THE ESTIMATES

Ottawa, March 12—(Special)—The estimates were brought down tonight. Among them were the following for New Brunswick:

New Brunswick.

Campbellton, public building	$ 5,000
St. John, dominion buildings improvements, repairs, etc.	20,000
Woodstock, armory and gun shed	10,000

Intercolonial Railway Estimates.

To strengthen bridges	$236,500
Original construction	1,500
Divers on of the line at St. Leonard's Junction	3,000
Diversion of line at Mitchell	4,000
Drummondville, improvements	12,750
Engine house, etc, Chaudiere Jct.	4,500
Engine house, machine shop, etc., at Riviere du Loup	12,500
To increase accommodations at Ste. Flavie	11,000
Newcastle improvements	25,500
Campbellton improvements	17,200
Gibson, air compressor and reservoir	1,800
To increase accommodation at Halifax	300,000
To dredge and blast rock at deep water terminus Halifax	5,000
Increased accommodation at Truro	84,000
Increased accommodation at St. John	4,300
Increased accommodation at Springhill Junction	4,500
To increase accommodation at Sydney	12,500
Glengarry, water tank and reservoir	6,500
Pictou Landing, raising wharf	10,000
Increased accommodation at Stellarton	10,500
Increased accommodation at Antigonish	1,500
Air brake to freight cars	21,000
To exchange drawbars of freight cars	15,000

New Brunswick Harbors.

St. John harbor—dredging	$100,000
Buctouche, channel through beach	2,000
Campbellton, wharf extension and repairs	22,000
Cape Tormentine, improvements and repairs to harbor works	10,000
Caraquet wharf, approach breakers	4,000
Chance Harbor, breakwater	500
Chockfish, improvement of outlet of river	1,500
Clifton (Stonehaven) Breakwater improvement and repairs	2,000
Dalhousie harbor improvements	28,000
Dipper Harbor, to breakwater	20,000
Durham wharf	5,500
Great Salmon River-Groyne and breakwater combined	2,600
Miscou Harbor wharf—revote of lapsed amount	3,000
North Head breakwater wharf, Grand Manan	10,000
Oak Point wharf	5,000
Petit Rocher breakwater	10,000
Point DuChene—repairs to breakwater	10,000
Quaco harbor—extension of east pier	10,000
Richibucto—extension of north pier	13,000
River St. John, including tributaries	6,000
River St. John wharfs in tidal water—contributing to local government not to exceed one half the first cost of wharfs built by them	5,000
St Andrews—dredging	6,000
St. John harbor—Negro Point breakwater	20,000
St. John harbor repairs to and extension of protection works at base of Fort Dufferin	500
Shippegan harbor—wharf at terminus of Caraquet Railway	15,000
Harbors and rivers—general repairs and improvements	22,500

Maritime provinces generally, Dominion public buildings, renewals, improvements, repairs, etc., $10,000.

HARBORS AND RIVERS.

Nova Scotia—Amherst Point wharf, $5,500; Annapolis, repairs to Queen's wharf, $4,000; Apple River wharf, $6,000; Arisaig, breakwater pier repairs, $1,500; Baeley's Brook to complete channel protection, $2,000; Barrington Passage, improvement of channel, $30,000. Baxter's Harbor, reconstruction of breakwater, $10,000; Bayfield breakwater, repairs, $1800; Bay St. Lawrence, boat harbor, $5,500; Bear Cove, breakwater, $30,000; Big Lorraine, dredging entrance channel to harbor $3,600; Boisdale, wharf, $5,500; Bourgeois Inlet, wharf, $2,500; Charlos Cove, breakwater, $50,000; Cheticamp Harbor, improvements, $5,500; Church Point, extension of groyne, $1,800; Country Harbor, removal of obstructions, $7,000; Cow Bay, (Port Morien), repairs to breakwater, $10,000; Cullodon, breakwater, $5,000; Digby, pier, repairs and renewals, $20,000; Drum Head, breakwater, extension, $6,000; Eskasoni, wharf, $3,100; Frude's Point, wharf, enlargement, $1,500; Gabarus, harbor improvements, $800; Georgeville, wharf extension, $1,500. Glace Bay, harbor improvements, $12,500; Goose Bay, wharf, $1,500; Habitant River, wharf at Canning, $10,500; Half Island Cove, breakwater, $7,500; Hiltz Narrows, improvements, $500; Hunt's Point, extension of breakwater, $10,000; Inverness Mines, harbor, $10,000; Jeddore, wharf, $800; Jersey Cove, wharf, $4,500; Joggins Mines, approach to breakwater, $1,000; Lardoise, repairs to breakwater, $30,000; Larry's River, breakwater, $500; Litchfield, breakwater, $500; Little Brook, repairs to breakwater, $2,400; Liverpool, removal of rocks, $20,000; Livingstone Cove, repairs to wharf, $1,800; Malagash, wharf, $4,000; Malignant Cove, close piling end and sides of channel piers with creosoted piles $1,200; Marble Mountain, wharf, $20,000; Middle Country Harbor, wharf, $20,000; Mill Cove, breakwater, $11,000; New Campbellton, ballast wharf in Kelly's Cove, $90,000; Northeast Harbor, wharf, $10,000; Parker's Cove improvements $6,600; Parrsboro, harbor improvements, $20,000; Petit Riviere, improvements $8,000; Phinney's Cove, breakwater, $6,800; P'easant Bay, wharf, $6,000; Perrierville, landing pier, $5,000; Porter's Lake, boat channel to Three Fathom Harbor, $4,000. Carried forward $242,400. Port Hastings, wharf, $40,000; Port Hood Harfor closing N. entrance with stone work, $15,000; Port La Tour, extension of break water, $4,500; Pugwash, wharf $500; Bay's Creek, wharf, $1,500; Sheet Harbor, wharf on West River, $1,500; Skinner's Cove boat channel and protection work, $900; Tatamagouche, wharf, $10,000; Toney River, boat harbor, $30,000; Victoria Beach wharf, $10,000; Wallace Harbor, improvements and repair, $2,500; West Arichat, wharf, $50,000; West Quoddy wharf, $10,000; Yarmouth, harbor improvements, $10,000.—Total $307,300.

