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NOTICE.

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SUN PRINTING COMPANY,

JOHN S. LEIGHTON, JR.,
Manager.

NOTICE.

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THE SEMI-WEEKLY SUN.

ST. JOHN, N. B., MAY 9, 1906.

MINERS AND OPERATORS.

The first of April all the coal miners in the Pennsylvania anthracite region quit work. It was not a strike, they were careful to state, simply a suspension of operations while the mine owners were considering their demands for increased wages and other improvements in their condition. Next Monday or sooner they will return to work under the same old terms. They have lost about six weeks' wages and have gained nothing, apparently. On the surface the operators have won a complete victory.

But it is possible that the miners' leaders are not greatly disappointed. The dispute was won by the capitalists before it started. It was won when they managed to have the agreement under which the men have been working since the last strike, terminate in the spring instead of the fall. John Mitchell must have known this. He could not fail to see that the operators, with immense surplus stocks of coal stored, had nothing to lose from the closing of the mines during the summer months, while idleness during that time meant for the working men a falling winter of heavy debt. Mitchell is too astute a man not to have seen that the moment was inopportune for a general strike and it is improbable that he ever intended to call one.

What Mitchell has probably done is to take what the stock gamblers call a "flier." The old agreement terminated the first of April. It was necessary to make a new one. To go on at the old terms without an attempt to better the conditions of the men would have been interpreted as a sign of weakness both by his followers and his foes. In a fight to a finish he must have known he would lose, at this time; but luck takes strange turns. The operators might be frightened and give in; the president might intervene again; at any rate a good opportunity would be provided to test the discipline of the men.

So he made his demands and called the men out; not on strike, he declared, but just to show the operators what would happen if they refused to give in. A bluff, in other words, and a good one. But it failed, for there are men with far-sight and nerve on the other side of the game, so Mitchell, like a sensible man, laid down his hand. The attempt failed, but there was a chance that it might win, and even failure after an effort was probably, in his mind, better than surrender without a shot.

As a result of his action he has ensured, at least, that the condition of the men will be no worse than it has been. He has shown his followers and the country generally that he is no feather-brained agitator; that he has sense enough to know when he is beaten. He has learned that the federation of which he is leader is not at present as homogeneous as it should be. He has also learned that the present governor of Pennsylvania is a man who will stand no violence or other law breaking and who was ready at short notice to call out the soldiers if any attempt was made to interfere with non-union men.

So in view of the undoubted fact that the miners' leader intends some day to come to grip with the coal trust in a greater struggle than ever, it may be that the results of this skirmish have not been altogether favorable to the operators.

Meanwhile the poor consumer, who has to pay for all these strikes, will rejoice unfeignedly that this fight is over so soon and will once more resolve that as soon as the clouds begin to gather again he will lay in enough coal to put him through the winter, if he can get that much credit.

PETER WHITE AND THE SCHOOL QUESTION.

The Toronto News, whose editor, J. S. Willison, once editor of the Toronto Globe and a personal friend of Laurier, is probably as well posted on inside political history as any man in Canada, makes in its comment on the death of Hon. Peter White an interesting disclosure and throws an equally interesting light upon the peculiar uncertainty of politics.

"It has always been believed," it says, "that Mr. White was opposed to the Manitoba remedial measure, and that if he had not sat in the speaker's chair he would have joined the 'bolters.' This is not at all certain, for he was a man of strong personal and party attachments, and had no particular sympathy with the liberal leaders. This, however, is true. When the motion was made for the second reading of the remedial bill, the late Hon. N. Clarke Wallace desired to move the six months hoist, but was forestalled by Sir Wilfrid Laurier, the opposition leader, whom Mr. White, as speaker, chose to recognize instead of Mr. Wallace. If Mr. Wallace had got the floor and moved the six months hoist it would have been very difficult for Sir Wilfrid Laurier to accept his policy from the leader of the Orange Association, and, therefore, the whole face of Canadian politics might have been changed. It has always been felt that in recognizing the liberal leaders at this critical juncture Mr. White, consciously or otherwise, did the liberal party an enormous service."

