In World of Sport

BASE BALL

ST. JOSEPH'S WON AGAIN.

Upwards of 1000 people saw St. Joseph's team defeat St. Rose's on the Shamrock grounds Saturday night. Last year's champions lined up strong and are making a big bid for the cup. The game ended 9 to 1 in St. Joseph's favor.

McGuiggan pitched his usual fine game for the boys in purple and white, allowing but two hits in the six innings. Downey was found for six hits, but his team had nine errors, while Mills' overthrow to second was the only misplay made by the St. Joseph's.

St. Joseph's and F. M. A. play tonight, and the league executive will meet this evening to arrange the schedule of postponed games.

The league standing is:

	Won.	Lost.	P.C.
St. Peter's	10	3	.769
St. Joseph's	9	5	.643
St. Rose's	9	7	.563
St. M. A.'s	1	14	.066

National League—Saturday.

At Boston—(First game—St. Louis, 6; Boston, 0; (second game), Boston, 2; St. Louis, 0.
At Philadelphia—Philadelphia, 3; Chicago, 2.
At New York—Cincinnati, 0; New York, 4.
At Brooklyn—(First game)—Brooklyn, 5; Pittsburg, 0; (second game), Pittsburg, 1; Brooklyn, 9.

American League—Saturday.

At Cleveland—Boston, 1; Cleveland, 8.
At Chicago—Washington, 4; Chicago 6.
At Detroit—New York, 3; Detroit, 7.
At St. Louis—Philadelphia, 2; St. Louis, 1.

American League—Sunday.

At St. Louis—St. Louis-Philadelphia, rain.
At Chicago—(First game)—Chicago, 3; Washington, 1; (second game)—Chicago, 3; Washington, 6.

Eastern League.

At Jersey City—(First game)—Rochester, 2; Jersey City, —; (second game)—Rochester, 2.
At Newark—(First game)—Newark, 1; Toronto, 0; (second game), Toronto, 1; Newark, 0.
At Baltimore—(First game)—Baltimore, 6; Montreal, 1; (second game), Baltimore, 3; Montreal, 2.

Eastern League—Sunday.

At Newark—Newark, 3; Montreal, 2 (15 innings).
At Rocky Point—Providence, 2; Rochester, 0.

CANADA LOSES KOLAPORE CUP

Montreal, July 14—Canada did not win the Kolapore Cup, as announced on Saturday. Corrected cable returns show that Guernsey carried off the prize, with the Mother Country second. Canada led till the last range, 600 yards, where the men shot poorly.

At 600 yards in the Kolapore, the Canadians scored as follows:

Caven	3 3 4 4 5 5 4—28
Graham	4 5 5 5 5 4 4—32
McHarg	3 5 4 4 5 5 2—28
McVittie	5 5 4 5 5 5 5—34
Mitchell	3 4 4 5 5 5 5—31
Moscrop	3 3 5 5 5 5 5—31
Morris	5 3 3 5 4 4 5—29
Wetmore	4 5 4 4 5 4 4—30
Total	243

The aggregate scores at the three ranges were:

Canada	767
Guernsey	783
India	732
Mother Country	770
Australia	759
Southern Rhodesia	679
East Africa	718

SALMON BOAT SANK IN WESTFIELD RACE

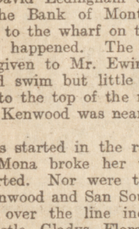
The race of salmon boats off Westfield Saturday, was marked by the sinking of the Lalla Rookh, and a struggle for five men in the water. They were rescued soon but had an unpleasant experience. A Westfield message says that the Lalla Rookh was capsized because of breaking out a balloon jib which made too much sail in the weather conditions, and that she would not answer under it and overturned and sank. In the boat were Geo. L. Warwick, Dr. Wm. Warwick, Geo. R. Ewing, David Ledingham and James Powrie of the Bank of Montreal staff. Coming back to the wharf on the last leg the accident happened. The life buoy aboard was given to Mr. Ewing who, it is said, could swim but little and the others hung to the top of the mast. Mr. Allen in the Kenwood was near and took all aboard.