P. E. ISLAND.

Higgins Shore pier, works of construction and repairs, $10,000; Miminigash Harbor, extension of southern breakwater, $2,500; New London, repairs to breakwater, $20,000; Point Prime Island wharf, $50,000; repairs to piers and breakwaters, $40,000; Rustico Harbor, breakwater on Robinson's Island, south side of entrance to harbor, $7,500; Rustico Harbor, repairs to breakwater on north side of entrance, dredging, $20,000; St. Peter's Bay, breakwater on east side of entrance to harbor, $11,500; Souris, Knigh's Point, strengthening breakwater, $3,500; South River, Murray Harbor, repairs to pier, $1,500; Summerside Harbor, breakwater, $30,000; Tignish to Southern breakwater, $2,000; Wood Islands, extension of jetty protecting Southern breakwater from Scour, $1,250. Total, $73,750.

PUBLIC BUILDINGS.

Nova Scotia — Antigonish, public building, $1,000; Bridgewater, public building, $5,000; Canso, public building, $9,500; Glace Bay, public building, $15,000; Halifax, Dominion building, improvements, repairs, etc., $2,000; Halifax, immigrant building, additional story over the one story portion, etc., Halifax immigrant detention building, $30,000; Halifax, new public building, $53,000; Halifax, quarantine station, Lawlors Island winter hospital, $15,000; Inverness, public building, $10,000; North Sydney, public building, repairs and improvements, $2,500; Shelburne, public building, $10,000; Sydney, public building, addition to re-vote of lapsed amount, $5,000; Westville, public building, $3,000.

Prince Edward Island—Souris, public building, $10,000.

INTERCOLONIAL RY. ESTIMATES.

To strengthen bridges, $236,500; original construction, $1,500; diversion of line at St. Leonard's Junction, $3,000; diversion of line at Mitchell, $4,000; Drummondville, improvements at $12,750; engine house, etc., Chaudiere Junction, $39,500; engine house, machine shops, etc., at River Du Loup, $12,500; to increase accommodation at St. Flavie, $11,000; Newcastle, improvements at $25,500; Campbellton, improvements at $17,200; Gibson, air compressor and reservoir, $1,800; to increase accommodation at Halifax, $300,000; to dredge and blast rock at deep water terminus, Halifax, $5,000; increased accommodation at Truro, $84,000; increased accommodation at Sydney, $12,500; Glengarry, water tank and reservoir, $6,500; Pictou Landing, raising wharf, $10,000; increased accommodation at Stellarton, $10,500; increased accommodation at Antigonish, $1,500; air brake to freight cars, $21,500; to exchange drawbars of freight cars, $15,000; time recorders and watchmen's clocks, $1,500; to increase accommodation at Pictou, $75,000; extension to Sydney Mines, $31,700; rolling stock, $509,290; double track part of line, $32,000; increased accommodation and facilities along the line, $8,850; additional sidings along the line, $10,200. Appropriations not required for 1906-7, nil.

Prince Edward Island Railway—To increase accommodation at Charlottetown, $150,000; new machinery, $10,000; rolling stock, $25,500. Appropriation not required for 1906-7, nil.

National Transcontinental Railway — Surveys and construction, $10,000,000.

There is a vote for the new dredge for P. E. I. at $32,000, and for dredging in maritime provinces at $115,000.

The estimates for the nine months from July 1st next to March 31 were presented to parliament tonight. They total $67,936,547, as against $85,723,972 for the previous twelve months. It is therefore not possible to make a comparison of the different items, seeing that in each instance it is one year against the nine months.

MORE CONCERNING THE WATERWORKS EXTENSION

To the Editor of the Times:

Sir,—In your issue of the 6th inst. you very kindly permitted me a few questions in regard to the waterworks, of interest in view of it being necessary for the council to decide which of two gentlemen's opinions should be the guide in completing the system.

