

IN OUR Clothing Department

We offer for the present season
an immense stock to select from

Our Children's Suits at \$1.95,
\$2.50 and \$2.75 are very special

Youths' Suits \$3.25, \$3.75, \$4.50
and \$5.00 are worth 1-3 more

Men's Suits at \$7.50, \$9.00,
\$10.50 and \$12.00

We have had a big sale for them

**PETER FARRELL
& COMPANY**

DON'T DELAY

get your Screen Doors and Window Screens now. We've got a nice stock
all sizes and at right prices. For prompt delivery phone 264-11.

Hardware of all kinds.

Opp. Post Office **LAWLOR & CAIN** Phone 264-11
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POWER CANOE For Sale

18 Foot, Outside Sponson, 2 h.p. Engine Fitted with Top
Speed 9 miles per hour. **PRICE \$125.00**
IN FIRST CLASS CONDITION

Wm. C. Burt - **F'ton. N. B.**
We Sell Columbia Batteries

BURPEE'S SEEDS GROW!

My stock of Burpee's for 1912 has arrived. Now is the time
to buy Tomato and other seeds for starting indoors. Mail orders
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For Sale only by

R. T. MACK Chemist and Druggist
386 Queen St. Fredericton, N.B.

Fine Jamaica Oranges 18c per doz; California Sunkist Oranges
30, 35 and 50c; New Prunes 12, 15 and 17c a lb.

B. & B. Boston Coffee has no superior. Try a pound and be a
regular customer.

PARENT, BIRD & CO.

QUEEN AND YORK STREETS.

Rennie's Seeds-1912

The old reliable Canadian Grown, 5 cents per pkt 3 for 10c.
Bulk seeds at a very low price. Buy at Ryan's and get the pkts
with 1912 stamped on every one.

CENTRAL PHARMACY - ARTHUR J. RYAN

FORD THE UNIVERSAL CAR

"Ford-i-fy" yourself against excessive automobile expense.
First and Last the Ford is an economy. Seventy-five thousand
pains-taking buyers will purchase new Ford Cars this
year--because the Ford is ridiculously low in first cost and
wonderfully economical in after cost

All Fords are Model T's--all alike except the bodies. The two passenger
runabout costs \$775--the five passenger touring car \$850--the delivery car
\$875--the town car \$1100--f.o.b. Walkerville, Ont., completely equipped.
Catalogue from

ANDERSON & WALKER
FORD AGENTS

ROYAL BAKING-POWDER

Absolutely Pure

MAKES HOME BAKING EASY

Light Biscuit
Delicious Cake
Dainty Pastries
Fine Puddings
Flaky Crusts

The only Baking Powder made
from Royal Grape Cream of Tartar

THE BRITISH ENQUIRY WILL BE THOROUGH

(Continued from page 1)

FIFTY-SIX IN ONE GRAVE.

The bodies of the fifty-nine unidentified, seven of them women, will be buried tomorrow. Fifty-six will be placed in one common grave in Fairview cemetery and three, who were Catholics, will be interred in Mount Olivet.

Thirty-eight bodies, including eleven that will be forwarded tomorrow, have been shipped to friends. This will leave ninety-three still at the morgue, claims for a majority of which have been sent in. Some of these will likely be buried in Halifax.

It transpired today that the name of Antonia B. Antonia should be Al-lanio Baptiste. He had been a waiter on the Olympic. He had a lady friend who is unknown, but her address was care of Mrs. Ryan, at a hospital in Kingston, Ontario.

A body hitherto unidentified was claimed by Charles Abbott of H. M. C. S. Niobe, to be that of Arthur Lewis, a steward, and the same sailor identified the body of William Gorry, which also was removed from the unidentified class. A third unidentified was today found to be the body of D. Matheson, the name being tattooed on the arm over crossed flags, coat of arms with a girl's head and maple leaf.

Victor I. Minehan of Green Bay, Wisconsin, arrived tonight and claimed the body of his brother, Wm. Edward Minehan of Foud-Du-Lac, Wisconsin. On this body had been found \$400 in cash and letters of credit for \$500. His brother said he would have been forty-five if he had lived five days more.

At the funeral services tomorrow one hundred seamen from the cruiser Niobe will assist in the service.

THE BRITISH ENQUIRY.