Seven boats started in the race. John Frodsham's Mona broke her tiller and was not started. Nor were the Anona, Rosalind, Kenwood and San Souci. Those which went over the line included the Chinook, Thistle, Gladys, Florence, Leola and Lalla Rookh. The course was from Westfield wharf, running to a buoy down river, then a dead beat to the wharf; then up river to Belyea's Point and return. The wind was stiff from the nor'west at the start and was squally throughout the race, the hardest blow in fact of any race this season.

The starting gun was fired at 3.37 and the boats finished as follows:

	Finish.	Time occupied. Hour.	Min.
Chinook	4.55	1	25
Thistle	5.02	1	25
Gladys	5.09½	1	32½
Florence	5.17	1	40

SWEET CAPORAL



CIGARETTES

STANDARD OF THE WORLD

The sinking of the Lalla Rookh, of course, put her out of the race and the Leola, breaking some of her gear, also could not finish.

DORY RACES AT SHELBURNE.

SHELBURNE, N. S., July 11—The trial races to select the Canadian defenders of the Lovett-Wagner cup in the international dory event which will be held here on July 16 ,took place today.

On the first trial the leading boat upset and the judges called the race off. On the second trial Dexter's boat finished first. Etherington's boat second and Willis' boat third. Great interest was taken in the races which were sailed in a stiff breeze from the northwest.

The three American challenging boats arrived here today from Boston.

THE TURF

Peter Pan Won $25,000 Race.

New York, July 13—Peter Pan, James R. Keene's game colt, won the $25,000 Brighton handicap at Brighton Beach today in a drive that brought the 35,000 spectators in the stands to their feet yelling like mad. The great Commando colt was a hot favorite with the betters, being backed down from two to one to eight to five. Notter won his race in the stretch, and as Peter Pan, jump by jump, went into the lead, one of the biggest crowds that ever assembled at the Brighton track rose to its feet with a wave of cheering that did not cease until Peter Pan had been led to the paddock.

Red Pepper Won.

Woonsocket, R. I., July 13—None of the favorites won in the closing day races of the July meet at the Woonsocket Park today. Manila Boy was a favorite in the 2.20 pace, which proved an easy win for C. H. B. The best time was 2.20. Baron Clay was the favorite in the 2.29 pace, but Guy F., after the second heat, made an easy thing of it with three straight. The best time was 2.23 1-4.

In the final race, the 2.17 pace, Russell C. was favorite, but Red Pepper, after coming third in the first heat and running a dead heat in the second with checkers, won the succeeding heats. In this race, Goldie Dilard won the first heat easily, but tripped in the second, throwing Fox over the fence. Neither horse nor driver was hurt, but Goldie Dillard was distanced and lost her chances. The first heat was the fastest, in 2.19 3-4.

WITH THE HORSES

A Todd two-year-old has been a mile in 2.25 for Lou McDonald.

Sweet Marie has trotted a public mile for Billy Andrews in 2.06.

Highball, 2.06 1-4, is the fastest green trotter the world has ever known.

Dan S., 2.07 1-2, is a new one in the 2.10 list of '07, pacing.

Geers starts the season with great speed on tap, a trotter in 2.06 1-4 and a pacer in 2.07 1-2, both green horses.

Dan S. the fastest green pacer of the year, whom Geers marked in 2.07 1-2 last week, is in the chamber of commerce.

The fast record mare, Miss Rita, 2.08 3-4 by J. J. Audubon, has a handsome black filly at foot by the Director General. Mare and colt are owned by Peter Duryea, former manager of Patchen Wilkes farm, Lexington, Ky.

ST. JOHN WINS

Woodstock Golfers Beaten by 12 Holes on Saturday.

The St. John golfers met the old and dangerous foe—Woodstock—on the local links on Saturday and won, twelve up. The contest was probably the keenest ever played here, for the visitors had a great combination and were deservedly fairly confident of a win. The home players had to extend themselves to win, and indeed up to lunch hour it was anybody's game. The score was:

St. John.		Woodstock.	
J. R. Harrison	0	C. M. Sprague	8
Andrew Jack	0	Dr. T. F. Sprague	1
P. L. Longley	1	H. R. Jones	0
Geo. McAvity	10	J. S. Creighton	0
E. A. Smith	2	Hon. W. P. Jones	0
Dr. J. M. Magee	8	D. W. Newcombe	0
Sheriff Ritchie	0	N. R. Loane	3
J. U. Thomas	4	R. N. Bruce	0
J. L. McAvity	0	G. E. Balmain	6
J. T. Hartt	0	A. S. Holyoke	12
F. J. G Knowlton	12	G. N. Harrison	0
A. C. Currie	5	Wm. Dalling	0
Totals	42		30

Some of the going was exceedingly fast. Clarence Sprague, the Woodstock crack, took J. R. Harrison into camp, though the St. John man was playing a strong and consistent game. His company was too speedy, and possibly any other St. John man would have found it so. There are several Spragues who can do things, though Mr. Harrison was up against the best of them. Dr. T. F. Sprague defeated Andrew Jack by one hole in the four rounds—close work. Young Jones, a son of the solicitor-general, played a great match against Longley, one of the best of the local men. The contest was not decided until the thirty-sixth hole, and to win it Longley had to do the last hole in four—one better than bogie. The last round was done in thirty-eight, which gives some idea of the pace that was set. President George McAvity beat Creighton, of Woodstock, ten up, though the visitor was playing a good game. The president's last round was done in thirty-nine. E. A. Smith conquered Hon. W. P. Jones after four stubbornly contested rounds, a close and interesting fight. J. U. Thomas, F. J. G. Knowlton, A. C. Currie and Dr. Magee contributed to the victory in no small measure, Mr. Knowlton's twelve up being the biggest contribution of the day.

Up to lunch time the home team was only two up, and the outlook was doubtful, but in the afternoon St. John gained steadily. A high wind during the early part of the match was a drawback, but the scores were generally low and there was a great deal of admirable play. The rule has been that St. John loses in Woodstock and wins at home and it still holds. The visitors are most popular here, being keen sportsmen who win or lose with the right spirit.

L. A. Miles, formerly of St. John, but now in the Montreal office of the National Drug & Chemical Company, accompanied by Mrs. Miles, reached the city Saturday and will spend some time here.

Mrs. S. D. Scott, of Ottawa, was thrown from an automobile in Brandon during the visit of the Women's Council delegates to that city. She was not injured.

Miss Margaret Jones, who has been visiting Mrs. F. McCafferty, Cliff street, left Saturday evening for her home in Lowell (Mass.)

COMMERCE COMMISSION SCORES HARRIMAN'S METHODS

If Not Stopped He Was in Fair Way to Own All the Railroads in the United States---Commission Recommends That No Railroad Should Own Stock in a Competing Line.

Washington, July 13—The Interstate Commerce Commission today made public its report in the investigation into combinations of carriers, generally known as the "Harriman inquiry."

The commission unanimously joins in the report which is made by Commissioner Frank K. Lane. Copies of the report went today to the president and the attorney-general.

The report reviews Harriman's operations at length and says in part:

Within a year his sphere of influence has extended eastward; the Union Pacific and Oregon Short Line have acquired 18.62 per cent. of the stock of the Baltimore & Ohio, at a cost of $45,466,960, and have invested $19,634,324.93 in New York Central & Hudson River stock.

That it is only the law which prevents the concentration into Mr. Harriman's hands of every railroad line lying between Canada and Mexico is the frank admission of Mr. Harriman himself, made at the hearing. Questioned by the commission as to where his policy of acquisition was to stop, Mr. Harriman said:

A. I would go on with it. If I thought we could realize something more than we have got from these investments I would go on and buy some more things.

* * * * * * *

Q. Supposing that you got the Santa Fe?

A. You would not let us get it.

Q. How could we help it?

A. How could you help it? I think you would bring out your power to enforce the conditions of the Sherman anti-trust act pretty quick. If you will let us, I will go and take the Santa Fe tomorrow.

Q. You would take it tomorrow?

A. Why, certainly I would; I would not have any hesitation; it is a pretty good property.

Q. Then it is only the restriction of the law that keeps you from taking it?

A. I would go on as long as I live.

Q. Then after you had gotten through with the Santa Fe and had taken it, you would also take the Northern Pacific and Great Northern, if you could get them?

A. If you would let me.

Q. And your power, which you have, would gradually increase as you took one road after another, so that you might spread not only over the Pacific coast, but spread out over the Atlantic coast?