In the same paper the idea is conveyed by the gentleman addressed that he gives data only under the direction of the water and sewerage board.

While this is unfortunate, and, if he were given to such practices, would appear as a ruse with which to escape giving information, or, at least, to make it very difficult to be obtained. Since he does not supply the information, on the other hand, it is quite fortunate, as the question becomes impersonal and we have only a corporation to question.

As a "corporation has no soul and no body to chastise," if I quote correctly, errors committed, if any, have no moral significance. With your further kind indulgence, I will address my questions to it, and perhaps may get part, if not all, before the public in such a shape that it can be assimilated.

1st.—Was not the decision to lay the 36-inch main in the Marsh road the settlement of the question? Otherwise is it not a ridiculous waste of public money? Are there not at present two 24 inch and one 12 inch pipe traversing the same route? While combined they have not the same capacity as the one 36 inch, still with the extra pressure and probable present consumption, if all right, should they not do the work required satisfactorily? I therefore make bold to ask: As a matter of fact do you know whether these pipes are decayed or not? Or is it one of those guesses, or deductions from assumed data, which, if correct, would be right, but may not be correct? Is it not possible that there may be blunders buried with them?

3rd—From numerous past reports, it has been stated that the elevation of the reservoir is 160 feet above your assumed high water mark. Silver Falls pumping station must be considerably below this elevation, therefore must there not be some pressure on the suction side of the pump or a tendency to open the valves on that side? If these valves are of the nest type, seated by springs, is it not possible that they may not all seat as quickly as one would like to have them and possibly part of the water that is credited by pump strokes with having gone to the city have slipped back, so to speak, towards the reservoir and cause such irregular currents that no one can tell just what is going on by counting the strokes or revolutions of the pumps?

Is not the only way to get the facts by meter? Will not this, if set right and read right,, give very closely accurate results even though it should not agree with the pump records? All that is asked for is facts, not assumptions. Can there be any harm in giving them? Was not the first one to be shown in error in his calculations by this meter, the inventor, a distinguished hydraulic engineer? Would it therefore be surprising even if you should have miscalculated, and is it not barely possible the pipes are not doing so much as they are assumed to be?

4th. Like the supply itself, there are several sources of information. One, the settled and filtered stream that runs through the chamberlain's office—till crystalized and placed in the cold storage of his vaults. The other raw and roily with the combinations of figures as they appear in your reports. We admit this question is one in ancient history, and perhaps the chamberlain's vaults are so crowded that they are not available. If available will you get him to give the facts? Is it not good business practice to look over one's past once in a while to judge of the future?

5th. Have not the streets become an immense burying ground for valves? What did they cost? Would they be of use if the system was a unit instead of several parts? Are they all needed anyhow?

6th. As a matter of fact was this leak doing any harm? Was it any advantage to try and stop it? Does it not take a certain amount to run the Silver Falls wheels? Since the leak was so old, was it not past doing any harm?

7th.—Is not there a gate valve on the new extension just at the juncture of the wood stave pipe with the 36 inch cast iron pipe, some 400 ft. from the junction chamber of the new work with the present system? When the extension is in use must not this valve, if placed, be wide open? If the extension is not in use, why could not the first named valve be closed? What harm would it do if the 400 feet of 36 inch cast iron pipe should remain packed full of water from the reservoir? Would it not be only under a few pounds pressure at most? Surely it cannot be in case of breakage of this 400 ft., for if 400 feet of pipe under a pressure of less than one half that of the new Marsh Road one requires such a valve, how much heavier and how many will that mile of pipe require and what will they cost?

8th—This does not look very clear, it should read farming experiment and, since it is a closed incident, perhaps is not worth asking, unless you propose other similar experiments then it might pay to get the chamberlain to open his vaults.

9th.—Why? Is it not an outrage on the public to convey the idea that they are drinking filth in the water? Is not the imagination as applied to the refusal or acceptance of drinking water just as easily influenced as the mind of a child by fairy or witch stories? Are they not just as real to these affected as though they were a fact?

Is it not an outrage to permit such reports to be circulated? Is it not an insult to you? Is it not true that no one, no matter what his ability, can tell by analysis whether a water supply is contaminated or not except by personal examination of the surroundings, no matter what his analysis shows, provided it is not one of the disease bacilli? Who of those who are circulating these statements have made an examination of this supply? What did they find?

10th—There are stories that one party offered to do this work for a certain sum—that you estimated the cost at another sum and, as a matter of fact, it cost a much larger one. What is the truth of the matter?

Possibly this being modern history it may not be stored yet, and may be easily accessible.

11th—There is an old saying that "figures won't lie"—and a more modern one "but liars will figure." If 328,000 gallons in 24 hours is the right quantity, which you say is all that on some days has flowed from Loch Lomond outlet, would not this be a stream about 10 1-4 inches wide, 2 inches deep and at a speed of three miles per hour, or that of a slow walk. Can anyone who has stood on the bridge at Loch Lomond outlet believe for a moment that this is correct?