London, May 2--The twenty-six questions to be asked witnesses at the British enquiry into the loss of the Titanic, are as follows:

1. What were the numbers of passengers and crew, their sex and so forth?
2. Did the Titanic comply with the requirements of the act applying to passenger steamers?
3. Was there a special provision in the design of the vessel for safety?
4. Was the steamer fully officered and manned?
5. What was the number of the life-boats? Was the number sufficient and had there been a boat drill?
6. Regarding the installation of the wireless system, was it in effective order and what was the number of wireless operators?
7. Were there any instructions and if so what instructions were given to the master regarding the navigation of the steamer?
8. What track was taken by the Titanic? Was it the one usually followed? Was the track safe at that time of the year? And did the master have any discretion regarding the track taken?
9. What information reached the Titanic of the existence of ice; and was the course altered in consequence of this information?
10. Was there a proper lookout for ice? After the warning was received were directions given to vary the speed? And were the directions carried out?
11. Was there an equipment of searchlights and binoculars, and was

such equipment necessary?

12. What precautions were taken by the Titanic when ice was met?

13. Did anyone see the reported ice before the casualty occurred? What measures were taken to avoid the ice? And were the measures proper?

14. What was the speed of the vessel preceding the casualty? And was it excessive under the circumstances?

15. What was the nature of the casualty?

16. When the casualty occurred what steps were taken immediately? How long a time elapsed after the casualty before its seriousness was realized? What steps were then taken? And what endeavors were made to save the lives of those on board and to prevent the vessel sinking?

17. Was proper discipline maintained after the casualty?

18. What messages asking assistance were sent out, and what answers were received?

19. What apparatus was there for lowering life-boats? What was its efficiency? Did the boats get away under proper superintendence? And were the boats properly manned?

20. Did the life-boats prove efficient in saving life? What was the number of passengers and crew in each boat on leaving the vessel? How was the number made up with regard to the sex and class rating? And did the boats carry full loads? Otherwise, why not?

21. What were the numbers of the passengers of the first, second and third class respectively who were saved? What was the number of the crew saved having regard for their ratings and sex? And what was the proportion of the different classes of passengers and the different grades of the crew saved to their total numbers on board; and what reason was there for a disproportion if such there was?

22. This question further develops points covered in question No. 21.

23. What were the happenings on board the liner after the casualty occurred up to the time she foundered? And what was the cause of the loss of the Titanic and the loss of life that ensued?

24. This question further develops the subject in question No. 23.

25. What was the construction and what was the adequacy of the equipment of the Titanic?

26. This designated as the final question constitutes a request as to the court to report upon the rules and regulations of the merchant shipping act and to make recommendations with a view to promoting the safety of vessels and persons at sea.

WILL COST SOMETHING TO SEE THE BIG FIGHT

Chicago, May 3--The range of prices for the Flynn-Johnson world championship fight, at Las Vegas, N.M. July 4th., will be \$25, \$20, \$10.

This was the statement of Jack Curley, promoter of the fight, here last night. He added that the arena if filled to capacity will net the promoters \$150,000. This would mean a paying investment for all concerned. Jim Flynn and Curley left for the scene of the proposed match, last night. Flynn to begin his training, and Curley to superintend the building of the arena.

MR. JAMES OBORNE DIED SUDDENLY

(Montreal Star.)

News of the sudden death of Mr. James Osborne, general superintendent of the British Columbia division of the Canadian Pacific Railway, at Vancouver, B.C., was received at the head offices of the company Thursday morning. Every department of the big enterprise was startled by the news in view of the fact that it was only a few days ago that several of the principals at the road who had been west came back with the news that "Jim" Osborne never looked so well since the day that he became an employee of the company, nearly forty-two years ago.

Mr. Osborne was born on Seigneurs street, Montreal, fifty years ago. His father was foreman in a sash and door factory, and he died when his son was two years old. The mother of James Osborne only survived her husband a few years, James then being ten years old.

The youngster dabbled in newspapers and magazines for a living for a short time, and he then entered the employ of the Grand Trunk Railway, with whom he remained for about six years. He became junior clerk in the mechanical superintendent's office of the locomotive department, and when he was promoted to the chief clerkship the C.P.R. engaged him. In many respects it may be said that he was with the Canadian Pacific from the time of its active operation.

In 1886 Mr. Osborne was appointed assistant to the general manager, and this naturally brought him into close contact with the future president of the road. It was but ten years later that he became assistant to Sir Thomas Shaughnessy, then vice-president.

