CANADA PERMANENT MORTGAGE CORPORATION

Paid-up Capital - - $6,000,000.00
Reserve Fund - - - 2,200,000.00
Invested Funds - - 25,200,000.00

Deposits Received
Interest Allowed at 4% Per Annum Compounded
EVERY FACILITY - - Twice Each Year
Canada Permanent Block, - - - - - - Prince William Street

THE MARKET CONDITIONS

Prudent Persons Will Step Warily for Another Fortnight, and Watch the Indicator.

(New York Commercial).

Prudent persons, therefore, will step warily for another fortnight, and will distrust flamboyant appeals of those who allege that now is the accepted time and now the day of salvation for the man who works on a margin for the rise. It should not be forgotten that monetary conditions, however much less menacing to speculation than they were a fortnight ago, are not yet distinctly favorable to the speculative side of the stock market, and will not be so until money begins to return from the interior — an event not likely to occur, even on the smallest scale, before April.

Pending that return, which ought to be well under way by April 15, the market will witness probably a gradual stiffening in prices, with an increasing resistance to pressure and an increasing resiliency after declines — the best elements in the street being content to abide developments in the insurance embroglio, the legislative intervention in the management of corporations, the dispute in the anthracite field, the scarcely concealed determination of the controlling interests in Amalgamated Copper to continue their punitive campaign against the mine owner who got the better of them in the settlement of the Montana war, the results of the offer the offer of a German financier to raise a large loan for Russia, which might postpone easy money rates in London and Paris until May, without regard to a settlement in Algeciras, the fate of our own new flotations, and, finally, the verification or nullification of half a dozen plausible reports as to deals, mergers, recapitalizations, the expiration of syndicates in the near future, distribution of assets and extension of railway and industrial plants.

None of these matters compares in demoralizing possibilities with the evil of overcommitment, which hangs always like a sword suspended by a single hair above a market, but none of them can be ignored safely, and, together, they deserve careful consideration at the hands of "outsiders," whom the recent fall in prices of specialties may tempt to enter the arena with too slender resources in cash or credit.

There is one other aspect of the case worthy of notice, and that is the crop prospect. It is a fortnight too early to begin for forecast in this particular, though the consensus of expert judgment is encouraging; and until the first government report appears, on April 10, positively confirming non-official estimates, a bull movement will not receive the sustained support it will probably receive then.

In a broad survey of the field, unquestionably the more favorable view Europe takes of our entire position is one of the most inspiriting features. Financial writers in the three leading capitals advise discrimination in the purchase of American securities; but they no longer warn against the market indiscriminately. Our railroad issues are pointed to as the "safest quarter in the American section" by a London financial publication of the highest class, and among them the western roads appear to be the favorites.

STREET RAILWAYS

Canadian Electric Railways Made $9,357,125 in Gross Last Year---Interesting Statistics.

Some interesting figures have been compiled in the official report on the subject of Canadian electric railways for the year 1905. It is seen that on June 30 of that year there were 793 miles of electric railway in Canada, an increase of 36 miles during the year. The total amount of paid up capital of all the companies operating was $61,033,321.

There were 203,467,317 passengers carried on the combined roads, an increase of 22,777,319, over the previous year's record. The freight carried amounted to 510,350 tons, or an increase of 110,189 tons. The consolidated income account of all the electric railways of Canada for the year ending June 30, 1905, is shown as follows:

	1905	1904	Inc.
Gross earn.	$9,357,125	$8,453,609	$903,516
Oper. ex	5,918,794	5,326 527	591,667
Net	3,438,931	3,127,082	311,849

The following shows the number of passengers carried by the street railway companies of some of the leading cities of the Dominion:—

	Passengers carried.
Montreal (3 companies)	67,297,208
Toronto (3 companies)	65,792,792
Winnipeg	11,255,967
Ottawa	9,328,600
Hamilton (4 companies)	6,396,419
Quebec	5,558,110
London	4.812.520
Halifax	3,540,310
St. John	2,680,601
Vancouver, Victoria and New Westminster (one company	10,352.410

Fifty six people were killed by the street railways, and 1,269 were injured.

RAILWAY EARNINGS

Grand Trunk Railway System's earnings from March 1 to 7:—

1906	$711,787
1905	643,756
Increase	$68,031

Canadian Pacific's Railway Company's return of traffic earnings:—

Week March 7, 1906	$1,133,000
Week March 7, 1905	887,000
Increase	$246,000

Senator Domville and Mrs. Domville have arrived in the city after a visit to England. Senator Domville, who on Wednesday slipped and fell on the deck of the steamer, breaking his leg, is doing very well.—Montreal Witness.