A. Yes.

To gather under one head all existing transcontinental lines, or as many as possible, and to exclude the incoming of all competitors, became manifestly the Harriman policy, which was inaugurated in 1901 by the issuance of $100,000,000 of convertible bonds by the Union Pacific. With the proceeds of these bonds the Union Pacific purchased control of the Southern Pacific Company, and a majority of the outstanding stock of the Northern Pacific Railway Company, which latter incidentally carried with it control of one-half of the stock of the Chicago, Burlington & Quincy Railway Company, the stock of which had been purchased jointly by the Northern Pacific and Great Northern companies and their collateral trust bonds issued therefor. Possession of these lines would have given to the Union Pacific absolute mastery over every avenue leading to the Pacific coast within the United States save that afforded by the Great Northern railroad on the northern border of the country, and that offered by the Santa Fe upon the southern. This plan, if executed, would have subjected to a common will and policy nearly one-half of the territory of the United States—a comparatively undeveloped, rapidly growing, and extremely rich territory, into which must necessarily extend the population and business of the eastern States.

It has been, however, no part of the Harriman policy to permit the properties which were brought under the Union Pacific control to degenerate and decline; as railroads they are better properties today, with lower grades, straighter tracks, and more ample equipment than they were when they came under that control. Large sums have been generously expended in the carrying on of engineering works and betterments which make for the improvement of the service and the permanent value of the property.

The control of the Northern Pacific and the Burlington by the Union Pacific was prevented eventually by the decision of the Supreme Court of the United States in the case of Harriman vs. Northern Securities Company, in which that court held that it would be in violation of the Sherman act for the Union Pacific to control these railways, as they were competing lines. The Southern Pacific remains within the control of the Union Pacific.

The recommendations at the conclusion of the report are as follows:

(1) The function of a railroad corporation should be confined to the furnishing of transportation. Railroads should not be permitted to invest generally in the stocks, bonds and securities of other railway and of steamship companies, except connecting lines, for the purpose of forming through routes of transportation, including branches and feeders. It is in the interest of the public to facilitate the consolidation of connecting lines. The credit of a railway company is founded upon the resources and prosperity of the country through which it runs. Its surplus funds and credit should be used for the betterment of its lines and in extensions and branches to develop the country contiguous to it. The testimony taken upon this hearing shows that about 50,000 square miles of territory in the State of Oregon, surrounded by the lines of the Oregon Short Line Railroad Company, the Oregon Railroad & Navigation Company, and the Southern Pacific Company, is not developed; while the funds of those companies which could be used for that purpose are being invested in stocks like the New York Central and other lines having only a remote relation to the territory in which the Union Pacific system is located.

Railroad securities should be safe and conservative investments for the people. To this end the risks of the railroad should be reduced to a minimum. Everyone knows that railway securities fluctuate more or less, according to the prosperity of the times, and also by reason of the wide speculation in such securities. It therefore adds an element of hazard to a railroad's capital and credit to have its funds invested in the stocks of other companies, thereby endangering its solvency and its ability to pay reasonable dividends upon its own capital stock. It is a serious menace to the financial condition of the country to have large railway systems fail to meet their obligations or go into the hands of receivers, and the object of legislation and administration should be to lessen the risks of railway investments.

(2) It is contrary to public policy, as well as unlawful, for railways to acquire control of parallel and competing lines. This policy is expressed in the federal laws and in the constitutions and laws of nearly every state in the Union. We have examined the constitutions and laws of all the states, and find in about forty of them prohibitions against consolidation of capital stock or franchises of competing railways, or the purchase and acquisition by a railway of competing lines. Competition is the established policy of the nation. And while other industries of a small minority of the stock of a competing line might not decrease the competition, yet the acquisition of any considerable amount of stock, with representation on the board of directors of such railway, unquestionably has the effect of diminishing competition and lessening to that extent its effectiveness. So long as it is the policy of the general government and of the states to maintain competition between naturally competing lines, the ownership of any stock by one railway in a competing railway should not be permitted, and such lines of railway should be prohibited from having any common directors or officers.