In September, 1887, he received the appointment of car accountant, and this was followed by his selection as superintendent of car service embracing transportation, distribution and accounting of cars and later to these duties was added those of general fuel agent. In 1900 he was appointed general superintendent at Winnipeg, to handle the division which at that time stretched from Port Arthur to Laggan, but which has since been divided.

In 1901, Mr. Osborne was transferred to the Atlantic division with headquarters at St. John. Here he stayed two years and then came again to Montreal as general superintendent of the Eastern division. In 1906 the late Mr. Osborne was appointed to superintendency of the Ontario division, and during his regime many important works were carried out. Principal among these may be mentioned the construction of the new roundhouse and yard at London, the extension work at West Toronto and other new stations, warehouses and yards around Toronto; the Mimico cut-off; the replacement of many bridges with permanent structures, so that today, with the exception of the Muskoka line, all bridges are permanent, and the equipment of the main line and the more important branch lines with telephone train despatching installations.

DORN RIDGE

April 23--The roads are very bad in this vicinity now, owing to the frost taking its departure.

The people are taking advantage of the fine weather by getting their wood sawn by horse-power woodcutters.

Sugar-making is a very popular occupation at this time, it being carried on extensively by the White & Haines Co.

Most of our young men will soon be leaving to stream drive, some have already gone.

Mr. Joseph Price and Miss Janie Gallagher spent Sunday with Mrs. Thomas White.

Mrs. Lizzie Jones has returned home after spending some time with friends in Smith's Corner and vicinity.

We are glad to hear that our minister, Rev. H. E. Cooke is to be with us in the near future.

Mr. and Mrs. Philemon Lawrence and son have been spending a few days with Mrs. Lawrence's parents, Mr. and Mrs. Medley White, Burt's Corner.

Our teacher, Miss Cora M. Brundage has returned from spending a pleasant Easter vacation at St. Stephen's.

Mr. and Mrs. George Lawrence spent Easter holidays in Houlton, Me.

Mrs. Aaron Allen spent Easter with relatives in Gibson.

Mr. Henry Myshral and family are spending some time at Doran Ridge, guests of Mr. and Mrs. Leander White.

Miss Alva White has been spending a few days with friends at Smith's Corner.

We are sorry to learn that our Postmaster is ill.

Mr. Geo. Flewelling, Burt's Corner spent Sunday with his sister, Mrs. Chesley Haines.

Mr. Edward Haines and family have moved to Presque Isle, Me.

Mr. Manzer White has purchased Mr. Edward Haines' farm.

Mr. Howard Griffiths spent Sunday at his home here.

DO YOUR SATURDAY SHOPPING AT OUR STORE AND SAVE MONEY

HERE ARE SOME SNAPS FOR YOU

Ladies' Black Cotton Hose 2 prs. for	25c
Ladies' Raincoats only	\$3.75
Silk Hair Ribbon, 5 ins. wide	15c a yd.
H. S. Handkerchiefs (13 in. square)	35c doz.
National Madras Window Muslin	12 1-2c yd.
Sample Lingerie Waists	69c

If these Waists were regular stock instead of samples they would sell for \$1.25, \$1.50, 1.75 and \$2.00.

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don't neglect to call on us for our estimate
whether the work is large or small it shall
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A Great Variety to choose from
at prices to Suit All

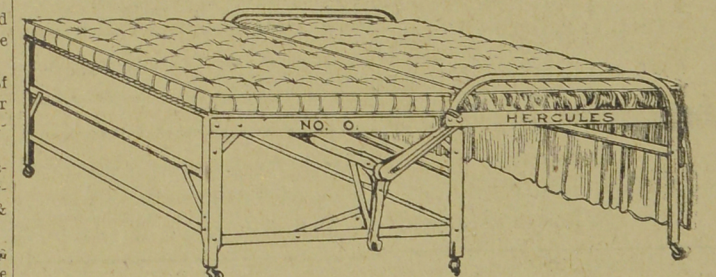
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The Talcum Powder with the true Oriental
odour. Something new. **Price 25cts.**

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Drug Store

THE SPARE BED



A handsome couch by day, a double bed by night. A pressure of the foot converts from the one to the other. The two articles at one cost.

The above Couch has a No. O. Hercules Weave and is GUARANTEED NOT TO SAG OR BAG
Price Complete with Mattress **\$15.50**

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VEGETABLES, PEANUT BUT-
TER, KITCHEN BOUQUET, SHEET
GELATINE**

IMPERIAL CHEESE 15 and 25c packages

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