SPORTING

BOWLING

LADY BOWLERS.

To the ladies of St. John comes the honor of again capturing the maritime bowling record. The record established by Mrs. J. Royden Thomson was eclipsed by Miss Mollie Tibbits, of Fredericton, but on Monday all records went skywards when Miss Fairweather made the phenomenal score of 179 pins.

Pilgrims Defeated Ramblers.

In the box ball match on Black's alley's last night the Pilgrims defeated the Ramblers 1,657 to 1,609. The score:

Pilgrims.				Tot'l.	Av.
M. Davis	111	117	103	331	110 1-3
T. Jordan	125	106	118	349	1.6 1-3
A. Machum	117	117	114	348	116
S. Andrews	94	100	115	309	103
T. Cosgrove	91	108	121	320	106 2-3
				1,657	
Ramblers.				**Tot'l.**	**Av.**
C. Lunney	97	114	116	327	109
F. Hamm	113	94	103	310	103 1-3
C. Huggard	106	110	114	330	110
H. Springer	100	99	129	328	109 1-3
B. Perrie	109	103	102	314	104 2-3
				1,609	

HOCKEY

Sackville, N. B., March 13.—(Special)—The hockey match between Truro and Sackville here tonight resulted in a tie, score being three to three. The first half ended 2 to 1 in favor of Truro but they failed to do as well in the second. Sackville wanted to play off but Truro asked to be excused owing to the fact that they had two hard games before them on their trip. Play was fast and clean, not a man being penalized in the game. Phelan, Stuart and Laidlaw played the best game for the locals and Peterson, McDonald played great hockey for the visitors, while their goal tender, McKenzie, was without doubt the star of the evening. The visitors leave for Fredericton tonight. J. Twaddle of Amherst, refereed.

Fredericton Donwned Calais.

Calais, Me., March 13.—(Special)—Fredericton defeated Calais here tonight in the C. A. A. Rink by a score of 20 to 12.

The game was one of the fastest ever witnessed in Calais. The first half ended by a score of Fredericton, 10; Calais, 7. The play in the last half was fast and furious and the Calais boys went down to defeat fighting hard.

Truro Here Thursday Again.

Thursday night the fast Truro team will play all St. John here. Secretary Donald, of the city league executive has made arrangements to this end.

Scribes Were Defeated.

Yesterday afternoon on the Queen's rink the newspaper men fell victims to the law students to the tune of 6 to 0; enough said.

LAW STUDENTS WON.

Through the connivance of the referee the law students yesterday won from the newspaper men in a game of hockey at the Queen's Rink by a score of 6 to 1. The referee had been badly scared by the legal fraternity before the game and to save unpleasam disclosures he worked matters so that the would-be lawyers won, despite the superior playing of the scribes.

THE STARR TROPHY.

MONCTON, N. B., March 13.—Intense interest is taken now in the Starr trophy series hockey games. A special train will be run from this city to New Glasgow tomorrow and will probably carry about three hundred people.

Hilton Belyea, the St. John champion one-mile skater of the maritime provinces, will skate a mile race here on Wednesday night with Charles Smith, the well-known local flyer, and an interesting contest is expected. Smith has been travelling fast this year and the local men are confident that he can defeat the champion.

CURLING

On Carleton Ice.

The City and County Born vs. All-Comers' match in the Carleton Curling rink last night proved a very exciting one, the latter winning by the small margin of one point. The score by skips is:

City and County born. All-Comers.
Skip W. S. Jewett...13 Skip. F. H. Clark ..10
Skip J .H. Driscoll..10 Skip W. D Baskin ..14

The attraction for tonight will be the married vs. single match.

THE RING

REV. ALLEN IN THE RING.

Says a New York paper: My friend, the Rev. Stonewall Jackson Allen, has knocked another sinner into slumberland. The mark this time was Mark Devlin, and the scene was the Brooklyn Bench Athletic Club.

Mr. Allen led in prayer and then led his left. The mark heard the prayer and felt the other lead. The Rev. M. Allen said something about praising the source from whom all blessings flow and then flowed an accepted wrait of hooks and jabs in the direction of Devlin. As the finishing punch impinged upon Devlin's chops, Mr. Allen sang "In the Sweet By and By."

The Allen combination is a strong one.

