77¾
July Oats.	30⅛	30	30
Sept Wheat.	77⅜		

N. Y. COTTON MARKET.

May Cotton	11.38	11.26	11.26
July Cotton	11.11	11.20	11.18
August Cotton	10.96	11.04	11.02
October Cotton	10.54	10.60	10.60
December Cotton	10.55	10.60	10.62

MARINE NOTES

Steamship Salacia arrived last Sunday at Glasgow from this port.

Steamship Vladimir sailed last Friday from Blyth for this port.

Tug Springhill with barges No. 2 and 5 arrived at Calais yesterday from this port.

Furness liner St. John City sailed from London at midday Sunday for Halifax and St. John.

British bark Annie Smith, Capt. Le Brun, cleared from Rio Janerio on the 4th inst. for Charleston, S. C. with 6,000 bags coffee.

Battle line steamer Tangara, Capt. Kehoe from Huelva called at St. Michaels Azores, and sailed on the 26th March for Savannah.

Capt. Innes arrived from Philadelphia yesterday to replace Capt. McKinnon in command of the schooner Leah A Whidden. The Whidden is now recoppering on Hilyard's Blocks. She has been sold to West Indian interests.

The statement in yesterday's issue that S. Reynard & Co. ship chandlers and ship brokers would go into liquidation about May 1 is found to be incorrect. A member of the firm stated yesterday that the firm was about to go out of the ship chandlery business, but would continue to operate as ship owners and chartering brokers. Reynard & Co do a large business in the West Indian and Nova Scotia trades.—New York Journal of Commerce.

EXPORTS

For Liverpool per S. S. Virginian:—14 cases leather, 77 boxes bacon, 18 boxes hams, 6 pkgs effects, 10 cases agricultural implements, 42 rolls cooton duck, 6 cases adv matter, 3 cases dry goods, 40,040 bushels wheat, 7064 ft. spruce deals, 4168 ft. spruce scantling, 713 ft. spruce ends, 9870 ft. birch plank, 861 ft. birch scantling, 7900 ft birch scantling Value $52,450.

Foreign Goods:—2850 pkgs meat, 100 pkgs pork, 50 pkgs tongues, 825 pkgs lard 200 box cheese. Value $162,913.

Total value of cargo $215,384

W. H. Thorne and Joseph R. Stone are expected home this week from Mexico.

DEATHS

MILLERSTEADT—Suddenly, April 6, Chas. J. Millersteadt, leaving a wife, two sons and two daughters to mour their sad loss.

Funeral from his late residence, 16 Brooks street, Wednesday morning, at 8.30 to St. Peter's church for high mass of requiem at 9 o'clock. Friends and acquaintances invited to attend.

HILL WANTS A GRIP ON WESTERN CANADA

Eager to Match His Brain Against Canadian Railroaders and Seek Revenge for Their Invasion of American Territory.

(Winnipeg Free Press.)

It is conjectured by those who are familiar with the conditions north of the boundary that from now on a merry war will be waged for supremacy in the railroad building in western Canada. Mr. Hill has long been in the saddle and is eager to match his brains and capital with brilliant railroaders who direct the important moves of the Canadian Northern and Grand Trunk Pacific.

Evidently the Great Northern is seeking a full and satisfactory revenge for the invasion of its territory on the American side of the line which Mr. Hill regards as peculiarly within the province of the Great Northern traffic managers. The fight is splendid in the opinion of all those who occupy points of vantage and who can see clearly the stupendous moves which the four great systems are making for the best grip on western Canada.

SPECULATION AS TO ROUTE.

There is considerable speculation in railroad circles as to the outlet which the Great Northern will seek eastward from Winnipeg. It is apparent in order that the service may be as thorough as possible that a way must be secured. For the present it is believed in some circles that the Great Northern will use the Canadian Northern line from Winnipeg to Port Arthur and thus gain access to the great lakes. In view of the fact, however, that the Great Northern is prosecuting the new transcontinental project alone and is strictly independent of the Canadian Northern in new propositions, this theory is not generally accepted. Another feasible proposition that has been advanced is that the line from Hibbing to International Falls on Kochiching, which is under contemplation, will form the first link for a line between Winnipeg and Duluth. The Great Northern has a line in operation between Hibbing, which is about fifty miles north of Duluth, and an extension from International Falls, which is almost touching the international boundary line, is regarded as practicable. If this plan should be followed it will follow the primary principle of transportation, that commodities follow the closest route to the water.