Is not the real trouble that the method of obtaining the data is not correct? How was it done? Was it "scientific" or not? or was it made up from data which could have been properly used if the rest of the conditions had been right? Were they right? If this is not right, what good does it do to make such statements? The city of St. John has expended a large sum of money on the Mispec. Why should you depreciate the value of her assets unless you are sure your statements are facts? Isn't this a short-sighted policy? What is the object, or have you got off the stepping stones into muddy water?

12th—Located not created—who did? Did you?

INQUIRER.

St. John, March 9, 1906.

SPORTING

HOCKEY

New Glasgow, 4; Moncton, 1.

New Glasgow, N. S., March 12—(Special)—For an hour and a half tonight in the Arena rink, the combat for the maritime championship and the possession of the Starr trophy progressed sometimes at very slow stages. The final outcome left New Glasgow winners with four goals to their credit, while the Moncton team could only boast of a solitary goal shot in the first thirty minutes of the play. From a spectator's standpoint, the game was far from being a pleasant one, and differed in this respect from the games played here during the Nova Scotia league.

From start to finish it was marred by long waits, which the audience found it hard to understand. It seemed as if every time that the play got well under way an injury would occur to one of the Moncton players and the game would be held up. The impression gained ground, whether justly or not, that the injuries were only affected under pretense, especially when Way, the Moncton cover point, with Leahy, their centre, laid down repeatedly. Cushing and Trites, the visiting wings, who bore the brunt of the fighting, were not affected in any way. As fast hockey, it could not be compared to the meeting in Truro between the Wanderers and New Glasgow team, nor was it distinguished by such a heavy checking, though the Moncton team state it was the roughest they played this season.

Alex. Nelson, of Westville, refereed, but his task was a most difficult one. He imposed repeated penalties, and near the close of the game he had five of the players lined up at once in the penalty box. The penalties imposed were: Crockett, two; Gregory, two; Cushing, two; Williams, Donald, Brown and Trites.

The first score was made by Crockett, of Moncton, after twelve minutes of actual play, and for the rest of the half no score was made. The home team, however, seemed to have somewhat the best of the play, and the confident rooters declared at half time that they had the Monctonians going.

In the second half Murphy, by a nice lift from centre ice, found the net for New Glasgow and evened the score, and from that out the game was altogether in favor of the home team. When the bell rang for the end of the second half, the score stood even. It was decided to continue the game, playing ten minutes and changing ends. In the first ten neither side scored. In the second ten, however, the New Glasgow team settled down to business and gave their admirers all the opportunity they desired in which to shout themselves hoarse. In half a minute from the face off, Hay lifted well into Moncton's goal and following it up, interrupted the return lift and bagged the second goal for his team. A minute later Jack D., by a lift from centre ice, got the third goal, and the fourth goal for the home team went to Jimmy Williams, and the first of the series was won, 4 to 1.

The second of the series will be played on Wednesday evening. The attendance tonight was about 2,000, and the ice was in good condition.

CURLING

Jones Cup Finals.

The final round for the Jones Cup was played last night in St. Andrew's rink, Skip O. J. McCully defeating Skip R. T. Leavitt, 13 to 10. The rinks and scores: —

James Jack,	N. R. Murchie,
W. A. Lockhart,	Dr. S. B. Smith,
Dr. J. M. Magee,	F. S. White,
Dr. O. J. McCully,	R. T. Leavitt,
skip............13	skip.. 10

Hampton, 33; Moncton, 24.

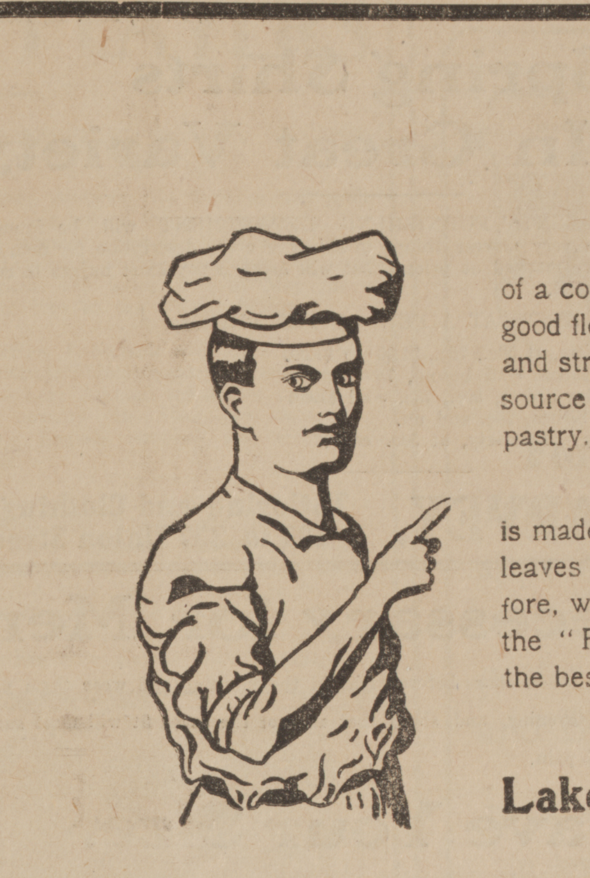
Hampton, N. B., March 12—(Special)—Two rinks of Moncton junior curlers played on Hampton ice here tonight against two rinks of Hampton juniors, with the following score by skips:—

Moncton.	Hampton.
McClellan, skip.....15	Appleby, skip.. 17
Strong, skip......... 9	Sproule, skip.. 16
Totals..............24	33

The visitors returned by the midnight express.

