

GIFTS

FOR YOUR MEN FRIENDS

Of course you think of Neckwear first, so did we. Knew you would want a lot of it, and that nothing but the handsomest assortment would please you. You want to be sure it is Masculine in style and effect. That is just what we have for you.

A Magnificent Showing of Handsome

NECKWEAR

The Latest Designs and Colorings at 25c, 50c and 75c each.

We want the women to do their Christmas shopping here. The place where a man would do his own shopping is very likely the place he would want you to shop for him. The Ladies are receiving our very particular attention now and we are helping them to make their men relatives and friends happy this Christmas.

W. E. FARRELL

The Broadway Store

Opposite Normal School

THELMA, THE QUEEN OF PERFUMES, the Latest Sensation. We will give **Free** to the first 20 Ladies buying 1 oz. of 75c perfume (your choice of any odor of the largest stock in town) 1 Linen Handkerchief, 1 Chatelaine sample Thelma Perfume. Ladies think it over, be one of the 20.

CENTRAL PHARMACY

ARTHUR J. RYAN

Corner Queen and Carleton Sts.

CUFF LINKS

Cuff Links Engraved Free

Sterling Silver Cuff Links, 50c pair
Gold Plated do 50c to \$1.00 pr
Gold Filled do \$1.25 to \$3.00 pr
Solid Gold do \$4.00 to \$6.50 pr

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NOW IN STOCK
SEAL SHIPPED OYSTERS.

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We have a special machine for grinding skates.
We also repair and put them on boots

Wm. C. Burtt - F'ton. N. B.
Gas Engine Repairing - - - Bicycle Storage

HOLIDAY

Surround yourself with some of our 59c SPECIALS for Saturday and Monday, Dec. 10, 12.

3 pairs Boys' Wool Hose,59c.	3 pairs Cashmere Sox,59c.
1 suit Boys' Underwear,59c.	3 pairs Boys' Gloves,59c.
1 Boys' Sweater,59c.	4 yards Lawn,59c.
6 yards 1 yard wide Flannelette,59c.	5 Excelsa Handkerchiefs,59c.
6 yards Longcloth,59c.	1 pair Boys' Pants,59c.
10 yards Hamburg,59c.	2 Boys' Tote Caps,59c.
10 yards Hamburg Insertion,59c.	10 yards Towelling,59c.
6 yards wide Print,59c.	4 yards Waist Hamburg,59c.
2 1/2 yards wide Table Linen,59c.	1 soft front Shirt,59c.
6 large Napkins,59c.	3 pairs braces,59c.
12 Ladies' Handkerchiefs,59c.	6 Linen Collars,59c.
1 suit Ladies' Underwear,59c.	3 nice Ties,59c.
1 suit Children's Underwear,59c.	6 yards Muslin,59c.

PETER FARRELL & CO

WANTS TO ACQUIRE THE INTERCOLONIAL

G. N. R. Vice-President Says Absorption of Government Road is Vital Question--Inauguration of the Royal Line's Transatlantic Service Between Bristol and Halifax is Celebrated.

Halifax, Dec. 9.—The Chronicle in its report of Mr. Hanna's speech, says:

Mr. Hanna, in proposing the toast to the Dominion, Provincial and Civic rulers, made an interesting address, reviewing the nation building work of the C. N. R. He said in part:

Perhaps there is not one fact more illuminating than this, that whilst the company operated 100 miles in 1897, they are today operating, or have in course of construction, 7,135 miles. This does not include the British Columbia section of some 500 miles, or the gap still to be constructed between Sudbury and Port Arthur of 600 miles. But it includes all of our lines in Ontario, Quebec and Nova Scotia, so that by the end of 1914, when we hope to see the various gaps filled in, the Canadian Northern and its allied lines, all in Canada, with the exception of a few miles, will operate not less than 10,000 miles of railway.

A UNIQUE ACHIEVEMENT.

This, I submit, gentlemen, is a unique achievement that may perhaps never be duplicated by any other two men. A pay roll that in 1896 was \$650 per month, reaches over a million dollars per month in 1910. A gross revenue from the 100 miles of road in 1897 of \$60,000, has grown to over \$18,000,000 in 1910, from the Canadian Northern and its allied railways. A staff of 13 men and a boy in 1896 reaches 28,300 in 1910. But it is proper to state in respect to the number of employees, I have included the employees of the subsidiary undertakings of my principals which are in many respects identified with the Canadian Northern railway proper. Whether it is in mining of coal, or iron ores, or in lumbering, or in grinding flour, or in the making of cement, or salt, or in the electric business, or in iron products, in steamships, in the hotel business, or the grain elevator business. I want to make it perfectly clear that the governing principle of it all is the creation of traffic for the Canadian Northern railway.