So if Hon. Peter White had been more of a partizan and a little less honest, the schools question of '96 might have been merely a matter for further quarrelling within the conservative party instead of a burning political issue. However, it is doubtful if the result of the following general election would have been much different. The government was then so greatly disorganized and so thoroughly weakened that it was in no condition to appeal successfully to the people on any issue.

From the preliminary report of the engineers on the G. T. P. survey through New Brunswick, the Halifax Chronicle judges that the selection of the central route may be considered as settled. The decision is premature. It is true that the report is favorable to the central route, but it was made before the valley route was fairly surveyed. A second and more complete survey of both lines is now proceeding and not until it is finished will the location be definitely determined.

It would be unkind at this time to remind our confident neighbors over the border who are constantly boasting that their navy is superior in its personnel to any other, that we very seldom hear of British ships going ashore, especially in home waters.

Because their license fees have been increased, Ontario liquor sellers have raised the price of their wares on the assumption that they are necessities and must be bought, whatever the cost. Next year's statistics on the sale of alcoholic drinks in Ontario will be interesting.

Father Gapon emphatically denies the report that he has been hanged. But the ex-priest has been given such a bad reputation by his fellow-revolutionists that we don't know whether to believe him or not.

The doctors certify that Dowie is not crazy. So much the worse for him. The saner he is, the greater rascal he is proved.

ACTION OF BOND CABINET STRONGLY SUPPORTED.

ST. JOHNS, N. F., May 6.—Public sentiment sentiment throughout the colony strongly supports the Bond cabinet's aggressive enactment against the American fishermen, while from views expressed in official circles it appears probable that the premier has the endorsement of the British government, which believes the restrictive measures proposed are within the colony's legal rights. The government will employ whaling vessels in addition to the revenue cruiser in enforcing the bait act against American fishing vessels. The new foreign fishing vessels bill is expected to pass the upper house tomorrow. Both houses will be prorogued Wednesday.

My experience in advertising the Waterbury Watch, proved this, that for every dollar we spent we got twenty back.—Co. Geo. Merritt, in Textile American.

PILES Dr. Chase's Ointment is a certain and guaranteed cure for each and every form of itching, bleeding and protruding piles. See testimonials in the press and ask your neighbors about it. You can use it and get your money back if not satisfied. 60c, at all dealers or EDMANSON, BATES & Co., Toronto.

DR. CHASE'S OINTMENT.

SHIPPING NEWS.

PORT OF ST. JOHN.

Arrived.

May 7—Str Annapolis, 1290, Canham, from London via Halifax, Wm Thomson and Co, general.

Sch Hunter, 187, Hamilton, from Plymouth, D J Purdy, bal.

Coastwise—Schs Packet, 49, Gesner, from Bridgetown; str Centreville, 32, Thompson, from Sandy Cove, and cld.

Cleared.

May 7—Sch Anna, Kerrigan, for City Island, fo, Stetson, Cutler and Co.

Coastwise—Schs Dora, Cannings, for Parrsboro; Bay Queen, Levy, for Grand Harbor; Joliette, Sabean, for Alma.

Sch Lotus, Granville, for Bridgeport, A Cushing and Co.

Sailed.

May 7—Str St Croix, Mitchell, for Boston via Eastport, W G Lee.

Domestic Ports.

HALIFAX, NS, May 7—Ard, strs Halifax, from Boston, and sld for Hawkesbury and Charlottetown; Orinoco, from West Indie via St John.

Sld, str Aranmore, for North Sydney; Senlac, McKinnon, for St John via ports.

British Ports.

LIVERPOOL, May 6—Ard, str Shenandoah, from St John and Halifax and St John's, Nfld.

GLASGOW, May 5—Sld, str Kastalia, for Montreal.

BROW HEAD, May 7—Passed, str Lake Eric, from St John, NB, for Liverpool.

LONDON, May 5—Sld, str Dahome, for Halifax and St John (not previously.)