COL. MANN INDICTED FOR PERJURY

New York, March 1—Col. Wm. D. Mann, editor of the Town Topics, was today indicted on a charge of perjury by the Grand Jury. The indictment was based on his testimony on the recent trial of Norman Hapgood, editor of Collier's Weekly, on a charge of libel.



THE FIRST NEED

of a cook, in order to insure good bread and pastry on Baking Day, is a good flour; and one which is uniform. A brand which varies in quality and strength and requires different methods of using every time, is a source of worry to any cook, and the cause of much spoiled bread and pastry.

FIVE ROSES FLOUR

is made by a process which insures every barrel and bag of flour which leaves the mills being of a uniform strength, quality and color. Therefore, when once a cook learns to use "Five Roses" she will find that the "Five Roses" way of baking will give the same uniform results—the best—every Baking Day.

Ask your grocer for it.

Lake of the Woods Milling Co., Limited

Montreal. St. John. Winnipeg.

THE WORLD OF SHIPPING

MINIATURE ALMANAC.

1906 March	Sun Rises	Sets	Tides High	Low
12 Mon	6.44	6.25	0.27	6.36
13 Tues	6.42	6.26	1.12	7.21
14 Wed	6.40	6.28	2.00	8.10
15 Thur	6.38	6.29	2.52	9.04
16 Fri	6.36	6.30	3.49	10.05
17 Sat	6.34	6.32	4.50	11.10

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.
Wyandotte, Buenos Ayres	Feb. 7
Oriana, South Africa	Feb. 19
Sicilian, 3964, from Liverpool	Mar. 1
Manchester Shipper, Manchester	Mar. 2
Annapolis, from London	Mar. 2
Salacia, 2,635, from Glasgow	Mar. 3
Montfort, from Barry	Mar. 6
Montezeuma, Passed Isle of Wight	Mar. 7
Pretorian, 4,073, from Liverpool	Mar. 8
Dunmore Head, from Ardrossan,	March. 12
Lake Manitoba from Liverpool	Mar. 13
Florence, London	Mar. 15
Manchester Importer, Manchester	Mar. 15
Parisian, 3,385, from Liverpool	Mar. 15
Virginian, Liverpool	Mar. 22
Evangeline, London	Mar. 24
Lake Champlain, from Liverpool	Mar. 27
Manchester Trader, Manchester	Mar. 28
Tunisian, Liverpool	Mar. 29
Lake Erie, Liverpool	April 10

PORT OF ST. JOHN.

Arrived.

Tuesda, March 13.

S S Montcalm, 3508, Hodder, from Bristol, C P R Co, general cargo.

Coastwise:—

Stmr Aurora, 182, Ingersoll, Campobello.

Cleared.

S S St John City, 1412, Bovey, for London via Halifax; Wm Thomson & Co, general cargo.

Schr Lucia Porter, 284, Spragg, for New York, 236,446 ft pine boards, 91,013 ft spruce scantling; A Cushing & Co.

Schr Hunter, 187, Hamilton, for New York, 200,039 ft spruce deal; Stetson, Cutler & Co.

Schr H A Holder, 94, Smith, for Salem for order, 131,000 spruce boards &c. (was in for harbor) loaded at St Martins N B.

Schr Hustler, 44, Thompson, for Lubec, Maine, 20,754 ft spruce plank, 20,000 shingles, 6,000 ft sine boards, Charles Miller.

Coastwise:—

Schr Virginian, McClellan, Port Greville.
Schr Bay Queen, Levy, Grand Harbor.
Schr Fin Back, Ingersoll, North Head.

Sailed.

S S Lake Michigan, 5340, Webster, for London and Antwerp, C P R Co, general cargo.

DOMINION PORTS.

HALIFAX, March 12—Ard, London City, Liverpool; Orinoco, St John for West Indies.

Sld—Tunisian, St John for Liverpool; Senlac, St John and ports of call.

VICTORIA, B C, March 9—Sld, bark Silverhorn, Gibson, Queenstown.

BRITISH PORTS.

GREENOCK, March 10—Ard, stmr Kastalia, St John.

ARDROSSAN, March 12—Sld, stmr Dunmore Head, from Belfast for St. John.

KINSALE, March 12—Passed, stmr Athenia, from St John for Glasgow.