DEVELOPING COMMERCE.

You see, gentlemen, we have not been content to build railways with the help of the government; but we have taken all kinds of steps to develop commerce with the result that not a cent has been called for from any government under any guarantee that has been given.

NEW BRUNSWICK INTERESTED.

In association with the steamship service we have inaugurated a very extensive immigration scheme and today in the old land there are at least a score of active Canadian men and women on the staff of the Canadian Northern railway, preaching the gospel of emigration to Canada. I believe we have the support of the Provinces of Nova Scotia and New Brunswick in these enterprises. I believe, with the facilities which we are able to offer the immigrant and the settler, that we shall enjoy a substantial share of this class of travel and it will be a great pleasure to us to learn that so long as THE STEAMERS HAVE THEIR TERMINUS AT HALIFAX A STEADY STREAM OF TRAVEL WILL PASS THROUGH THE PORT.

Why do I tell you these things? The answer I think is not far to seek. We believe the Maritime Provinces and the port of Halifax need us as much as we need them.

FROM OCEAN TO OCEAN

The development of Canada is going from sea to sea; and if the eastern part of the Dominion is to enjoy its full measure of the western development, and if the western Provinces are to enjoy all the advantages of expansion in the East and particularly its port facilities such as we have here, there must be a close rail connection between the East and the West. I do not propose to say how this shall be done, but gentleman, you have the Intercolonial Railway, with its terminus in Montreal, but without any hold of its own on business with Ontario and the four great Western Provinces. I submit to you that there is no question of more vital importance than a frank and full discussion of how the Intercolonial Railway can be linked up with the Canadian Northern. The Canadian Pacific has its terminus in St. John. The Grand Trunk Pacific proposes to have its terminus in the East, and I ask you whether a connection for the Canadian Northern railway into Halifax would not be advantageous to all concerned.

A STRIKING ADVANCE

Responses were made by Senator Roche, A. B. Crosby, M. P., and Mayor Chisholm. He believed that the Government would make generous provision for Mackenzie and Mann to carry their passengers and freight, and he hoped that a large portion of it would pass through the port of Halifax. The Royal Edward was the latest production of the great Fairfield firm on the Clyde and was a credit to them. Mr. Crosby in the course of his remarks promised support to Mackenzie and Mann in developing their system and said that if the I. C. R. didn't do its work it should go off the map. Referring to the N. T. R. and the election of 1904 he alluded to "long-faced humbugging politicians."

Hon. George E. Faulkner, Vice-president of the Board of Trade paid a generous tribute to the great nation building work of the Canadian Northern. This meant great things for Halifax and the Maritime Provinces. It looked like the fulfilment of hopes, but we cannot say that transportation problem is solved. He saw difficulties in the C. N. R. getting down to Halifax. There were tremendous difficulties in the way of alienating the I. C. R., but he saw no reason why the C. N. R. should not get in either by lease or running rights. The inauguration of the Royal Line was most auspicious, and he had an idea that Halifax some day would be their terminus all the year round.

H. J. Logan, K. C., President of the Amherst Board of Trade, made a ringing speech which created much enthusiasm.

The people of Nova Scotia are not going to be satisfied with one line of railway. We need more trunk railways into this Province and the sooner the politicians recognize that there is an East as well as a West, and that they must build trunk lines into Nova Scotia to the seaboard, the better it will be for the Dominion. (Applause.) "We like the Royal name and you couldn't have chosen a better name for this ship than the Royal Edward." (Cheers.) Let us never forget that while there are other railway systems this is the only distinctly Canadian organization. It has no port in the State of Maine or Massachusetts, and it is the only line of Canadian ships registered in Canada. The trade of Canada is moving along lines east and west, and he hoped the policy would continue to be to keep Canadian trade in Canadian channels.

Attorney General McLean in proposing the toast of Capt. Roberts and the Royal Edward, said: "We want a proper steamship service and a connecting railway system. There is also too much talk about the I. C. R." He did not believe in Government ownership and operation, and did not believe it would be a success in the next fifty years. He thought the I. C. R. was the best Government operated railway in the world. It had its weaknesses but it was the weakness of the system.

THE GREAT QUESTION

The other thing that Nova Scotians should consider is the solution of the transportation problem. This Province will never be satisfied until all the transcontinental railways are in this Province. But he doubted of the people wanted it, as was indicated by the criticism of the building of the N. T. R. to Moncton. The road should be carried through to Halifax. Mr. Hanna made a strong bid to Halifax to help the C. N. R. to get the I. C. R. Mr. McLean feared that there would be difficulty but there might be some other arrangement. The Canadian Northern might get to Moncton in a way he would not indicate, and then it and other lines might make an arrangement to get into Halifax on a common highway.