(3) The time has come when reasonable regulations should be imposed upon the issuance of securities by railways engaged in interstate commerce. We are aware that in the construction of new lines of railway, developing new territory, it has been necessary in many instances to sell railway securities at large discount, and to sell bonds with stock bonuses, and even in such cases it has many times been difficult to raise the necessary capital. Men will not invest their money and take the risk for small rates of interest. But this principle does not apply to old established railway systems having good credit. Such railways should be prevented from inflating their securities for merely speculative purposes. Railroads should be encouraged to extend their systems and develop the country. It is of the utmost importance, also, that railway securities should be safe and conservative investments for the public, and should yield good and ample return for the money invested. Reasonable regulation will tend to make them safer and more secure investments, and thereby benefit not only the railway companies but the public.

FINE TIME AT PICNIC

Trinity Outing Held at Westfield Beach on Saturday.

The annual picnic of Trinity church Sunday school, was held Saturday at Westfield Beach and was very successful. The weather man was kind and a delightful time was had. Sports were enjoyed and resulted as follows:

Races.

Boys 13 and over, 1st. prize, Bayard Trueman; 2nd prize Willis Jones.

Boys 10 to 12 inclusive, 1st prize, Cecil Markham; 2nd prize, Roy Kerr.

Boys 8 and 9, 1st prize, Lewis Millidge; 2nd prize, Willie Banbury.

Open to all girls 12 years and over, 1st prize, Violet Sadler; 2nd prize, Mary Dobson.

Open to all girls under 12, 1st prize, Etta Bauer; 2nd prize, Daisy Saunders.

Girls' race, 1st prize, D. Patterson; 2nd prize, Violet Sadler.

Primary Races.

For boys 7 years and under, 1st prize, Allan Currie; 2nd prize, David Kirkpatrick.

For girls 7 years and under, 1st prize, Enid Walker; 2nd prize, Marion Currey.

General Races.

Half mile open—1st prize, Bayard Trueman; 2nd prize, Cecil Markham.

Stake pulling race—1st prize, C. Markham; 2nd prize, D. Millidge.

Boot and coat race—1st prize, Browning Day; 2nd prize, Vernon Hatch.

Tiny boys' race—A. Kirkpatrick, 1st; J. Kinnear, 2nd.

Little girls' race—Violet Golding, 1st; Julia Currey, 2nd.

Wild flower bouquet contest for Sunday school children—Josephine Humphrey, 1st; Frank Peak, 2nd; D. Patterson, 3rd.

Backward race—Mary Dobson, 1st; C. Mildred Titus, 2nd.

Air gun competition—Harry Leonard, 1st; Robert Andrews, 2nd.

Little girls—Florence Dennison, 1st; Ritta Friars, 2nd.

THE OLD AND THE YOUNG THE STRONG and THE WEAK

During the Summer Months are Subject to Sudden Attacks of Bowel Disturbance Such as Diarrhoea, Dysentery, Colic, Pain in the Stomach and Summer Complaint, and the Children get Cholera Infantum and Cholera Morbus.

DR. FOWLER'S EXTRACT OF WILD STRAWBERRY

is a perfect specific for all bowel complaints. It has been in use in thousands of families for the past sixty-two years and we have yet to hear a complaint of it not giving perfect satisfaction.

Do not let an unscrupulous druggist talk you into buying a cheap substitute. Insist on getting DR. FOWLER'S. Price 35 cents. Manufactured by The T. Milburn Co., Limited, Toronto, Ont.

Mrs. C. W. Brown, Grand Harbor, N.B., writes: "I consider DR. FOWLER'S EXTRACT OF WILD STRAWBERRY to be the best remedy for Summer Complaint, as it cured me of a very bad case. I can recommend it highly to any one."

THOROUGHLY BRITISH

(New York Evening Post.)