LIZARD, March 12—Passed, stmr Montreal, from St John and Halifax for London and Antwerp.

FOREIGN PORTS.

GENOA, March 8—Sld, stmr Tanagra, Kelive, Huelva and Savannah.

PORTLAND, March 12—Sld, stmr Nanna, Parrsboro,

BOSTON, March 12—Ard, stmrs Dominion, Louisburg; Boston, Yarmouth.

Cld—Schr Quetay, for Weymouth.

Sld—Stmr Unique, for Louisburg.

HYANNIS, Mass., March 12—Ard, schrs Alice T Boardman, Port Liberty for Calais; Madagascar, New York for Lubec.

VINEYARD HAVEN, Mass., March 12—Ard schrs Rebecca J Moulton, Jacksonville via Nobska, for St John; Harold B Cousins, St John for Philadelphia.

Sld—Schr Elsie, Bridgewater, N S, for New York.

EASTPORT, Me., March 12—Ard, schr Alaska, New York.

SANTA CRUZ, March 4—Ard, bark Peerless, Byrne, Mobile.

BRUNSWICK, Ga., March 10—Sld, schr Advance, Potter, Havanna.

GULFPORT, Miss., March 9—Schr E M Roberts, Knowlton, Havana.

SAVANNAH, March 10—Ard, stmr Langdale (Br.), Kelly, Liverpool.

Passed out Tybee, 10th—Schr Cheslie (Br.), Brown, Carrabelle for St John, N B (after making repairs).

SPOKEN.

BRISTOL, Astral, Dunham, from New York for Yokkaichi, Feb. 28, lat 11 N. lon 28 W.

Ship Savola, Norfolk, for Buenos Ayres, Feby 22, lat 6 S, lon 33 W.

REPORTS, DISASTERS, ETC.

Derelict schr Jesse W. Starr (before reported) was blown up and destroyed March 8, in lat 36.34, lon 75, by U S steamer Lebanon.

Schr Stanley H. Minor, Fullerton, from Charleston, went aground on Fales Hook Channel, off Sandy Hook, yesterday forenoon and floated at 3 p. m.

Bark Adam W. Spies, Hines, from Buenos Ayres for New York, is ashore half a mile west of Long Beach, L. I. Crew on board; vessel lying easy.

VINEYARD HAVEN, Mass., March 10—Schr Grace Davis, from Richmond, Va., for Boston, loaded with railroad ties, is ashore on the Canal Flats.

YARMOUTH, N. S., March 6—Bark Highlands (of St John, N. B.), which arrived at Barbados in December last in distress while on the passage from Turks Island for New York and was subsequently abandoned as a result of a survey, was sold at auction Feb. 18 for $2,700. This is a record price for a condemned vessel sold at auction at Barbados.

RECENT CHARTERS.

British brigt Napier, 210, from Philadelphia to Sydney, C B, sand, private terms.

British bark Emma R Smith, 371 tons, from New York to Gold Coast, general cargo, private terms.

Battle line steamer Tanagra, 2159 tons, from Huelva to Savannah, ore, 9s f d.

British schooner Alexandria, 178 tons, from Muagrane to New York, logwood, $3,500 and port charges.

VESSELS IN PORT

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

STEAMERS.

Lady Eileen, 526, Wm Thomson Co.
Lake Michigan, 5340, C P R Co.
Lake Erie, 4814, C P R Co.
Manchester Trader, 2136, Wm Thomson & Co.
St John City, 1412, Wm Thomson & Co.
Tretonia, 2720, Schofield & Co.

SCHOONERS.

Abbie Keast, 95, A W Adams.
Alice Maud, 119, N. C. Scott .
Annie A Booth, 165, A W Adams.
Annie Bliss, 275, Master.
Calabria, 530, J Splane & Co.
D W B, 120, D J Purdy.
Domain, 91, J W McAlary.
Eric, 119, N C Scott.
Frank and Ira, 98, N C Scott.
Georgia, 291, J W Smith.
Genevieve, 124, A W Adams.
G H Perry, 99, F Tufts.
H H Kitchener, 99, L G Crosby.
Harold B Cousens, 360, Peter McIntyre.
Hunter, 187, D. J. Purdy.
Ida May, 119, D J Purdy.
I. N. Parker, 98, A. W. Adams.
Ida M Barton, 102, J W McAlary.
J. L. Colwell, 99, A. W. Adams.
Laura C Hall, 99, F Tufts & Co.
Lena Maud, 98, D. J. Purdy.
Lotus, 98, A W Adaws.
Lucia Porter, 284 P. McIntyre
Luta Price, 121. Master.
Mary E, 95, F Tufts.
Nellie Watters, 96, F Tufts & Co.
Onward, 92, A. W. Adams.
Pardon S. Thompson, 162, A. Cushing & Co.
Phoenix, 397, F Tufts & Co.
Preference 242, G L Purdy.
Rebecca W Huddell, 210, D JPurdy
Rewa, 122, D J Purdy.
Romeo, 111, P McIntyre.
Tay, 124, Peter McIntyre.
Three Sisters, 288, John E Moore.
Uranus, 73, J W McAlary.
Walter Miller, 118, N C Scott.
Wm. Marshall, 250, P. McIntyre.
Winnie Lawry, 215, D. J. Purdy.

