

The Daily Herald.

VOL. XI.

FREDERICTON, N. B., SATURDAY, MARCH 17, 1906

NO. 67-65

A Brand New Stock.

That's Ours.



We cleaned our house in February so we have no old stock to mix in with a little fresh.

An immense assortment of new and fashionable garments awaits your inspection. New Cloths, New Materials, New Styles.

NEW CLOTHING, FURNISHINGS, HATS and CAPS, TRUNKS, BAGS.

You will be doing yourself and us an injustice if you fail to investigate and examine this spring stock of ours.

OAK HALL,

C. H. THOMAS & CO.

Q-U-A-L-I-T-Y

Quality is our password. Every article that comes into our store must know this counter-sign before it may find a place on our shelves.

It is this persistent sticking to good dependable goods that has given us our name as the QUALITY STORE.

There are people who are our constant customers who have to pass other stores to reach ours. But the difference in the goods more than repays them for the extra trouble.

IF YOU ARE LOOKING FOR DRUGS AND TOILET ARTICLES IN WHICH YOU CAN PLACE THE UTMOST CONFIDENCE, COME HERE FOR THEM. THE PRICES WILL PLEASE YOU TOO.

C. Fred. Chestnut,

APOTHECARY, Queen st., F'ron, 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.

Will remove next month to store occupied by Gus Tweeddale & Co., opposite Normal School.

REAL LOVE FEAST.

At Pilgrims' Dinner to Lord Grey it Will be Officially Announced that All Disputed Questions Between Canada and the U. S. are Settled.

New York, March 17.—(Special)—The Times says Lord Grey, Governor General of Canada, and Lady Grey, will be the guests of Mr. and Mrs. Morris K. Jessep at their house on Madison Avenue week after next, to attend the dinner to be given by the Pilgrims at the Waldorf-Astoria, Saturday, March 31st.

In honor of Lord Grey as Governor General of Canada, Elihu Root, secretary of state, will be one of the principal speakers at the dinner and will confirm the announcement by the Earl that all questions in dispute between the United States and Canada have been settled.

Negotiations, it is expected, will be brought to a successful termination within eight or ten days.

Among the issues in question are: protection of fisheries in international waters, fur seal fisheries, protection of the Niagara Falls, Newfoundland fisheries and minor boundary disputes.

NOTED PREACHER AND AUTHOR.

"Ian McLaren" Will Reside Next Year at Pittsburg to Lecture and Fill Pastorate.

New York, March 17.—(Special)—According to a despatch to the Times from Pittsburg, "Ian" McLaren (Rev. John Watson) author of "Beside the Bonnie Briar Bush," will be a resident of Pittsburg next year. He has been engaged as lecturer extraordinary for the Western Theological Seminary, and will deliver a course of lectures there. He will also act as stated supply for the First Presbyterian church of Uniontown.

The church has been vacant since the resignation of Rev. Asa Millsholm a year ago. It is one of the wealthiest churches in this part of the state.

AN IMPOSING FUNERAL.

Last Tribute of Respect to Late Governor Jones at Halifax.

Halifax, March 17.—(Special)—His Worship the Mayor, Speaker and members of legislative assembly, Provincial Mayors, City Council of Halifax, Officers of the Militia, Citizens.

The route of the procession was as follows: From Government house by Barrington street to north entrance of St. Paul's Church. On leaving St. Paul's the cortege proceeded south by Barrington street to Spring Garden Road and South Park street, thence to St. John's Cemetery.

The streets through which the cortege passed were thronged with spectators and lined with soldiers and business generally throughout the city was suspended.

Many prominent public men from all over the province were here to attend the funeral.

ST. PATRICK'S DAY.

St. John Societies Celebrated by Marching to Cathedral.

St. John, March 17.—(Special)—Ideal weather prevailed here today for the celebration of the feast of St. Patrick's Day, which was quietly but fittingly observed.

A. O. H. and Hibernian Knights marched in uniform to the Cathedral where His Lordship Bishop Casey celebrated high mass and Rev. Father Lockery preached an appropriate sermon.

The service was largely attended, and the decorations were in harmony with the festival.

This evening the C. M. B. A. will hold their annual supper at White's.

COMMITTED FOR TRIAL.

H. B. White Will Take Speedy Trial on Forgery Charge.

St. John, March 17.—(Special)—Harry B. White this morning was committed for trial on the charge of forging money orders on the Dominion Express Co. The prisoner pleaded not guilty.

The magistrate said the presumption of guilt was very slight, and he would allow White out on bail.

White gave his own recognizance for \$500, and R. J. Armstrong, James MacAulay, two securities, \$1,000 each. He will be tried under the Speedy Trials, Monday. The general opinion is there will be an acquittal.

THE STOCK MARKET.

Montreal, March 17.—(Special)—The stock market quotations today were as follows:

Dominion Iron and Steel, 30½, 31½

C. P. R., 170½, 171½

Twin City, 117½, 117½

Montreal Power, 94½

Illinois Traction, 95½, 95½

Havana Electric, 35½, 37

Toledo Ry., 34½

VETERAN FIRE CHIEF.

St. Stephen, March 17.—(Special)—John Ryder, fire chief of St. Stephen from 1850 to 1904, was entertained last evening by Henry B. Eaton and members of the St. Stephen and Calais fire departments were present.

During the evening Mr. Eaton presented Mr. Ryder with a handsome gold watch.

BOWELL REFUSES.

Ottawa, March 17.—(Special)—Sir MacKenzie Bowell has refused to act as a Conservative leader in the Senate.

HAGGART'S GROWL.