RELIGIOUS FACTIONS IN BLOODY QUARREL

Calcutta, Dec. 10.—Serious fighting between rival religious factions which began last night was continued this morning. Several of the combatants were killed and many were injured.

Troops were finally called out and a maxim gun trained on the fighters, but the fanatics were not dismayed and were only routed after several charges by the soldiers.

The trouble began when the Hindus protested against the approaching Mohammedan religious festival at which it is customary to sacrifice cows.

BRITISH CONSUL MADE LONG JOURNEY ON HORSEBACK

Rhode From Persia to Paris--Tells of Incidents of His Long Ride on Two Continents.

Mr. J. H. Bill, British Consul at Shiraz, Persia, has recently arrived in England after travelling 2,500 miles on horseback from Southern Persia to France.

Mr. Bill left his post at Shiraz in April with one Indian orderly, a Persian servant, and three ponies, and slept at night in the Persian villages. For ten days out of Shiraz no incident of importance occurred, but the roads were very unsafe. The post caravan immediately following his own was attacked and robbed. The Consul and his party safely reached Shulgistan.

Owing to an accidental delay the next part of the road was passed in peace, a band of robbers who had been waiting for the caravan there having moved to attack them elsewhere. About midday one nay solitary figure appeared along the foot-hills skirting the road and after firing disappeared. The caravan now consisted of twelve Bengal Lancers, with a native officer and five Persian cossacks—altogether twenty guns.

TWO TROOPERS KILLED

The robbers did not succeed in their intention of drawing the caravan's fire, but a halt was called near the entrance to a valley in order to ascertain what were the robbers' intentions. The latter were seen at a distance of about a mile, and it was observed that an advance party was riding along the hills. As the road became more enclosed, sniping recommenced, and it was considered advisable to attack the brigands.

Accordingly half of Mr. Bill's party were sent on ahead, the remainder being so disposed as to cut off, if possible, the robbers' retreat. The main body of the bandits numbered some sixty men. Some of Mr. Bill's escort rode up to a couple of robbers who had come to a standstill owing to their horses being fatigued. One of the Indian troopers was instantly shot dead, and in the fighting which followed a second was killed. The combatants came to close quarters and the native officer killed one of the brigands with his sword. After this encounter the main body of the robbers came up, and disappeared after firing at long range.

THROUGH TURKEY

After two months' travelling the Consul reached the Turkish frontier at Uramiah, and a week later started for Van, which he reached after a ten days' ride through magnificent mountain scenery. In the Turkish territory he was struck by the good order prevailing on what were supposed to be dangerous roads. Mr. Bill went from Van to Bitlis, and, skirting Lake Van, reached Erzerum, and after a further eight days' riding arrived at Trebizono, where he took steamer to Constantinople.

From Constantinople Mr. Bill proceeded by train to Salonica and Monastir. Here he again resumed his ride and went right through Albania. He next rode through Montenegro, skirted the Adriatic as far as Ragusa, and there crossed Bosnia and Herzegovina. Finally he proceeded across Croatia to the southern side of the Tyrol and rode through the Black Forest to the Vosges. On the French frontier he took train to Havre en route for Southampton.

BIJOU.

Remember and attend the Bijou early tonight, as the show starts at 7.15. The pictures are certainly good comedy and lots of it. Monday "The ture that is different and will delight Taming of Wild Bill," a Western picture everyone. "Slippery Jim" a very clever and amusing comedy, and a fine Elitograph feature.—d.

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No Alum, No Lime Phosphate

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THE SHIELD BRAND at - 35c
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Also a choice line of Silver Mounted Case Pipes in Briar Meerchaum and Calabash. Moreover every Pipe is guaranteed against cracking or burning.

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50 Bbl. Bishop Pippin Apples
All Winter Varieties.

Good Keepers.

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Brownie Cameras (most Kodaks) are an ideal gift for the boy or girl. Like Kodaks they are daylight all the way. Prices range from \$1.00 to \$12.00. Now is the time to look them over, while the variety is unbroken. Experts always at your service.

C. Fred. Chestnut The Quality Drug Store

572 QUEEN ST.

GIFTS

FOR

CHRISTMAS

Quartered Oak Centre Tables always acceptable and appreciated.

See Our Window Display
We would also suggest a Quartered Oak or Solid Mahogany Ladies Work Table

LEMONT & SONS Ltd.

Escaya Cream, Pompeian Massage Cream, Ingrams Milk Weed Cream, Knowlton's Massage Cream, Hinds Honey and Almond Cream, Sanitol Face Cream.

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