Note—This list does not include today's arrivals.

OLD ALDERMEN DEFEATED

Fredericton, March 12—(Special)—Five of the most prominent members of the present city council went down to defeat in the elections here today and Mayor McNally was re-elected by the narrow majority of fifty-nine votes over Ald. D. J. Stockford. It was one of the most exciting contests the city has witnessed in recent years and the result was full of surprises.

The aldermen snowed under were Mitchell, in Wellington ward; McKenzie, in Carleton ward; Randolph, in Queens ward, and Barbour and Chestnut in Kings ward.

The spirit of progressiveness manifested by the late council in letting a contract for a sewerage system without a mandate from the ratepayers and taking steps to install a filtration plant seems to have been the principal cause of their undoing.

Several of the opposition candidates took strong ground against the proposal to use the St. John river as an outflow for the sewerage system and this won them many votes. The chances are now that a change will be made in the plans.

The contract for installing the filtration plant has not yet been awarded and the attitude of the new council on this question will be watched with interest

Ald. McGinn, who was deposed from the position of street light superintendent in May last, was returned at the head of the poll with T. H. Colter, a new man, a good second.

John S. Scott, who is elected for Wellington ward, took an active part in organazing the opposition forces and deserves a large share of the credit for the victory achieved.

The result of the poll was announced by City Clerk McCready in the city council chambers at 7 o'clock in the presence of a large crowd.

Brief speeches thanking the electors for support were made by Mayor McNally and Candidates Stockford, McGinn, Scott, Hooper, White, Colter, Hanlon, Boyce, Everett, Barbour and Moore. Good feeling prevailed and the successful candidates were heartily cheered.

Following is the result of the poll:

For mayor—Dr. G. J. McNally, 464; Ald. D. J. Stockford, 405; majority for McNally, 59.

Wellington ward—J. S. Scott, 560; W. S. Hooper, 528; Ald. Mitchell, 361; W. J. Osborne, 194.

St. Anns ward—Ald. McGinn, 650; Ald. Everett, 520; Corentius Kelly, 216.

Carleton ward—Ald. Hanlon, 626; John Maxwell, 459; Ald. McKenzie, 397; J. D. Reid, 190.

Queens ward—T. H. Colter, 638; John Moore, 538; Ald. R. F. Randolph, 443.

Kings ward—Odbur White, 518; W. W. Boyce, 447; Ald. C. F. Chestnut, 367; Ald. Barbour, 346.

The two first named in each ward are elected. The total number of votes polled was 901.

C. A. Phelan passed through from Montreal to Halifax yesterday to attend the funeral of his brother-in-law, John D. Burns.

"SPRING MARKETS"

The Tradition of Stock Exchange Buoyancy "When the Sap Runs" and the Record.

(New York Evening Post).

The sudden outburst of strength on the stock exchange, last Thursday, with transactions rising to 284,000 shares in the closing hour of business where they had footed up only 723,000 in the five hours of the preceding day, and with prices rising buoyantly, naturally revived discussion of what a "spring market" ought to be. The tradition, ascribed to Dan'l Drew, that stocks can never be safely sold while the sap runs in the trees, is an adage to which Wall street always clings trustfully. We are on the verge of the season when the sap will run; what chance is there of the tradition being again fulfilled?

The curious thing about this belief is that while buoyant markets are a common phenomenon in the springtime, the opposite kind of market is almost equally common. Last year, for instance, March and April were marked by excited advances; but the great break of April and May followed before the sap had stopped running. Probably it would be said that this sufficiently proved the truth of the maxim, and that the fortnight's "boom" at the end of March, 1904, served equally to do so. The downward plunge of prices during 1903 got fairly under way in March and April, and went on unchecked until midsummer; April was the month of 1900 when the Steel and Wire cut prices and started demoralization on the stock exchange; the sap was running in the trees when the ground was cut from under the famous "Flower boom" of 1899; the great liquidation of 1896 set in during April and May. On the other hand, March, April and May were months of great speculative enthusiasm in 1902; the climax of the huge "boom" of 1901 occurred in April, and the markets of 1898, which had lain torpid under the outbreak of the Spanish War, burst into genuine excitement on the news of the Manila victory in May.

Evidently, something else than sap in the trees is required to ensure a "spring boom" in the market. Possibly the money situation has most to do with it; this was the fundamental influence, one way or the other, in 1904, 1903, 1902, 1899, 1898, and 1893. An interesting test of "spring influences" lies behind that part of the market. Back of all stands the prospect of the harvest. But the spring has at least one advantage here, that its disclosures will usually fail to foreshadow a midsummer disaster.

Prince Royal Hotel,

113-115 PRINCESS STREET.

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

12-3-1yr. MRS. C. GLEASON, Prop.