It is apparent that since the Great Northern will enter a competitive field with the Canadian Northern and the Canadian Pacific, that there is no joint action in any of the projects.

SECTION UNDER CONSTRUCTION

The biggest portion of the projected transcontinental line now under construction is in British Columbia, from Vancouver to Midway. As soon as the line is built on the western end it will be practically smooth sailing to build across the prairies of Alberta, or any portion of the western provinces through which the Great Northern will decide to enter.

The announcement that J. J. Hill will construct a line through to the coast and that the Winnipeg terminals have been secured, sets at rest all doubt as to the object of the recent activity in Ross Avenue property. There is no question now but that Mr. Hill's road will enter the city by this avenue, which will give him a depot in the heart of the most busy portion of the city, within a couple of blocks of main street.

With the exception of a couple of small properties the whole of this right of way has been secured. The agents have worked quietly and systematically, securing options and purchasing outright. The options have been closed, and in many cases owners who refused to sell early in the deal have netted comfortable sums. The site as purchased runs west between Ross and Pacific avenues from the rear of the Scott Memorial hall on Princess street. When near the C. P. R. tracks it swings southwest for some distance to block 45 where they swing south parallel with the C. P. R. Emerson branch. The right of way has also been purchased through this block for a distance of a mile and a half. The whole proposition has involved the outlay of a tremendous amount of money, but the site secured may be considered as one of the best available.

THE WORLD OF SHIPPING

MINIATURE ALMANAC.

1906 April	Sun Rises	Sets	Tides High	Low
9 Mon.	5.49	7.03	11.40	5.39
10 Tues.	5.47	7.04	0.05	6.18
11 Wed.	5.45	7.06	0.50	7.07
12 Thur.	5.44	7.07	1.38	7.68
13 Fri.	5.42	7.09	2.29	8.52
14 Sat.	5.40	7.10	3.29	9.48

The Time used is Atlantic Standard, for the 60th Meridian, which is four hours slower than Greenwich Mean Time. It is counted from midnight to midnight.

STEAMERS FOR ST. JOHN.

Name	Date of Sailing.
Phoebe, Montevideo	Mar. 19
Evangeline, London	Mar. 28
Concordia, from Glasgow	Mar. 31
Lake Michigan London	April 4
Bengore Head, at Halifax	April 4
Montcalm, Bristol	April 5
Victorian from Liverpool	April 5
Vladimir from Blyth	April 7
St. John City, London	April 8
Lake Erie, Liverpool	April 10
Pretorian, from Liverpool	April 12
Annapolis, London	April 14

PORT OF ST. JOHN.
April 9th, 1906

Arrived.

Stmr Veritas, 672, Kahrs, from Kingston, Jamaica, Marsh & Marsh, fruit, etc.

Tug Springhill, 96, Cook, from Calais, Me. master, ballast.

Coastwise:—

Schr Shamrock, 52, Webster, Maitland.
Schr Beaver, 42, Kinnie, Harvey.
Schr Swallow, 90, Ells, Alma.
Schr Cora May, 64, Finnigan, fishing.
Schr Nina Blanche, 30, Stevens, Freeport.

Cleared.

Stmr Bonavista, 857, master, for Louisburg, R. P. & W. F. Starr, ballast.
Schr Rowena, 83, Ward for Boston, 122,280 ft, spruce board and plank, Stetson Cutler & Co.

Coastwise:—

Stmr Kingsville, Pratt, Musquash.
Stmr Springhill, Cook, Parrsboro.
Stmr Beaver, Kinnie, Hillsboro.
Schr Fred & Norman, Murray, Grand Harbor.
Schr Cora May, Finnigan, fishing.

DOMINION PORTS.

HALIFAX, April 9—Ard. stmr Caribee, St. John for West Indies; schr Hugh John, New York; John M. Plummer, Portland, Me.

ST. GEORGE, April 9—Sld. schr Seguin, Norwalk Conn.

PORT MULGRAVE, April 7—Ard stmr Kilkeel, Port Hastings, Straits full of heavy ice.

BRITISH PORTS.

AVONMOUTH, April 6—Ard stmr Montfort, St. John via Liverpool.