A thoroughly British bit of political procedure is the pardoning of Col. Lynch, who, after leading the Irish brigade against England in the Boer war, was elected to parliament from an Irish constituency, was tried for high treason, sentenced to death, had his sentence commuted to a term of imprisonment, and was released under conditions after a few months of captivity. That is why Britain may resort to the mailed fist when she deems it necessary, as in Zululand, and to a minor degree in India at the present time, without incurring the charge of odious tyranny, from which Germany, for instance continues to suffer. Great Britain does not nag, does not set up foolish little hedges about royalty and government, and whip bad little boys for pitching stones over them; and, when the case warrants it, will indulge in a striking act of magnanimity, as in the Lynch affair. It may be only an appeal to the groundlings, but it is effective in maintaining an historical reputation for unexampled broad views in politics. Col. Lynch will probably enter parliament now, which is as if Samuel Maherero, late of German Southwest Africa, were to be elected to the Reichstag. Taine used to wonder if France would ever show the traveller a scene such as he had witnessed in England; an anarchist orator denouncing Queen Victoria in the foulest terms and two policemen by his side to protect him against the fury of the mob.



TIGHT ENOUGH BEFORE.

Natica—I shall have to get a new ba thing suit made.
Evelyn—Why so, dear?
Natica—Since I came here I have gained two pounds.

THE YACHTSMEN AT HAMPSTEAD

R. K. Y. C. Fleet Arrived There Yesterday Afternoon.

Hampstead, July 14—(By Telephone)—The R. K. Y. C. fleet arrived here this afternoon on the annual cruise and the yachts are snugly resting for the night. The run from Millidgeville Saturday afternoon was pleasant in the lively breeze blowing. Brown's Flats was made Saturday night, and the yachts stayed there until 4 p. m. Sunday until all were together.

At 4.30 a start was made for Hampstead, where they arrived at 7.30 tonight. The fleet will start tomorrow morning for Grand Lake.

On the run up a slight fire broke out on the Likely yacht, the Louvima. It was caused by the oil stove in the forecastle and burned some of the woodwork but was not serious.

JAPS READY TO SAIL

Twelve Hundred of Them Are Ready to Sail for Vancouver From Hawaii.

Honolulu, July 13—The steamer Kumeric with 1200 Japanese passengers, is ready to sail for Vancouver, (B. C). The charterer, M. Oriyama has deposited $25 for each passenger with the ship's agents to comply with the Canadian immigration law, which requires that every Japanese immigrant must possess twenty five dollars.

A number of Japanese who paid fare cannot be accommodated on the Kumeric and these threaten to garnishee the fund. Oriyama has been refused a passport to Seattle by the Japanese Consul here.

For a rundown system try

WILSON'S INVALIDS PORT

SOLD BY ALL DRUGGISTS.

You Eat Bread, Don't You?

You'd be an awfully strange person if you didn't!
Do you like it moist, with that true bread flavor, in fact the kind of bread you could make the whole meal of?
Then *Scotch Zest Bread* will just fill your likes.
It's moist—not the moistness of a few hours, but moistness that makes it a pleasure to eat anytime within three days.
Flavor and everything pertaining to good bread you get right in the loaf of *Scotch Zest Bread.*
Why don't you save yourself the bother of baking?

UNION BAKERY,
GEO. J. SMITH, Prop,
122 Charlotte Street.

TIMES DAILY PUZZLE PICTURE



July 15, 1886—Twenty-one years ago today, 17 persons were killed by a bomb explosion in St. Petersburg, Russia.
Find a Nihilist.

ANSWER TO SATURDAY'S PUZZLE.
(Right side down in head dress.)

CHEAPEST STOVE STORE IN THE CITY.

Model Art Range, No. 8, 6 holes, high shelf, and, water front. $18.00
Model Art Range, No. 8, 6 holes, high shelf, full nickel plate, ... $20.00
A complete line of second hand stoves, as good as new.

M. J. SLINEY, Cor. Waterloo and Paddock Sts.
Phone 1780.

STEAMERS

C.P.R. ATLANTIC STEAMSHIPS
"ROYAL MAIL"
EMPRESSES

MONTREAL, QUEBEC and LIVERPOOL SERVICE.

LAKE CHAMPLAIN ..... July 6th
EMPRESS OF IRELAND ..... July 12th
LAKE ERIE ..... July 20
EMPRESS OF BRITAIN ..... July 26

S.S LAKE CHAMPLAIN and LAKE ERIE carry one class of Cabin Passengers (2nd Class) to whom is given accommodation situated in best part of steamer. $42.50 and $45.00.

First Cabin—EMPRESS Boats, $80.00 and upwards. LAKE MANITOBA, $65.00 and upwards.