TYNE, May 6—Sld, British str Latona, (late Warrigal,) for Montreal.

HULL, May 6—Sld, str Moeris, for Quebec.

GLASGOW, May 7—Ard, str Sicilian, from Boston.

GLASGOW, May 7—Ard, str Pomeranian, from Portland via Halifax and Havre.

Foreign Ports.

NEW YORK, May 7—Cld, strs Kronprinz Wilhelm, for Bremen; Carmania, for Liverpool; Havso, for Pictou, N S; schs Arthur M Gibson, for St John; Scylla, for Halifax.

ANTWERP, May 5—Ard, str Mount Temple, from London for Montreal.

ST. VINCENT, C. V., April 25—Sld, str Castle Ventry, for Halifax.

NEW HAVEN, Conn., May 7—Ard, schs Otis Miller, from St John; Hattie C, from do.

PORTSMOUTH, N. H., May 7—Cld, bktn Shawmut, for St John, NB.

Sailed, sch Rowena, for Hillsboro, N B; Union, for St John; Frances A Rice, for Boston; Free Trade, for do.

PHILADELPHIA, May 7—Ard, str Carthaginian, from Glasgow and Liverpool via St Johns and Halifax.

Cleared, bark Saga, for Tusket Wedge, N S.

PORTLAND, Me., May 7—Ard, strs Calvin Austin, from Boston for Saint John, and proceeded; Mineola, from Rockland; schs Minnie Davis, from Port Matoon, N S; Inez, from Yarmouth.

Sailed, schs Winchester, for Biddeford; Katie L Palmer, for Nova Scotia.

CHATHAM, Mass., May 7—Light south wind; cloudy at sunset.

Passed south, str Toronto, from Boston for Norfolk, and Hull, Eng.

Shipping Notes.

Danish str Brattingsborg arrived at Halifax Friday night from Iviza with one of the largest cargoes of salt ever brought to Halifax. The steamer has 4,650 tons of salt. The Brattingsborg will load deals at St. John.

A Boston despatch says: If coal freights do not brace up soon there is a possibility that when they do there will be a dearth of tonnage. Within a few weeks the only seven-masted schooner in the world, and one of the few six-masted, have been chartered to carry oil, in which they will be stripped of their towering spars and converted into mere barges. The T. W. Lawson is under charter to become a barge for two years, and the Wm. L. Douglas is the other.

Bark Patagonia will load deals at a provincial port for U. K.

Battle Line str Trebia loads ore at Carthagena for Baltimore.

Sch Sallie E. Ludlam will carry coal from Port Reading to Lowesville at $1.

PORTLAND, May 4—Sch L Q O Wishart, hence for Shulee, NS, while beating out of the harbor this morning, misstayed and grounded on House Island Point. The schooner was floated by U S tug Weitzel and proceeded for destination apparently uninjured.

SYDNEY LIGHT, May 7—Passed, steamers Angola, Thomas, Havana via Sydney for Montreal; Catalone, Glover, Boston for Sydney; passed Sunday, steamers Dominion, Dawson, Boston for Sydney; Cacouna, Holmes, St John for Sydney.

The Battle liner Eretria arrived at New York on Sunday from Liverpool.

The Furnes sliner Annapolis arrived from London and Halifax at 8.30 o'clock yesterday morning with about 800 tons of cargo.

The Battle liner Nemea sailed from Pontadelgada at one o'clock yesterday morning for Baltimore.

The hull of the ship Robert S Besnard has been sold in New York and will be converted into a barge.