Ring Up... 1727!

If you want to get in touch with a perfect laundering plant. No damaging process, but care and thoroughness in all classes of work.

Dominion Steam Laundry 640 to 648 Main Street.

EQUTIY SALE

THERE WILL BE SOLD AT PUBLIC AUCTION at Chubb's Corner so called on the corner of Prince William and Princess Streets in the City of Saint John in the City and County of Saint John and Province of New Brunswick on Saturday the nineteenth day of May next at the hour of twelve o'clock noon pursuant to the directions of a Decretal Order of the Supreme Court in Equity made on the twentieth day of February A. D. 1906 in a certain cause therein pending wherein Charles Fawcett is plaintiff and Annie Sutherland, Frederick A. Sutherland, Mary Jane Jones, surviving executrix under the last will and testament of Thomas R. Jones deceased, and Charles T. Jones are defendants, with the approbation of the undersigned Referee in Equity, the mortgaged premises described in the plaintiff's bill as "All that certain piece and parcel of land and premises situate on Brussels Street in the City of St. John fronting on said Brussels Street, bounded on the north east by an alley-way now in the possession of Jacob Noyes, running along said Brussels Street in a south-westerly direction twenty six feet including an alleyway of four feet until it strikes the north end of the house now occupied by the said George Whittaker, thence running in an easterly direction twenty nine feet, thence running along the line of fence as it now stands twenty nine feet, or until it strikes the corner of a barn or back house, thence running in a northeasterly direction along the said back wall on the said barn or back house until it strikes the said side line of land occupied by the said Jacob Noyes, thence to the place of beginning together with all and singular the buildings, fences and improvements thereon and the rights and appurtenances to the said lands belonging or appertaining, and the reversion and reversions remainder and remainders rents, issues and profits thereof and all the estate right title dower right of dower property claim and demand whatever both at law and in equity of the said defendants in to or out of the said lands and premises and every part thereof" Also "a lot of land comprising portions of the City lots numbered sixty one (61) sixty two (62) and eighty five (85) in the plan of the northeastern part of the City of Saint John on file in the Common Clerk's Office of the said City, the said lot beginning at the southwest angle of land conveyed by Arthur C Fairweather and wife to Annie Sutherland by Indenture duly registered Libro 8, page 382 &c. of records in and for the City and County of Saint John, the said corner being at a distance of thirty four (34) feet nine (9) inches north of the line of Union Street and sixty two (62) feet eight (8) inches east of the line of a portion of the said lot (61) sixty one now held by the City of Saint John as a street going thence eastwardly along the southern line of the said Sutherland lot and a prolongation thereof a distance of twenty two (22) feet to the northwest corner of a lot of land now owned by Lydia Dobson, thence southeastwardly along the line of the last named property sixteen (16) feet seven (7) inches to an angle of the said line, thence southwardly at right angles to Union Street twenty five (25) feet eight (8) inches to the line of Union Street thence westwardly along the said line of Union Street twenty nine (29) feet eight (8) inches, thence northwardly twenty eight (28) feet one inch to a point sixty two (62) feet eight (8) inches east of the aforesaid line of the portion of lot sixty one taken for street purposes, thence westward to a point on last named line twenty six (26) feet four (4) inches north of Union Street, thence northwardly by the said street line thirty (30) feet four (4) inches to the southeastern line of Brussels Street, thence northeastwardly by the last named line twenty six (26) feet four (4) inches to the western angle of the aforesaid Sutherland lot, thence turning to the right at an angle of eighty nine (89) degrees from the line of Brussels Street twenty nine (29) feet and thence in a direct line to the place of beginning a distance of twenty nine (29) feet, together with all and singular the buildings fences and improvements thereon and the rights and appurtenances to the said land and premises belonging or appertaining and the reversion and reversions remainder and remainders rents issues and profits thereof and all the estate right title property claim and demand whatever both at law and in equity of the said defendants in to or out of the said lands and premises and every part thereof."

For terms of sale and other particulars apply to the plaintiff's solicitor St. John, N. B.

Dated this ninth day of March A. D. 1906.

CHARLES F. SANFORD,
Referee in Equity

A. C. FAIRWEATHER,
Plaintiff's Solicitor

T. T. LANTALUM,
Auctioneer.

E. R. MACHUM W. D FOSTER

MACHUM & FOSTER, Fire Insurance Agents.

Law Union & Crown (Fire) Ins. Co.
Manitoba (Fire) Assurance Co.
Assets over $26,000,000.00
Offices—49 Canterbury St. St. John, N. B.
Telephone, 699 P. O. Box 233.

Fire and Marine Insurance,

Connecticut Fire Insurance Co.
Boston Insurance Company.

VROOM & ARNOLD,
160 Prince Wm. Street. Agents

Guardian Fire Assurance Co.
LONDON, ENGLAND.
ESTABLISHED 1821.
ASSETS, $25,000,000
McLEAN & SWEENY, Agents,
42 Princess Street.

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.