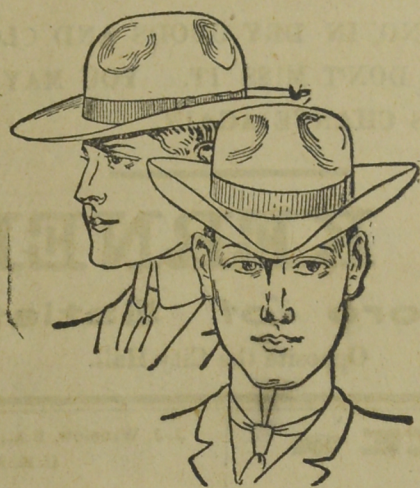


Low Crowns



Are the thing for the coming season. Blacks, Pearls and Beavers are the popular colors. We have them in the Telescope and Dented Crown Shapes, \$1.50 to \$2.50

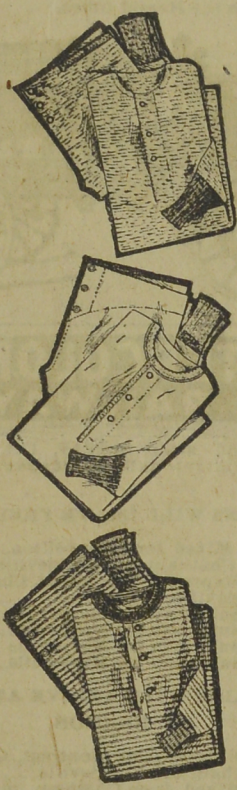
The "Red Letter" Hat may be worn in five different shapes \$2.00

Higher crown shapes and all the new shapes in stiff Hats \$2.00 to \$3.00

Furnishings.

Our Spring stock is resplendent in all lines. Pretty SHIRTS, NECKWEAR, SHIRTS in soft and stiff fronts. Stylish HOSIERY for low shoes, and SPRING GLOVES.

We are showing an exceptionally strong range of UNDERWEAR this Spring. Prices range from 50c up. COMBINATION UNDERWEAR from \$1.50 to \$3.75 a piece.



OAK HALL,

C. H. THOMAS & CO.

Gillette Safety Razors

PRICE \$5.00

EXTRA BLADES—price 60 cents a package. Just received.

C. Fred. Chestnut,

APOTHECARY,

Queen st., - - - F'ton, N. B.

When in need of anything in the JEWELRY LINE you can depend on getting value for your money here. Everything guaranteed to be as represented. Large assortment and Wedding Rings always in stock.

F. E. Blackmer,

290 QUEEN ST.

LAST SAD TRIBUTE.

Great Gathering at Halifax for the Funeral of Late Archbishop O'Brien.

Halifax, March 14.—(Special)—The funeral of the late Archbishop O'Brien today was one of the largest and most imposing ever seen here. The weather was beautiful but very cold.

The streets through which the procession passed were crowded. Flags were flying at half mast from all public buildings as well as from numerous private places.

A large number of clergymen from other parts arrived yesterday and the gathering of clergy participating in the ceremonies attending the funeral was one of the largest ever seen in the Maritime Provinces, including many prelates from a distance.

Among those present were Mgr. S'barretti, apostolic delegate, Archbishop Duhamel of Ottawa, the coadjutor Bishop of Montreal, Archbishop Bruchési of Montreal, Bishop Casey of St. John, Bishop Cameron of Antigonish, the Bishop of Ottawa, Bishop McDonald, of Charlottetown.

Very Rev. F. W. Chapman, V. G., St. John, Rev. Dr. Morrison, V. G., of Charlottetown.

Pontifical mass was celebrated by the Archbishop of Ottawa and the funeral oration, a very able one, was by Rev. Dr. Morrison, V. G., of Charlottetown.

Following mass was the ceremony of absolution, pronounced by Mgr. S'barretti.

Shortly after noon, when the ceremonies in the cathedral were finished the casket, containing the remains of the beloved prelate, were removed from the catafalque in St. Mary's Cathedral, and conveyed down the centre aisle to the main entrance and placed in a purple draped hearse, drawn by four black horses. The drivers of the hearse were in fawn uniforms. Then the cortege formed up and proceeded to Holy Cross cemetery, the clergy chanting on the way.

LIGHT WEIGHT CHAMPIONSHIP.

Battling Nelson and Terry McGovern Meet To-night at Philadelphia.

Philadelphia, March 14.—(Special)—All the sporting fraternities of New York and Philadelphia, will gather at the ringside tonight, where Battling Nelson and Terry McGovern will meet at 133 pounds. It promises to be one of the greatest light-weight contests of the decade, as both boys are fit.

Nelson is the favorite, but "Terry" will have plenty of backing when the gloves are donned.

The fight is limited to six rounds. There will be no decision. If there is a knockout no decision will be necessary, although both boys will

try to make it. It will make no difference in the division of the purse. Nelson will take \$10,000 of the money, win or lose, McGovern \$7,000. Jack McGuigan of Philadelphia will referee, and the contest will be under straight Marquis of Queensbury rules, fighting in clinches, but must break on command.