Scammell Bros' New York charter sheet announces among other charters the following: Str Pydna, 1,853 tons, St John to W C E, deals, 35, May; Danish str Russ, 2,485 tons, same; British str Etolia, 2,078 tons, same, to Manchester or Barrow; British str St Vincent, 1,008 tons, Bathurst to West Britain, deals, 39s 6d, July; British str Ester, 1,822, Miramichi to W Britain, or E Ireland, deals, 39s, May; British str Orthia, 2,504 tons, Miramichi to Dublin and Liverpool, Manchester, Barrow or Glasgow, two ports, deals, 38s 9d, June; Swedish bark Jacob Raners, 485 tons, Shediac to W Britain or E Ireland, deals, 41s 3d; Norwegian bark Polykarp, 461 tons, same, from Cape Tormentine, 41s; Norwegian bark Patagonia, 1,155 tons, provinces to U K, deals, p t; bark Low Wood, 1,091 tons, Boston to Buenos Ayres, lumber, $8; bark Nellie Troop, 1,312 tons, same, option Rosario $8.25.

LONDON, May 5—Str Monmouth, from Barry for Montreal, has put back to Barry with machinery out of order.

Chartered.

Norwegian bark Glance, 822 tons, Yarmouth, NS, to Bahia Blanca, lumber, at or about $9.

Norwegian bark Remonstrant, 1,045 tons, Bridgewater, NS, to Buenos Ayres, lumber, $8.50.

Italian bark Provvidenzia, 1,185 tons, Tusket Wedge, NS, to Buenos Ayres, lumber, $8.

Norwegian bark Saga, 1,334 tons, same, $8.50.

British bark Luarca, 631 tons, Bridgewater, NS, to Buenos Ayres, lumber, $8.50.

Norwegian bark Nebo, 1,020 tons, Campbellton, NS, to Rosario, lumber, p. t.

Norwegian bark Sydenham, 976 tons, Campbellton, NS, to Buenos Ayres, lumber, p.t.

British str Pandosia, 2,165 tons, Noorvik to Baltimore, ore, p.t.

British ship Brynhilda, 1,409 tons, Buenos Ayres to New York, quebracho wood, $3.

British str Trebia, 2,343 tons, Carthagena to Baltimore, ore, p.t.

British str Cunaxa, 2,048 tons, (before unnamed) Huelva to Baltimore or Newport News, ore, 9s. 7 1-2d.

Sch Sallie E Ludlam, 199 tons, Pt Reading to Lanesville, coal, $1.

Sch Clifford I White, 259 tons, South Amboy to Mt Desert Ferry, coal, 70c.

British sch Zeta, 335 tons, Brunswick to St John, NB, lumber, $6.50. June.

Bark Hattie G Dixon, 470 tons, Hillsboro to Perth Amboy, three trips, plaster, $1.70.

BOSTON, May 5—Capt John G Crowley, general manager of the Coastwise Transportation Co, owner of the sch Thomas W Lawson, states that the Lawson has been chartered for a term of two years, with the option of five years, by the Guffey Oil Co. and will be used in carrying oil and general cargo between Port Arthur, Tex, and New York and New York and Liverpool. Captain Crowley says the vessel will not be converted into a barge.

Bark Snowdon, from Buenos Ayres, reports had rough weather for last 10 days of the passage, during which she was driven off and lost foresail, mizzenstaysail, foretopmast staysail and uppertop sail.

HEWSON
PURE WOOL
TWEEDS
Patterns that are exclusive enough to be "different"—and always in perfect taste.

LUMBER DRIVES COMING ON WELL.

FREDERICTON, May 6.—Excellent progress is being made with the drives on Little River, Sunbury county, and although there was a jam of logs which deterred progress somewhat everything is now reported to be clear and the logs gradually getting to the rafting grounds. The total cut on the river amounts to 4,500,000 feet, and is about all for the Cushing Sulphite Company of St. John. About 1,500,000 feet is green stuff, including 150,000 fet of hemlock, but the rest is all taken from the burned district. On the Newcastle Stream A. McNutt Thurott of Newcastle has taken out about 800,000 feet, which will be sold to St. John parties. Peter Jeffrey has 400,000 feet, which will go to the Sayre & Holly mill at Chipman.

Most of J. O. Miller's cut of 400,000 will be manufactured at his own mill.

On the Oromocto Smith Bros. of Blissville, whose operations are much more extensive this year than formerly, will have about three or four million feet of lumber to manufacture. Their drives are all out including the one of two million feet on the Rockwell Stream.