If you need HARNESS don't put off too long. A weak spot might cause a serious accident. You never know what your Harness may be called upon to stand. You will find it pays to get the best.

CAPE TOWN, Ard prior to April 6—stmr Melville, Jones from St. John.

We can sell you a good set of Nickel Mounted Harness at $15.00, a better set for $20.00, also as low as $11.75.

ACCIDENT, Yphtalei (ORSE so..toA rmew

We carry a full line of HORSE FURNISHING GOODS at Low Prices.

LIVERPOOL, April 9—Ard stmr Nemea, Gibraltar.

The largest Horse Furnishers and Manufacturers in the Lower Provinces.

9 & 11 Market Square.

BLYTH, April 7—Sld str Vladimir Reitz, St. John.

SHIELDS, April 7—Sld. str Kildona, Portland.

SEVILLE, April 4—Sld. str Castlefield, Boston.

GLASGOW, April 8—Ard stmr Salacia, St. John, via Halifax and Liverpool.

LIZARD, April 9—Passed, stmr Georgian Boston for London.

FOREIGN PORTS.

RIO JANERIO, March 28, Ard str Caledron Russel, Liverpool.

Cld—April 4, bark Annie Smith, Le Brun, Charleston, (6,000 bags coffee.)

ST. MIACHELS, Ard April 5, str Stag, Bulman, N Y for Alexandretta (for coal)

Sld March 26 str Tangara, Kehoe (from Huelva) Savannah.

KEY WEST, April 6—Sld schr Equator, Roberts, Nassau.

SAVANNAH, April 6—Ard schr Lady of Avon, Steele, Kingston.

CALAIS, Me. April 9—Ard. tug Springhill St. John, towing barges Nos. 2 and 5.

VINEYARD HAVEN, April 9—Ard schr Wm. Marshall, St. John, for City Island.

PORTSMOUTH, April 9—Ard, schr Ella G. Ells, Bridgewater, for New York.

NEW YORK, April 9—Cld steam tug Powerful for Hantsport.

SAUNDERSTOWN, April 9—Sld schr Rawa St. John for New Haven.

BOSTON, April 9—Ard strs Sachem, Liverpool; San Jose, Port Limon, Costa Rico.

Cld—stmrs Sivani, fror Liverpool; Idaho Hull, Eng via New York; Mystic, Louisburg

Sld—Stmr Cynthia, Newport News and Gulfport, Miss.

NEW LONDON, April 9—Ard, schs Phoenix, St. John for New York; St. Croix South Amboy for Bar Harbor; Brigader, New York for Stonington.

CITY ISLAND, April 9—Bound south, schs Harry from Bridgewater; Priscilla, St. John via Vineyard Haven (in tow of tug Nonpareil); Preference, St. John; Golden Rule, Yarmouth.

SALEM, April 9—Ard schs Nellie Eaton, New York for Stockton Springs; Hastings, Boston, Boothbay; R. Carson, St. Martins, Salem for orders.

Returned, schrs Freddie Eaton, General Scott, Eagle, and Jennie C.

RECENT CHARTERS.

Bark Silicon, 425 tons, Philadelphia to St. Croix, coal, p. t.

British steamer Orthia, 2694 tons from Miramichi to Manchester, deals, 38s. May 15 to 31 15 per cent. boards and scantling.

REPORTS, DISASTERS, &c.

PHILADELPHIA, April 6—The British schr Ronald was in collision with the barge Indiana not Pennsylvania, as before reported.

The schr Hannah F. Carleton, from Virginia for New York, with pinewood, which went on the extreme western end of Delaware reakwater last night, floated this morning unassisted and undamaged.

VESSELS INPORT

Not Cleared to Date—Showing the Tonnage and Consignee:—

STEAMERS.

Alcides, 2181, Schofield & Co.
Athenia, 5132, McLofield & Co.
Lady Eileen, 526, Wm Thomson Co.
Manchester Shipper, 2542, Wm Thomson & Co.
Mount Temple, 6661, C P R Co.
Montreal, 5,552, C. P. R. Co.
Nordboen, 1547, W. M. Mackay.
Tunisian, 6802, Wm. Thomson & Co.

SCHOONERS.