THE POLICEMAN KNEW

The man stammered painfully as he stood in the dock at one of the police courts. His name was Sissons. It was very difficult for him to pronounce his own name. He had the misfortune to stay out late and make an uproar one night and to have to account for it before the magistrate the next morning.

"What's your name?" asked the Magistrate.

Sissons began to reply. "Sis-sss-sss-sss."

"Stop that noise and tell me your name," said the Magistrate, impatiently.

"Sis-sss-sss—"

"That will do," said the Magistrate, severely. "Officer, what is this man charged with?"

The policeman, who, of course, was an Irishman, immediately responded with true Irish wit, "I think, yer Honor, he's charged with sody wather."—Philadelphia Ledger.

MUCH SIMPLER

At a country fair out in Kansas a man went up to a tent where some elk were on exhibition, and stared up wistfully at the sign.

"I'd like to go in there," he said to the keeper, "but it would be mean to go in without my family, and I cannot afford to pay for my wife and seventeen children."

The keeper stared at him in astonishment. "Are all those your children?" he gasped.

"Every one" said the man.

"You wait a minute," said the keeper. "I'm going to bring the elk out and let them see you all."

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.

Wednesday, March 14.

Stmr Freke, 377, Froland, from Kingston, Jamaica; Marsh & Marsh, fruit and general cargo.

Stmr St Croix, 1064, Thompson, from Boston via Eastport, W G Lee, pass and mdse.

Bktn Shawmut, 407, Reicker, put back in distress; was bound to Philadelphia with a cargo of 442,000 laths and 3,339 bales of wood pulp.

Tug Lillie, Fardie, from Southwest Harbor, Me., with disabled schooner Abbie & Eva Hooper in tow, which vessel (before reported) was in distress while bound to Philadelphia with a cargo of laths from this port.

Cleared.

Schr Georgia, 236, Barton, for City Island for orders, 333139 ft spruce deals; Stetson, Cutler & Co.

Coastwise:—

Barge No. 1, Nickerson, Parrsboro.
Stmr Granville, Collins, Annapolis.
Schr Ethel, Wilson, Grand Harbor.
Schr E Mayfield, Merriman, St Martins.

Sailed.

S S St John City, 1412, Bovey, for London via Halifax.

DOMINION PORTS.

HALIFAX, March 13—Ard schr J H Ernst, Boston; Cable stmr Mina, from sea.

Sld, stmr Kensington, Portland, Me; Aranmore, Boston.

BRITISH PORTS.

LIVERPOOL, March 13—Ard, stmrs Athenia, St John for Glasgow; Monmouth, St John for Bristol.

Sld, stmr Lake Manitoba, St John.

FOREIGN PORTS.

NORFOLK, March 13—Ard, stmr Leuctra, Hamburg.

SANTIAGO, Cuba, March 12—Ard, stmr Arcola, Grant, for Philadelphia.

BOOTHBAY HARBOR, Me, March 13—Ard 12th; schrs Flyway, Patterson, Port Liberty for Lubec; Orozimbo, do, for Calais; R Carson, McLean, for St Martins.

NEW YORK, March 12—Stmr Baltic, Liverpool; schr Arthur M Gibson, St John.

NEW YORK, March 13—Stmr Baltic, Annapolis, N S.

VINEYARD HAVEN, Mass, March 13—Ard, brig Ohio, Edgewater, N J, for Bridgewater, N S.

Sld—Schr Harold B Cousins, St John for Philadelphia.

SALEM, Mass, March 13—Ard schr Louis V Chaples, St John for New York.

DELAWARE BREAKWATER, Del. March 13—Ard, schr Arrow, Philadelphia for Liverpool, N S.

BOSTON, March 13—Cld, stmr Dominion, Louisburg, C B.

Sld—Stmr Boston, Yarmouth.

BRUNSWICK, Ga, March 10—Ard, schr Zeta, Lecasin, Havana.

SPOKEN.

SABLE ISLAND, March 13—Stmr Majestic, Liverpool and Queenstown for New York in communication by wireless telegraph with Marconi station here 9 p. m., 150 miles southwest Sable Island; will reach New York 8.30 a. m. Thursday.

REPORTS. DISASTERS, ETC.

NEW YORK, March 11—Stmr Cienfuegos (Cuban), from Cienfuegos, reports March 10, lat 36, lon 74, passed a large quantity of lumber; also a part of a vessel's deck with beam and knee attached.

MONTREAL, March 11—Owing to the mildness of the winter it is thought the steamship Bavarian, which went ashore a few miles below Quebec last fall, will not be injured by the running ice, which is unusually thin this year.