Harry Burns of this city has been carrying on quite extensive operations on the Little River section during the past winter. He established a portable mill on the Henry Coburn limits and manufactured about 400,000 feet of hemlock boards, which he sold to the Alexander Gibson Railway and Manufacturing Company at a price in the vicinity of $10.50 or $11 per thousand.

FUNERAL OF DR. HOLDEN.

The funeral of the late Dr. Charles Holden, which was held on Saturday afternoon was very largely attended.

At 2.30 o'clock the body was removed to Trinity Church, where the rector, Rev. Canon Richardson, assisted by Rev. Westra B. Stewart, curate of Trinity, conducted the burial service, and appropriate hymns were rendered by the choir, under the direction of A. C. Ritchie.

The pall-bearers were Hon. J. G. Forbes, Dr. McIntosh, W. H. Thorne, D. C. Clinch, George McAvity and H. C. Rankine.

Interment was made in Fernhill cemetery, where service was conducted by Rev. Canon Richardson.

Although the formal notice read "no flowers by request," a number of beautiful tributes and quantities of cut flowers were in evidence. Among them was a large wreath composed of lilies, carnations and maidenhair fern, from Dr. McIntosh; a beautiful tribute from a number of the students at McGill University, where his son, C. P. Holden, has been studying medicine. Besides these, were cut flowers from the Misses Sydney Smith, Rev. Mr. and Mrs. Morton, Mr. and Mrs. Hoffman and others.

Among those who came from Fredericton to attend the funeral were A. R. Wetmore, T. C. Allen, C. H. Allen, J. J. McCaffrey, Dr. Atherton and J. J. Fraser Winslow.

The medical Society attended the funeral in a body.

The list of mourners was as follows: C. P. Holden, J. C. Holden, A. R. Wetmore, A. George Blair, T. C. Allen, J. J. Winslow, J. W. Wetmore, A. Johnston, C. H. Allen, S. D. Widder, F. A. Kinnear, T. B. Robinson, Dr. P. R. Inches, Dr. Murray MacLaren, Dr. Stewart Skinner, Dr. J. H. Scammell, F. P. Lansdowne and T. W. Lee.

If you at first don't succeed, do better advertising.—Taylor Z. Richery in Fame.

WHAT ST. JOHN WOMEN WEAR AND ARE LIKELY TO WEAR.

AS TO NEGLIGEE FABRICS, THE CHANGES ARE RUNG THIS SPRING upon a new unbrushable grenadine, crede de chine, chiffon, pin spotted muslin, the softest of soft cashmere and nun's veiling, with lace used as an adornment or to form the bulk of a robe in its most exotic appearance. A splendid opportunity is afforded this season of emphasizing the Empire mode, with the flowing lines of the Josephine gown carried out in a gauze-like fabric dependent from a high bodice of lace and chiffon. The sleeves are invariably all that is artistic, with lace and chiffon to compose them, but here again I have another little novelty to introduce, and that is the wired sleeve, which I do not recommend for patients who are obliged to lie down, but that are of the sincerest beauty to the patient who can sit up, with plenty of cushions at her back to make her comfortable. The sleeve I mean is arranged in puffs and hoops very deftly, held in place by insertions of fine wire. If the arms may be safely left uncovered from the elbow to the wrist, well and good, but it is not by any means necessary to abandon the elbow sleeve, even if warmth be required for the rest of the arms, or should their perfect roundness be so ravaged by sickness that their appearance is not quite beautiful enough to remain unadorned. For are there not numberless patents of lace wristlets, gauged chiffon ones, and the like that can be allied to the elbow sleeve treated as I have suggested with wire to hold it away from the arm.

* * * *

ANOTHER NOVELTY IN TEA GOWNS IF A FROTH OF CHIFFON AND LACE, with a short lace coat, and an enormous sash made of wired lace and chiffon. A calash is an old-fashioned hood made like that of the carriage called in French caleche, and so designed that when it is pulled over the head it can be drawn to meet the coiffure by means of strings hidden in the foremost frill. Years ago, when the hair was worn very high as it is again now, calashes were extremely modish, and were introduced into vogue by the Duchess of Betford of 1765, to whose cleverness the invention is sometimes attributed. Calashes were either white separate affairs or were part and parcel of the material then worn, taking the place of the hood without wire support that were sometimes preferred.