Abbie Keast, 95, A W Adams.
Annie Bliss, 275, Master.
Arthur M Gibson, 296, J W Smith.
Cheslie, 330, G E Holder.
Comrade, 77 Master.
Cora May, 117, N C Scott.
D W B, 120, D J Purdy.
Domain, 91, J W McAlary.
F & E Givan, 98, F Tufts & Co.
Eric, 119, N C Scott.
Ida May, 119, D J Purdy.
I. N. Parker, 98, A. W. Adams.
Mary E, 95, F Tufts.
Myra B, 90, Master.
Nellie Watters, 96, F Tufts & Co.
Orozimbo, 121, Master.
Otis Miller, 98, A W Adams.
Pandora, 98, A W Adams.
Roger Drury, 397, R. C. Elkin.
Pardon S. Thompson, 162, A. Cushing & Co.
Ravola, 120, J W Smith.
Rebecca W Huddell, 210, D JFurdy.
Rebecca J. Moulton, 527, J. H. Scammell & Tay, 124, Peter McIntyre.
Uranus, 73, J W McAlary.
Walter Miller, 118, N C Scott.

CONDENSED ADVERTISEMENTS

(Too late for classification).

MILLINER WANTED

AN EFFICIENT MILLINER for first-class trade in a provincial city. Must be a good trimmer. Address "MILLINER" Times Office. 4-9-2 t.

TO LET—TWO FLATS, SEVEN ROOMS and bath room each, at Corner of Sydney and Leinster streets, facing King Square. Apply to Amon A. Wilson, barrister at law, Chubb's Corner. 'Phone, 826. at law Chubb's Corner. 'Phone, 826. 4-9-t f.

TO LET—FINE STORE CORNER GERmain and Princess. Apply 126 GERMAIN. 4-10-6 t.

LOST—PAIR WHEELS, PNEUMATIC tires, between Maritime Nail Works and Miller's Mill. Finder will oblige by notifying 141 DOUGLAS AVENUE. 4-10- t. f.

WANTED—AT ONCE A HOUSEMAID. MRS. FLEMING, Cor. Garden and Hazen streets. 4-10-6 t.

FOR SALE—"HILL CREST" RESIDENCE on Mt. Pleasant, belonging to late F. T. Stephens, Esq., lot fronts on Mt. Pleasant Ave. also, on reserved street in rear. House 2½ story, well built and roomy, nice lawn, shade trees and hedges. Apply to Wm. Kerr No. 47 Dock St. or H. H. PICKETT, solicitor. 4-10-12 t.

WANTED—ANY LADY WISHING A GOOD paying position can scure the same by applying within ten days to 143 Guilford St. West End. Enquire for MRS. CLARK. Ring Electric bell. 4-10-6 t.

COMPETENT STENOGRAPHER, MALE, desires position. "STENO" Times Office.

WANTED—A FIRST CLASS ALL ROUND laundryman, two good ironers and a girl for assorting wanted at Globe Laundry, Amherst, N. S. Steady employment and big wages guaranteed. Apply at once to F. A. CAIN, prop. 4-10-6-t.

WANTED—AT ONCE, A GIRL FOR GENeral housework. Apply 26 QUEEN SQUARE. 4-10-t f.

LOST—APRIL 8TH ON DORCHESTER ST. or on Union St, a pair of glasses in case. Finder please leave at Times Office. 4-10- 1t.

Tents, Awnings, Oiled Goods.

Write For Catalogue.

Merchants' Awning Co., Ltd.,

227-229 East Notre Dame St., Montreal, Que.

"Don't Start Anything You Cannot Stop."



If you need HARNESS don't put off too long. A weak spot might cause a serious accident. You never know what your Harness may be called upon to stand. You will find it pays to get the best.

We can sell you a good set of Nickel Mounted Harness at $15.00, a better set for $20.00, also as low as $11.75.

We carry a full line of HORSE FURNISHING GOODS at Low Prices.

The largest Horse Furnishers and Manufacturers in the Lower Provinces.

9 & 11 Market Square.