Yesterday the little men took their wind-up exercises a few miles across the country and a few easy rounds with the gloves. Today they rest, and will enter the ring at ten o'clock this evening.

GRIST FOR LAWYERS.

Great Array of them at Opening of Life Insurance Investigation—Proceedings Brief.

Ottawa, March 14.—(Special)—The first business meeting of the Life Insurance commission was held here this morning, present Judge McTavish, chairman, and Commissioners Langmuir and Kent.

A big array of legal talent was present. G. F. Shepley K. C., and W. N. Tilley represented the Dominion, I. F. Hellmuth, K. C., G. R.

Geary and W. S. Andrews appeared for Ontario, C. Lebeuf for Quebec, Wallace Nesbitt, K. C., and Leighton McCarthy for the Canada Life and Confederation Life. Norman Guthrie, for the Mutual, and H. G. Smith for the Sun.

The different counsel were heard, and Mr. Fitzgerald superintendent of insurance was also examined briefly.

MR. KERNER WON.

Judge Wilson Refused Writ of Ejectment to R. Chestnut & Sons.

In the county court chambers this morning Judge Wilson delivered judgment in the case of R. Chestnut & Sons vs. Solomon Kerner, refusing plaintiffs a writ of ejectment. His Honor went into the circumstances of the case at some length and quoted from an affidavit of Mr. Harry Chestnut to show that Kerner was a yearly tenant from 1903 to 1905; whatever may have been the character of his tenancy before 1903. In January 1905, the defendant was notified in writing by Mr. Harry Chestnut that when his term expired on May 1st, of that year the store would be rented to him by the month and he would be given one month's notice when the plaintiffs required him to quit the premises. His Honor held that this notice was not sufficient to change a yearly tenancy to a monthly tenancy. The change could only be made by a contract entered into by both parties. In his opinion therefore Kerner was still a yearly tenant and was under no obligations to quit the premises on March 1st, when he was ordered to do so by the plaintiffs. He must therefore refuse the order for ejectment.

Mr. R. B. Hanson on behalf of the plaintiffs made application for a stay of proceedings which was granted. Mr. J. D. Phinney, K. C., conducted the case for the defendant.

Mr. Kerner some weeks ago notified Messrs. Chestnut that he would vacate their store on May 1st.

THE STOCK MARKET.

Montreal, March 14.—(Special)—The stock market quotations today were as follows:

Dominion Coal, 79, 78½, 79½.
Dominion Iron and Steel, 31, 31½, 31¾.
Dominion Iron and Steel pfd., 79½, 80½, 80¾.
Nova Scotia Steel, 63½, 64½, 65½.
Canadian Pacific Railway, 170, 170½, 171.
Twin City.
Montreal Power, 94½, 95, 94½.
Rich and Ontario Navigation.
Illinois Traction pfd., 99½, 99½, 99½.
Havana Electric, 36.
Toledo, 37½, 35½.

ST. JOHN MAYORALTY FIGHT.

St. John, March 14.—(Special)—There will be a three cornered mayoralty fight here. John H. McRobbie announced this morning that he would be in the field. Mr. McRobbie has had a long experience as an alderman, and will be a strong candidate.

CONCERT AND SOCIAL.

The members of Sunbury Division 385 will hold their concert and social tomorrow evening, March 15 in their hall at Upper Maugerville. Proceeds for hall repairs.—d.

The Moncton Times concludes from the results of our civic elections that "A progressive city council does not find favor with the electors."

WILL NOT SELL I. C. R.

Gratifying Announcement Made to Parliament by the Minister of Railways.

ROAD WILL BE MADE TO PAY UNDER NEW ORDER OF THINGS.

Ottawa, March 14.—Hon. H. R. Emmerson yesterday made his annual Intercolonial statement. It was one of the best presentations of the case of the government railways that has ever been made.

Before he sat down Mr. Emmerson made it clear to the house that the Intercolonial had done more for the country than its critics are willing to admit, and that it was not going to be placed under a commission, that it was a difficult piece of line to make pay, but that he was going to do it.

The minister of railways began with a comparison of the last two years' operations of the I. C. R. In the fiscal year ending in 1904 the revenue of the road had been \$6,339,221 and in the last fiscal year it had increased to \$6,783,522. The earnings from the passenger business had increased from \$2,021,568 to \$2,105,066. Revenue from the carriage of mails had increased from \$153,285 to \$161,620, from express business from \$107,268 to \$128,298, and the freight earnings had increased from \$4,041,112 to \$4,373,178. These returns Mr. Emmerson said showed that in all the revenue departments of the road there had been an increase.

The deficit for the last fiscal year was \$1,725,303, and for the year before \$900,750. The increase in the deficit was accounted for by the increase in the cost of the expenses of operation such as the maintenance of way where there was an increase of \$275,195, snow removal an increase of \$132,200, and maintenance of equipment of \$296,834. There was a very heavy increase in the wages in all departments. The severity of the winter was the cause of the heaviest of the increases.

THE PURPOSE OF THE ROAD.