SYDNEY, C B, March 12—The steamer Mystic, Catalone and Cacouna are reported to have become entangled in the drift ice some distance off shore, and to be unable to make Louisburg, for which port they are all bound. The Mystic left Boston Feb. 26, the Catalone left Boston Feb. 28 and the Cacouna left St John's, Nfld, Feb 20.

RECENT CHARTERS.

The following charters are announced: Schr Lilian Blauvet, 195, tons, Porto Rico to Halifax or St John, molasses, $2.25; schr E M Roberts, 322 tons, Gulf to San Domingo, lumber, p. t. and back to New York, sugar, at or about $2.75 and port charges; bark Mawa, 539 tons, Bridgewater to New York, lumber, $4; schr Lacolia, 485 tons, same from S. S. Nova Scotia; schr Emily F. Northam, 315 tons, same, four trips, $4; schr W. E. & W. L. Tuck 395 tons, same; schr. Marjorie J. Sumner, 355 tons, Kingsport (N. S.), to New York, season charter, lumber, $4; schr E. Hyl B. Sumner, 353 tons, same; schr. Thea 429 tons, same; bark Reynard, 560 tans, Mobile to Guantanamo, lumber, $6.50; schr. Theta, 429 tons, San Domingo to New York, sugar, at or about $2.75 and port charges; bark Westmorland, 697 tons, S. S. Cuba to New York, cedar and mahogany, $9; coal out, Philadelphia to Manzanilla, $3 for part cargo; bark Mabel I. Meyers, 668 tons, Bridgewater (N. S.) to Rosario, lumber, $9.50; bark Birnam Wood, 1,363 tons, Savannah to Santos, lumber, $13.25; schr Lavonia, 286 tons, Philadelphia to San Domingo, coal, and back to New York, sugar, p. t.; bark Rebecca Crowell, 491 tons, New York to San Juan (P. R.), general cargo, p. t.; stmrs Platea, 20,000 qrs. Baltimore to Denmark, 2s 3r to 4½s. April; stmr Pandosia, 20,000 qrs., same, from Philadelphia; stmr Greenvale, 2,009 tons, New York to Colon, cars, etc., p. t; Nor. ship Crusader, 986 tons, Nova Scotia to U.K., deals, p. t.

VESSELS IN PORT

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

STEAMERS.

Lady Eileen, 536, Wm Thomson Co.
Lake Erie, 4814, C P R Co.
Montcalm, 2508, C P R 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, 330, J Splane & Co.
D W B, 126, D J Purdy.
Domain, 91, J W McAlary.
Eric, 119, N C Scott.
Frank and Ira, 98, N C Scott.
Genevieve, 124, A W Adams.
G B Perry 99, F Tufts.
H H Kitchener, 99, L G Crosby.
Harold B Cousens, 360, Peter McIntyre.
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 Adams.
Lua Price, 121, Master.
Mary E, 95, F Tufts.
Nellie Watters, 96, F Tufts & Co.
Onward, 92, A. W. Adams.
Pardon S. Thompson 102, A. Cushing & Co.
Phoenix, 397, F Tufts & Co.
Preference 242, G L Purdy.
Rebecca W Huddell, 210, D J Purdy.
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.

MARINE NOTES

The Furness-Withy liner Florence, arrived at London Sunday from Halifax and St. John.

The Dominion liner Dominion sailed from Liverpool on Thursday for Halifax and Portland with 21 first, 270 second and 806 steerage passengers.

NORFOLK, Va, March 13—The British steel sailing ship Clyde, Captain Richard Evans, went ashore last Friday night at Chicamicomico life saving station, about 20 miles north of Cape Hatteras, and today notwithstanding that a heavy sea was running, the life-savers brought the crew of 26 men ashore in safety.

The Clyde sailed from Barbadoes for New York and Calcutta in ballast February 11. She ran out in the recent storm and in the thick weather prevailing at sea last night fetched up on one of the worst beaches on this coast. Few vessels on that beach ever came off. The Clyde was built at Port Glasgow, Scotland, in 1894. A wrecking company this afternoon dispatched its big tug Rescue to the scene of the stranding. The turf was so heavy that the life savers could not launch their boats. The crews of Chicamicomico, Gull Shoal and New Inlet station joined forces. They finally got a line aboard the Clyde, strung the breeches buoy and brought every one aboard to the shore in safety. The shipwrecked men report that the Clyde struck at 4 o'clock yesterday morning being unable to keep off shore in the northerly gale then blowing at the rate of 48 miles an hour. The latest word from the scene said that the wind was then down to 26 miles an hour and the sea was moderating. The ship upto that time had taken in no water.