H. HORTON & SON, Ltd

To the Electors of the City of St. John:

LADIES AND GENTLEMEN—At the request of many friends I will be a candidate for alderman of Prince Ward and as it will be impossible for me to see you all personally I take this means of soliciting your support and if elected I will use my best judgment in the interests of the city. I remain yours respectfully,

T. KICKHAM.

To the Electors of the City of St. John:

TO THE ELECTORS OF THE CITY OF ST. JOHN:

LADIES AND GENTLEMEN—I will be a candidate for the office of alderman for Brooks Ward and if elected I promise to do all I can to reduce taxation and at the same time care for the wants of the city and the citizens in general. Soliciting your valued support, I remain, Yours faithfully.

F. McMANUS.

To the Electors of the City of St. John:

LADIES AND GENTLEMEN—I beg to announce that I shall be a candidate for alderman for Guys Ward at the approaching civic election and respectfully solicit your support. Truly yours,

W. D. BASKIN.

DR. SCOTT'S Liniment

For external use, it is superior for Bruises, Burns, Canker, Neuralgia, Muscular Rheumatism, Lame Back or Side, Sprains, Strains, Chilblains, Stings and Frost Bites. Large bottle, 25 cents.

An Excellent Hair Restorer and Scalp Cleanser.

Olives.

DO YOU LIKE THEM?

Olives, 10c. a Bottle.
Olives, 15c. a Bottle.
Olives, 25c. a Bottle.
Olives, 50c. a Bottle.
Olives, 65c. a Bottle.

French Beans, Peas and Mushrooms.

W. L. McELWAINE,

Cor. Sydney and Leinster Sts
Telephone Number 1370.

WESTERN ASSURANCE CO.

Est. A. D. 1851.

Assets $3,300,000.

Losses paid since organization Over $40,000,000

R. W. W. FRINK,

Branch Manager, St. John, N. B

Guardian Fire Assurance Co.

LONDON, ENGLAND. ESTABLISHED 1821.

ASSETS, . . $25,000,000

McLEAN & SWEENY, Agents, 42 Princess Street.

ROOM & ARNOLD, 160 Prince Wm. Street.

Fire and Marine Insurance, Connecticut Fire Insurance Co. Boston Insurance Company.

ELECTION CARDS

To the Electors of the City of St. John:

LADIES AND GENTLEMEN:—At the request of a number of citizens I offer myself as a candidate for the office of Alderman-at-Large at the civic election to be held on the 17th inst. If elected, I shall endeavor to serve you faithfully. Soliciting your valued support, I am respectfully yours,

WELLINGTON GREEN.

To the Electors of the City of St. John:

LADIES AND GENTLEMEN—I have accepted a nomination for the office of alderman for Dufferin Ward and now solicit your support. Time being limited it will be impossible to visit all. The interests of the citizens, financially and otherwise, will have my best attention. Yours very sincerely,

JOHN WILLET.

Aldermanic Election SYDNEY WARD.

TO THE ELECTORS OF THE CITY OF SAINT JOHN:

At the written request of a number of the Electors of the The City of Saint John, I offer myself as a candidate for Alderman for Sydney Ward. Soliciting your votes and support, I am, Very truly yours,

STEPHEN B. BUSTIN.

To the Electors of the City of St. John:

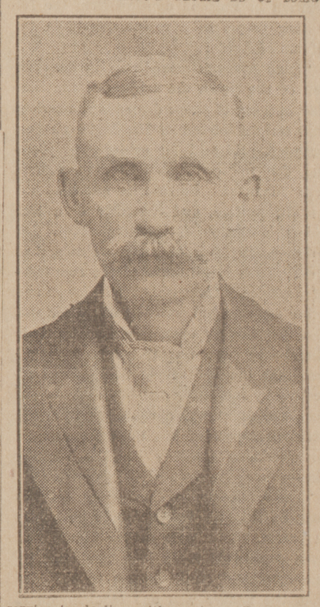
Ladies and Gentlemen: Having decided to offer for the office of Alderman for Lansdowne Ward, I hereby solicit your support, promising at all times to safeguard the interests of the city in all matters coming before the council, and will endeavor to carry on the business of the city in an economical and business-like manner, looking at all times to the advancement and furtherance of the city's interest. Hoping to be favored with your confidence, I remain,

Yours faithfully,

A. M. ROWAN.

To the Electors of the City of St. John:

Ladies and Gentlemen:—As a candidate for the office of Alderman for Prince Ward, I beg to solicit your support. If elected it will be my aim always to act in the best interests of the city. My experience as a contractor and man of business should be of some



service in dealing with matters affecting the city. I believe that businesslike methods should be pursued by the city council, and economy joined to a progressive policy of city government. Soliciting your valued support, I remain,

Yours faithfully,

R. J. GREEN.

TO THE ELECTORS OF THE CITY OF ST. JOHN.—LADIES AND GENTLEMEN:

I will be a candidate for the office of Alderman-at-large at the forthcoming Civic Election to be held on Tuesday, the 17th April, and respectfully solicit your favor.