The minister of railways reminded the house that the Intercolonial was not designed to pay. The road had its inception at the conference in Charlottetown in 1864 when representatives of the three maritime provinces met to discuss union and where they were called upon by Geo. Brown, Sir George Cartier, Sir John Macdonald and other representatives of Upper Canada who urged the maritime provinces to join Upper Canada and all of these gentlemen at public meetings in Halifax and St. John had put forward the construction of railroad as one of the essentials for confederation. The road, they then said, was not intended as a commercial but as a defensive and as a political measure. Nowadays the operation of the Intercolonial is a constant subject for criticism but the intentions with which it was built are forgotten.

BENEFITS TO TRADE.

What the Intercolonial has cost is involved closely with the question of trade. Canada has not hesitated to spend large sums of money for the benefit of trade and transportation. We have said Mr. Emmerson, built the canals; we have subsidized railways; we have subsidized the Canadian Pacific; we have subsidized steamships on the Atlantic, the Pacific and the lakes, and we have built harbors. I do not allude to these as a matter of criticism. I approve these expenditures. I only ask that among the expenditures for the trade and transportation of the country be placed the expenditure on the government railways, and that it be regarded in the same light as the other expenditures are. Since its construction the Intercolonial has cost the government of Canada \$77,173,550 and in deficits \$7,888,517, or a total of \$85,062,067. The total cost of the Prince Edward Island Railway has been \$9,161,265. The total cost of the government railways to date has been \$94,500,000. That has been spent for the benefit of the trade and transportation of the country, and has been well spent. But there have been other large sums spent for the same purpose, over which there is not the same criticism there is over the Intercolonial.

CANAL EXPENSES COMPARED.

For instance, the canals have cost on capital \$80,294,758 and in deficit \$8,936,958, or a total of \$89,231,716. This is five millions more than has been expended on the Intercolonial. Yet the people of the maritime provinces do not criticize the yearly deficits on the canals, which amounts to a good deal more than it generally does on the Intercolonial. There must be an answer to the question why the Intercolonial does not pay. I think the answer is to be found in three things. The first of these is the long route which was chosen without regard to commercial results. The second is the water competition which is provided by the Bay of Fundy, the Atlantic and the St. Lawrence, and which compels low rates, which I give as the third reason.

THE NEW SYSTEM.

The first six months of the present fiscal year were showing an improvement. The working expenses had been cut down from \$4,104,018 for the first six months of last year to \$3,925,210 for this. The revenue had been increased from \$3,621,263 to \$3,853,960. The deficit for the first six months of this year was only \$71,250.

To account for this Mr. Emmerson said that he took last summer the first opportunity that had occurred since he had been made minister to go over the road and see what was the matter. Before doing so he secured as deputy and chief engineer, Mr. M. J. Butler, and a better man could not be found for the purpose. They had made a thorough examination. They had found some leaks and some places where there could be improvement made. They had found all branches of the employees willing to co-operate, and they were getting that co-operation now from the employees and from members of parliament and from the people in the reforms which were being instituted. Some reforms had been instituted, and they had worked well, though the time has been too short for them to become fully effective.

ROAD WON'T BE SOLD.

The government of Canada has no intention of selling the Intercolonial or of placing it under a commission or of doing anything with it but retaining it in its present status, but at the same time of putting it on a paying basis.

"Under the present system of management," he said in conclusion, "I think that the Intercolonial can be made to pay. I am determined to do my best to put it on a paying basis. I hope to live to see the day when I can stand on the floor of this House and say not that these things may be, but that these things are." There was hearty applause from the government benches when the minister of railways finished with this declaration.

AMERICAN SILVER.

A Shipment of \$1,400 to be Made by Local Banks This Week.

The local banks have been collecting American silver for several weeks past and will make a combined shipment to New York some day this week.

The Canadian Bankers' Association have an arrangement with the government for the deportation of American silver, and it looks as if the supply would soon be pretty well cleaned out. The government pays the cost of exportation to New York and allows the banks three-eighths of one per cent. for the trouble they are put to. The commission allowed does not more than pay for the bags used in shipping the silver, but the bankers have entered heartily into the arrangement.

Up to the present time about \$1,400 has been collected by the five banks doing business in this city. The People's Bank heading the list in exchange for American, the latter at its face value. American cents are also being deported, one bank having made a shipment of three

thousand to New York yesterday.

In conversation with the Herald this morning, a local banker stated that he thought that between \$3,000 and \$4,000 of American silver is in circulation in this locality. Under the system of deportation it would soon be weeded out, and there would be little difficulty in keeping the amount down to a minimum.

ELECTION FRAUDS.

Prince Albert, March 14.—(Special) Returning Officer James Sinclair was arraigned here on the charge of conspiracy. Warrants are also out for Deputy Sutherland, Nelson, and McLeod, who are wanted as witnesses, but they have skipped.

QUEBEC FIRE.

Chicoutimi, Quebec, March 14.—(Special)—Thirty thousand dollars damage was done here today by a fire which destroyed Dr. Beauchamp's residence on Greniere street and five other buildings.

S. A. IMMIGRANTS.

Four hundred and fifty-three immigrants, brought to Canada by the Salvation Army, passed through St. John this morning for the west.