Second Cabin—$40.00, $45.00 and $47.50.
Third Cabin—$26.50 and $28.75 to Liverpool.

ANTWERP SERVICE via LONDON.

*LAKE MICHIGAN ..... June 30th
**MONTROSE ..... July 7th
***MOUNT TEMPLE ..... July 28th

**Carrying 2nd Class only. *Carrying 3d Class only. ***Carrying 3rd Class; also limited number Second.
$33.00 to Antwerp—via All Routes.

W. B. HOWARD, District Pass. Agent
St. John, N. B.

RAILROADS

CANADIAN PACIFIC

BETWEEN
MONTREAL and VANCOUVER

PACIFIC EXPRESS
Leaves Montreal daily at 10.10 p.m. Coaches and Palace Sleepers. Tourist Sleepers Tues. Wed., Fri. and Sat.

IMPERIAL LIMITED
Leaves Montreal daily at 10.10 p.m. Coaches and Palace Sleepers. Tourist Sleepers Sun. Mon. and Thurs.

NEW TRAIN
TRANS-CANADA LIMITED
FINEST AND FASTEST
PALACE SLEEPING CARS ONLY
Leaves MONTREAL 12.30 p. m.
TUESDAY, THURSDAY and SATURDAY, during JULY and AUGUST
MONTREAL TO VANCOUVER IN 85 HOURS

W. B. HOWARD, D.P.A., C.P.R.
ST. JOHN, N. B.

HOTELS

ROYAL HOTEL,
41, 43 and 45 King Street,
St. John, N. B.
Raymond & Doherty, Props.
W. E. RAYMOND. H. A. DOHERTY.

VICTORIA HOTEL,
King Street, St. John, N. B.
Electric Elevator and all Latest and Modern Improvements.
D. W. McCORMICK, Proprietor

The DUFFERIN,
Foster, Bond & Co.
King Square, St. John, N. B.
JOHN H. BOND, - - Manager.

Clifton House,
74 Princess Street and 141 and 143 Germain Street, St. John, N. B.
W. ALLAN BLACK, Proprietor.

DO YOU BOARD?

NEW VICTORIA HOTEL—AN IDEAL Home for the winter. Warm, well furnished rooms; good attendance; good table; home-like in all respects. Terms very moderate for service rendered.
248, 258 Prince Wm. St., St. John, N. B.
J. L. McCOSKERY - - - PROPRIETOR.

COAL

—BEST QUALITY OF—
American Lehigh Coal
in the city for self-feeders at reasonable prices.
Phone Main 1116 GEO. DICK,
46 Brittain Street. Foot of Germain Street.

BRIDAL ROSES

For June Weddings. Bridal Bouquets made in the latest and most artistic styles. Dahlia roots and all kinds of bedding-out Plants; also Plant Food.
H. S. CRUIKSHANK.
Store—159 Union street.
Conservatories—Lancaster, opposite Cedar Hill Cemetery.

NOTICE TO BUILDERS

NOTICE TO BUILDERS—TENDERS WILL be received by the undersigned up to 7 o'clock p. m. of Wednesday, 3rd day of July, for the erection and completion of a brick school building corner of Wentworth and St. James streets, according to plans and specifications, to be seen at the office of H. H. Mott, architect, 13 Germain street. The lowest or any tender not necessarily accepted.
750-7—3.

Hieatt's Hygienic Milk Bread

is made of the highest quality flour and other absolutely pure and healthful ingredients. Milk is used instead of water. These are combined with my experience and the result is a perfect loaf. Its crust is light and crisp, its texture fine. It is healthful, nourishing, digestible. Children thrive on it. Every loaf labeled Hieatt's Hygienic Milk Bread. Ask your grocer for it.
BAKERY, 134 TO 138 MILL STREET.
Phone 1167.

PUMPS.

Standard, Duplex Pumps, Outside Packed Plunger Pumps. Automatic Feed Pumps and Receivers, Independent Jet Condensers and Air Pumps, Side Suction, Belt Driven Centrifugal Pumps, Steam and Oil Separators.
E. S. STEPHENSON & CO.,
17-19 Nelson street, St. John, N. B.

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