Tory Ex-Minister of Railways Has His Annual Fling at the Intercolonial

AND IS EFFECTIVELY ANSWERED BY MR. LOGAN.

Ottawa, March 17.—When Hon. John Haggart resumed his speech on the Intercolonial Railway yesterday he took strong exceptions to the carrying of hay free to the farmers of Prince Edward Island. This was one of the ways of securing votes for the government. About \$125,000 was expended in this way, making, as the minister said, a loss to the road of \$110,000. The only excuse of Mr. Emmerson was that a rebate was given on Nova Scotia coal going to Ontario.

In the opinion of Mr. Haggart, parliament alone could give authority for such expenditure. He agreed with the Montreal Gazette's statement that the I. C. R. was a bankrupt concern. That was the whole truth of the matter.

Mr. Haggart declared that the road was a mismanaged concern. All expenditures along the line for everything should be charged to revenue. There should be no capital expenditures. For the past nine years \$24,000,000 was spent on the I. C. R. It was a political machine and instead of being a pack horse, as the minister said, it was a "pack track."

The only hope left for the road was that some one outside the Maritime Provinces should be placed in charge. This country will not stand for any more capital expenditure on an old railway like the Intercolonial.

He spoke of the road as a sink hole and said \$25,000,000 could not be got for it, although it cost the country more than \$80,000,000. He had not much faith in commissions but it was the duty of the Maritime Province members to insist on a more economical management. Mr. Haggart regretted that Mr. Emmerson was not present.

MR. LOGAN REPLIES.

Mr. H. J. Logan, in replying to Mr. Haggart, said that at last the people of the Maritime Provinces found out the policy of the opposition on railway matters. It was to be presumed, therefore, that he was speaking the opinion of the men who sat beside him.

His reference to the minister of railways was unfortunate. Mr. Emmerson was called away on public business. If the minister of railways knew the character of Mr. Haggart's statements he would have dropped his public duties so as to be present. Some time ago the alleged policy of the opposition was to increase the mileage of the I. C. R. to Georgian Bay. Today the road was condemned in as strong language as the ex-minister of railways could use.

The government railway was never built as a commercial institution; it was intended for cementing confederation so as to connect the upper provinces with that portion of the Dominion down by the sea.

Mr. Haggart refers to the I. C. R. as a bankrupt concern for which \$25,000,000 could not be obtained, yet it cost the people of Canada more than \$80,000,000. The friends of Mr. Haggart some time ago were talking government ownership of railways.

The railway expert of the opposition says that there should not be a dollar spent on the I. C. R. unless it were taken out of revenue. The same items that are charged to capital account today were charged by Mr. Haggart. The same general manager is on the road today as was there twelve years ago. The government

arranging for maritime union the olive branch was held out to them. They joined confederation and one of the terms was the construction of the I. C. R. The low freight rates were arranged in the first place to carry on the work of the confederation. Ontario and not the maritime provinces got the benefit of these rates. They were arranged for the good of Canada. The government maintains that the road shall be operated as a government railway.

As far as patronage was concerned, and there was a considerable mileage of the I. C. R. in his constituency, he would be better without it. The road was up against water competition as well as a subsidized railway. If the same wages were paid on the government railways in 1896 as were paid in 1903 there would be no deficits.

There was an increase of more than \$1,000,000 a year paid to the employees in 1903 as compared with 1896. And it was well known that the general manager and his staff as well as the other employees of the line were not too highly paid.

"Do you propose to decrease wages to get a surplus?" asked Mr. Logan. And a cry of "Yes" came from the other side. "Some one says 'yes' but he would not say yes in the maritime provinces. I will guarantee the leader of the opposition will not say 'yes.'"

After Mr. Fowler had spoken Sir Wilfrid Laurier explained the cabinet changes since last session.

SCHOONERS WRECKED.

The American schooner Sebago, Captain George E. Finley, bound from St. John to Philadelphia with laths, was driven ashore about one o'clock yesterday morning, five miles this side of Beaver Harbor, and now lies on the rocks, probably a total loss. The news reached St. John yesterday noon in the form of a telegram from Captain Finley at Beaver Harbor to Captain Peter McIntyre the vessel's agent there. He stated that it was possible that the schooner could be pulled off.

The two masted schooner Baden Powell, Captain Stilwell, is ashore at Lower Cove, N. S. The schooner was bound from New York for Sackville with hard coal. She was caught in the drift ice from River Hebert, off Lower Cove, Tuesday night, and was driven ashore. A telephone message to the St. John Telegraph, says it is believed that she will be a total loss. It is understood that the vessel is insured. The Baden Powell is owned by W. S. Loggie, M. P., of Chatham.

Hon. F. J. Sweeney went to Memranook last evening, and is to be one of the speakers at St. Patrick's celebration there this evening in connection with St. Joseph's College.

NASHVILLE REPORTS.

The University Y. M. C. A. will meet tomorrow at 4 p. m. in the Presbyterian church. Dr. A. M. Scott and the other delegates of the Nashville convention, will be present, their observations and reports, of the convention and they will be interesting and instructive.

LADIES WON.

Another match between the lady bowlers and a team of M. P. P.'s, was played at the Queen hotel alleys this morning, and the ladies won by twenty-eight pins.

A GIRL'S SUICIDE.

Winnipeg, March 17.—(Special)—Miss Ida Dixon, a domestic in the employ of Mrs. H. L. Bunnell, committed suicide yesterday, by drinking carbolic acid. She left a brief note saying she was "tired of life, no one to blame."

Mr. James Friel, a prominent barrister of Dorchester, is among the guests at the Queen.