IMPORTS

From Bristol, ex S S Montcalm:—30 bdls, 26 cases iron, McClary Mfg Co; 334 boxes tin, Emerson & Fisher; 3 cases chocolate, F H Tippett & Co; 30 cases gin, 5 cases cordeals, Comeau & Sheehan; 2 bales mdse, J Seeley & Son; 1 case mdse, W S Clawson; 1 bri castings, C P R Co; 60 cases iron, J Robertson & Co.

P. E. I. House Opened.

Charlottetown, March 13—(Special)—The provincial legislature met today. The speech referred to the general prosperity of the province, the consolidation of schools, measures for protecting inshore fisheries, consolidation of the statutes and to the death of Archbishop O'Brien at Halifax.

Mrs. Thos. F. White is ill at her home in Queen street.



When the stork brings the baby—and you can't nurse the little one—feed only

Nestle's Food

It's the perfect substitute for mother's milk. In summer and winter, always the same.

Sample (enough for 8 meals) sent free to mothers.

THE LEEMING, MILES CO., LIMITED, MONTREAL.

MODERN PIRATES

(New York Tribune).

The old time sea rover who was wont to swoop down on a merchantman and loot its cargo was regarded by all civilized nations as a criminal of the most dangerous type. If caught, he was usually hanged along with his crew. In these more peaceful days there are pirates who prey on commerce, but they are far less engaging to the imagination. Among them, may be classed the "trademark grafter," as he is sometimes called, who, despite the laws, still prospers. Instead of holding up a ship laden with merchandise he attacks the business of some other manufacturer, and by imitating his rival's brand, the style and cover of the packages in which the wares are sold, and also by throwing out to the public the bait of a cheaper price, he diverts the revenues of his victim into his own pocket.

So great has become the depredations of these land buccaneers that American manufacturers are now asking for a national law which shall make the imitation of trade marks a penal offence. A bill has been introduced at Washington which provides that the maker of goods which are articles of interstate commerce and which bear labels in imitation of other brands shall be liable to $1,000 fine or imprisonment for two years, or both. The manufacturer who fleeces the public by means of a counterfeit label is as much a swindler as the green goods man or the gold brick financier. If, as the advocates of the bill assert, it will be supported by the courts as constitutional, it should be passed. Caution in respect to its scope, however, is absolutely necessary. The law of 1876, which made trademark counterfeiting a penal offence, was overthrown by the courts on the ground that it infringed state rights.

Most of the states have statutes making trademark piracy a criminal offence, and these laws vary in such a degree and are so laxly enforced that manufacturers say they afford them little protection. They also point out that nearly all European countries have national laws like the one they want enacted by congress, and that even in China there is a law providing that one guilty of this offence may be imprisoned for one year.

The many friends of Mrs. E. J. Armstrong will regret to learn that she is seriously ill at her home, King street east.

O'GILVIE'S ROYAL HOUSEHOLD

When you plan your meals you never think of bread, yet you always have it, and if it is left off the table it is the first thing that is missed.

You *can* live without bread, but you can live without any other food with less hardship—think along these lines and the absolute necessity of bread comes home to you.

And because it is a necessity, its quality should be the best—quality in bread depends largely upon the flour.

Royal Household Flour has convinced the women of Canada that it is the best for pastry as well as for bread.

Try Ogilvie's Royal Household. Your grocer recommends it, because it gives such good results.

Ogilvie Flour Mills Co., Ltd.
Montreal.

"Ogilvie's Book for a Cook." contains 130 pages of excellent recipes, some never published before. Your grocer can tell you how to get it FREE. 154

ROYAL BAKERY.

(TWO STORES)

Stores Cor. Charlotte and Sydney and 423 Main St. N. E.

POUND CAKE a Specialty. Plum, Cherry, Fruit and Sponge. All kinds of pastry made from the best of butter and eggs.

For Headache and Neuralgia

Inhale Dr. SCOTT'S LINIMENT and bathe the back of the head just under the bump freely. It gives instant relief. For COLD IN THE HEAD, use in the same manner. Large bottle, 25c.

An Excellent Hair Restorer and Scalp Cleanser.

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 east of the house now occupied by the said George Whitaker, 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 lines 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 southwardly 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, 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.

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