* * * *

MOST OF THE BIG HOUSES LEAN TOWARD GREENS AND YELLOWS—the tons in pale French vines having the preference, and they are especially suited to spring gowns, for everyone likes a lightening of garb when winter passes. Champagne is still more or less popular; sauterne is repeated in some of the best robes, and now it is chartreuse that has the innings. Chartreuse is far from pretty when seen in the piece, for it is a mingling of flaming green and yellow; but the gowns it makes are most attractive, and it is also a shade that lights up well at night. Touched with terra cotta or ophelia pink or periwinkle blue, it is very striking. Black and white combinations are very successful this spring, and they are used with or without color. When color is adopted two or three are employed and the effect is revis sante. Two or more size plaids or strips are sometimes placed together, and when shading is judiciously used the gown is sure to be beautiful. Black and white are widely used on hats, wide ribbon bow or bows of it placed in among the other trimmings. Green is a favorite, too, in millinery, but at present old rose is more in demand. Only handsome hats of it are seen, for the color does not seem to take well in cheap materials.

* * * *

APROPOS OF HATS, THEY ARE MORE EXPENSIVE IN PARIS THIS SPRING THAN EVER BEFORE. The tradespeople say it is because of color and straw, dyes probably being in access and the price of straw increasing. Heretofore a woman who knew the districts and shops well could buy a very chic everyday chapeau for $5, and something for dressy occasions at $8 or $9. But now prices are at least a third higher; no cheap ribbon is used, for it does not make pretty choux. A ribbon that must be aided by wire losing half its beauty. Therefore, the bows that are a la mode are those so stiff that they generally stand alone.

* * * *

THE FAMOUS HOUSES ARE MAKING NO MORE CORSELET SUITS except for those who will have nothing else. Their elegantes are ordering the Empire and skirt and corsage suits. The Princess, too, has had a great set back. The Empire is now made to fit or suit the form of almost any woman and the lines are very charming, but very stout or thin women better leave the Empire alone. There is always a skirt and corsage suit that will never be ousted—except perhaps momentarily—for anything else, no matter how seductive, for it is the only legitimate dress for a woman. The whole suit is not only comfortable and practical, but it is pretty as well, and the many lovely dresses that we see every day but demonstrate the fact.

* * * *

BLOUSES ARE EVIDENTLY SOMEWHAT ON THE WANE, for we see fewer of them than heretofore in the big shops. Perhaps it is because the corselet skirt has pushed aside during the past few weeks. For occasions of ceremony they are not seen, and this rule is becoming rigorous all the time. The shops that deal only in blouses show most beautiful examples and they declare that the autumn approaching will see more than ever.

* * * *

LACE BLOUSES ARE AS MUCH IN VOGUE AS EVER. All kinds of fancy work is seen, if lacy in reality, as much so in suggestion as possible. Among the laces are Punto Tagliato, of cut work; a type that resembles the old Flemish lace, made at the Island of Chioggia, near Venice, a locality that also supplies the Burano lace and Point de Venise. All in their several ways are most desirable for the purpose. The handsome Spanish laces are used in the same connection, and even at this moment excellent imitations are being produced. As for the Irish guipures and crochet, it is well worth while to stretch a point when an investment in good lace is contemplation in order to secure specimens, as these have taken their places so securely that they will not go out of fashion for a long time to come.