Yours sincerely,

T. T. LANTALUM.

To the Electors of the City of St. John.

TO THE ELECTORS OF THE CITY OF ST. JOHN:

I have decided to offer as a candidate for LANSDOWNE WARD

Being a property holder I am desirous of trying to stop increasing taxation and secure better control of expenditures and if elected will impartially consider the welfare of every citizen and encourage manufacturing. I am not in a position to personally interview all of the electors.

E. M. SPRAGG.

WARM DEBATE OVER G. T. P.

Mr. Carvell Says no Matter How Eastern Section is Built St. John Must Get Heavy Freight Traffic.

OTTAWA, April 9—There was a lively debate in the house today over the G. T. Pacific route. It was introduced by O. S. Crocket of York, who moved for copies of all correspondence regarding the survey between Quebec and Moncton. He said there was a feeling in the maritime provinces that the government had abandoned that section of the road altogether

Mr. Crocket argued that the calling for tenders west of Quebec was a violation of the statute which said that this should be done simultaneously at Moncton, Quebec and Winnipeg. He hoped that the government would not abandon the maritime provinces section.

He also spoke strongly for the valley route, and said that the chief engineer of the commission was wholly unfair to that route.

Mr. Carvell of Carleton followed. He said it was true that the new road was not to be short, as was expected at one time. But if the I. C. R. grades were to be reduced to the carrying capacity of the proposed road then it would be 100 miles longer than the transcontinental. He looked at the question purely from a transportation standpoint.

Mr. Carvell said that he and others along with him waited on the government and asked that a resurvey be made of the valley route. That was why the delay occurred. The report of Mr. Lumsden was unfair to the valley route. There were no elevations between Grand Falls and Fredericton. The centre route had a mountain 1,500 feet high. The road was surveyed from Fredericton to 24 miles north of Woodstock and there was an excellent grade of splendid carrying capacity. He regarded the whole question as one of transportation and the route should be selected that would carry the greatest amount of traffic for the least possible cost. The first object of the road would be to get to Moncton. About that there was no doubt. Parliament would have to carry out that agreement entered into with the people. The prime object of that contract was to get to a Canadian port, over Canadian territory with Canadian produce. It must be a Canadian seaport.

No matter how the engineers might attempt otherwise or how politicians might talk, St. John would have to get the heavy freight traffic from this line. As soon as the road was completed there would be a fast line of steamers to Halifax. The mails and perishable freight would land there, but St. John would have the heavy freight.

There was no politics in St. John. It was Liberal one time and Conservative another. The only politics was the port. And St. John deserved great credit for their port. No city in Canada spent so much of their own money on its port. They put $1,000,000 into it.

Mr. Carvell went on to show that when the surveys were completed the valley route would be shown to much better advantage. The delay would be shown to be justifiable, and the only route that in the end could be accepted would be the valley route, because of its carrying capacity.

He spoke highly of what Mr. McIsaac and Mr. Parent had done to meet their wishes, and said that no matter what was decided in the end, it would be acceptable to himself and his friends.

Mr. Costigan moved the ajournment of the debate.

Mr. Fisher told Mr. Borden that he had no information to give about the transcontinental contracts.

Before the G. T. P. matter was taken up Hon H. R. Emmerson replying to Mr. Fowler, said that he (the minister) had retired from any active connection with the New Brunswick Petroleum Company in April, 1904. On becoming minister of railways he resigned the presidency. His resignation, however, was not accepted until March of this year. He was nominally president when the company sold oil to the Intercolonial.

John De Angelis, who for a number of years has been the proprietor of a local shoe shining establishments, has taken the large store at the corner of King and Charlotte streets, now occupied by M. L. Savage, and will convert it into the most modern establishment of the kind in the maritime provinces. The store will be divided into two distinct compartments, one to be placed at the disposal of ladies, the other for gentlemen.

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