* * * *

HOW TO SELECT A SPRING FROCK. You need not necessarily choose a jacket suit for general wear, for dressy blouse suits are quite as stylish. The best choice of material seems to lie between the light woolen fabrics and English mohairs. Greys and blues are favorite colors in both, and they wear well and do not show dust. Gray, of course, is the fashionable color, especially for tailor-made gowns, and there are so many different shades and design that it is hardly possible that it will look common, even when practically every one is wearing it. Green is one of the leading colors, and one of the light woolens in two tones of green would be extremely practical and stylish. Don't choose a design of the kind known as salt and pepper. It can never be anything but ordinary looking. Don't have your skirt touch. The fashionable models are all made to touch, but for a sensible useful walking suit the skirt should clear the ground. Remember that although collars and suffs of white are dainty and pretty at first, they soil easily, and are a nuisance unless detachable. A sacque coat with its semi-fitting back is more stylish and serviceable than a coat which, while it may be a passing fad, is never really popular. The most fashionable coats this season are lined with the same color instead of white, as formerly, a fact that will, no doubt, be appreciated by the economical woman. Another small detail in regard to the new suits is that only a single row of stitching appears on bands and folds, instead of numberless rows, as heretofore.

MONTREAL LONGSHOREMEN

MONTREAL, May 6.—A meeting of the longshoremen of Montreal was called for this afternoon, for the purpose, it was stated, of considering the advisability of going out on strike in sympathy with the men on strike on the great lakes. If this was the purpose of the meeting it did not develop. The attendance was very small, only a couple of hundred responding to the call, and the only business transacted was the ordinary routine of the union.

Pure Blood Source of Health

AND THE BLOOD CAN ONLY BE PURIFIED BY THE HEALTHFUL ACTION OF THE LIVER AND KIDNEYS.

DR CHASE'S KIDNEY-LIVER PILLS.

At this season of the year as at no other the importance of pure blood is brought home to the minds of most people. As the result of artificial winter life—living on artificial foods and being shut up in badly ventilated rooms—the liver and kidneys become clogged and sluggish in action, the bowels constipated, and the blood loaded with poisonous impurities.

Is it any wonder that spring finds us run down in health and feeling languid and fatigued? Is it any wonder that our systems become an easy prey to every form of disease which lurks in the spring air? Is it any wonder that we have aching heads and aching backs and suffer from indigestion and biliousness?

Dr. Chase's Kidney-Liver Pills are especially suitable as a spring medicine, because they act directly on the liver and kidneys and enliven the action of these great blood-filtering organs.

Except by the action of the liver and kidneys, there is no means by which the poisonous impurities can be removed from the blood. With these organs in health, a person is almost immune from colds and all forms of contagious disease.

Dr. Chase's Kidney-Liver Pills should not be confused with medicines which merely act on the bowels. They do effect prompt motion of the bowels, and they do infinitely more, for by setting the liver right they bring about a good flow of bile and thoroughly cure constipation.

Biliousness, liver complaints, constipation, kidney derangements and impure blood cannot exist when Dr. Chase's Kidney-Liver Pills are used. And there is a great satisfaction in using a medicine which has stood the test of time and proven its right to a place in every home as a family medicine of worth and reliability.

Put Dr. Chase's Kidney-Liver Pills to the test and you will avoid the usual ills and weaknesses of spring. One pill a dose, 25 cents a box; at all dealers, or Edmanson, Bates & Co., Toronto.

Evidently the Russian people did not keep their eyes so firmly fixed upon Mr. Witte that there was danger of their growing cross-eyed.

A PLANT BARGAIN.

243 FRUIT PLANTS FOR $2.75

Will produce more fruit fresh and green than you and your friends can eat, and some to sell.
The choicest and newest, most hardy plants at one-third price.
GRAPES—One each, Campbell's Early, the new Black Concord, Black Worden, Choice Black Moore's Early, Fancy Early Black, Niagara White, Lindley, Red.
12 CURRANTS—3 each, Red Cross, new; London Market, new; Cherry Red, Champion, the Standard Black.
25 RASPBERRY—Either Loudan or King's, the new fancy rods.
25 RASPBERRY—Columbian, enormous cropping canner.
25 RASPBERRY—Cumberland, Mammoth cropping blackcap.
50 STRAWBERRY—Senator Dunlop, the king of canners.
50 STRAWBERRY—Pride of Michigan, record for size, quality, crop.
50 STRAWBERRY—President, the new fancy late berry. Safely packed and shipped when ready to plant, on receipt of $2.75.
CUT THIS ADVT. OUT. MAY NOT APPEAR AGAIN. ORDER NOW. You can't get the same value elsewhere for double the price. Send for complete list of potatoes, plants, etc.
STRAWBERRY PLANTS $1.50 per 1,000 up.
ELDORADO POTATO—The great English potato, such an enormous cropper, absolutely blight and disease-proof that it has sold since 1904 at $7,000 for 14 lbs., $1,250 for one lb., one potato for $250, last year $16 per lb. It means to the grower much larger crop with same labor and no rot. Send for list, contains history, photos of potatoes, checks paid, press opinions from 81 papers, etc. WE PROVE TO YOU that this is the most wonderful potato of all time. Now offered for the first time in Canada. Sold only by us. PRICE $1 PER LB. Also 26 other kinds.

SMITH BROS., Box 96, BEACHVILLE, ONTARIO
Members Canadian Seed-Growers' Association.

MARRIAGES.

BALTUS-GREEN.—In this city, on May 3rd, at the residence of the officiating minister, by Rev. Dr. Raymond, rector of St. Mary's Church, Walter M. Baltus, of this city, to Alicia Gertrude Green, of Coldbrook.

CAMERON-KIERSTEAD.—At Church Ave. Baptist parsonage, Sussex, May 1st, by Rev. W. Camp, Leslia Cameron to Miss Ruth A. Kierstead, both of Sussex.

BROWN-GORDON. — At Church Ave. Baptist parsonage, May 2nd, by Rev. W. Camp, William Brown of Sussex, N. B., to Miss Susan Gordon of Donegal, Kings Co., N. B.

COY-LONG.—At Collina, May 2nd, at the home of Ezra Long, by Rev. W. Camp, Christopher B. Coy to Miss Ethel Long, all of Collina.

DEATHS.

THOMAS—At the residence of her son-in-law, James R. Gilliland, on Sunday, May 6th, Frances Greig Thomas, widow of the late George E. Thomas, aged 65 years.

SULLIVAN—At his residence, 248 Waterloo street, on Sunday, May 6, Robert Sullivan, leaving five children—two sons and three daughters—to mourn their sad loss.

ROSE—At Westfield, on the 6th inst., Wm. Charles Rose, in his 74th year, leaving a widow, one daughter, one son and one grandchild to mourn their loss.

Funeral on Wednesday morning at 10 o'clock from his late residence. Friends and acquaintances respectfully invited to attend. (Boston papers please copy.)

ANDERSON.—Suddenly, at St. John, May 2nd, George Anderson, aged 29 years, son of the late Alexander Anderson, leaving four brothers and two sisters.

HOLDEN.—At St. John, Wednesday evening, at eight o'clock, Charles Holden, M. D., aged sixty-one years.

CHRISTIE—In this city, May 3rd, Charles Christie, aged 84 years. (St. Andrews papers please copy.)

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FREDERICTON TROTTING PARK BUSY PLACE.

FREDERICTON, N. B., May 6.—Tomorrow the notices for the annual meeting of the Fredericton Trotting Park Association will be issued and it is likely that the meeting will take place next week. The meeting will be one of importance inasmuch as this promises to be an exceptionally strenuous year for horse racing in the city. The association is booked to have races during the first week in July and they will be one of the features of the firemen's tournament and old home week celebration. Two days of good racing is promised with all the best horses in the provinces and eastern Maine to compete. The association's track is now a busy place with a big string of horses there in charge of Trainer Lew Cox. There is some talk of holding a race meeting here towards the latter part of the season, but whether this will come off depends to a large extent upon the success of the July meeting.

Gallagher Bros. have signed a lease for the Woodstock Trotting Park for another five years after having held the property for the past ten years. During the past two years the Woodstock meeting has had the Sussex track buckling against it, but this year they will be free from opposition and have decided to hold their races the second week in July.

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