

LACE CURTAIN SALE

For a week only at these prices. In case you require lace Curtain here's your chance.

Regular 65c. curtains will be sold at 48c.
" 75c. curtains will be sold at 59c.
" 90c. curtains will be sold at 65c.
" \$1.00 curtains will be sold at 75c.
" \$1.25 curtains will be sold at 90c.
" \$1.50 curtains will be sold at \$1.25.
" \$1.75 curtains will be sold at \$1.50.
" \$2.00 curtains will be sold at \$1.65.
" \$2.25 curtains will be sold at \$1.95.
" \$2.50 curtains will be sold at \$2.10.
" \$3.00 curtains will be sold at \$2.40.

Irish Point Lace Curtains, Regular \$8.25, sale price \$5.00. Extensive variety of patterns. We want your trade.

E. A. O'BRIEN & CO

'KLENZO'

The Great Dirt Remover

The best HAND SOAP known. Used by everybody whose work soils the hands.

15 Cent A Box

Money back if not satisfactory.

GEO. Y. DIBBLEE

PEOPLES' DRUGGIST.

OPP. CITY HALL

Chestnut
says.

"Our sales of OLIVE OIL are constantly increasing. As a food and a medicine it is readily welcomed and assimilated by delicate stomachs. From infancy to old age pure Olive Oil may be beneficially taken. Ours is absolutely pure."

"THE QUALITY STORE."
572 QUEEN STREET

SATISFACTION IS OUR MOTTO

Any thing that is sold here that does not prove satisfactory, will be cheerfully exchanged.

F. E. Blackmer
OPPOSITE NORMAL SCHOOL

SPRING MILLINERY OPENING

You are invited to visit our parlors and inspect our stock. We have the latest designs in Millinery, trimmed and untrimmed hats. Also the latest trimmings including ribbons, flowers, Silks, Feathers, &c.

Miss M. E. Flanagan
COULTHARD BUILDING - - CARLETON STREET

GREAT LOSS OF LIFE.

Two British Warships Collided During Night Manoeuvres and one Went to the Bottom.

PORTSMOUTH, G. B., April 3.—(Special)—A wireless report received here says that during night manoeuvres in the Channel, the cruiser Berwick, ran down the torpedo destroyer Tiger. The Tiger was cut in half and speedily sank. Boats from the Berwick and the cruiser Gladiator picked up twenty-two men, one of whom died of injuries. The Tiger had a crew of forty-five men, and all the others were drowned. It appears the Portsmouth reserve flotilla was having manoeuvres, and during the night attack, the Tiger crossed the bows of the Berwick, which ran into her. The torpedo boat destroyer was launched in 1900, her length was 210 feet, breadth of beam 12 feet, and indicated horse power 6,400. Her speed was 30 knots; and her ordinary complement of men, sixty. The Berwick was in St. John harbor on Oct. 26, 1905, as convoy to her sister ship, the Cornwall, which carried the flag of the Prince Louis of Battenburg. The Berwick is a modern protected armoured cruiser built in 1902 and is 9800 tons. She has a speed of 23 knots. Her armament consists of 14 six-inch guns in her main battery, 10 twelve pounders, and 11 small guns.

REDUCING THE STAFF.

Dominion Steel Company Cutting Down Number of Employees in Sydney Works.

SYDNEY, N. S., April 3.—(Special)—The retrenchment idea inaugurated about three months ago by Mr. Mitchell of Montreal, Supt. of the Dominion Iron and Steel company, has still continues to be enforced whenever possible. During the past three months the discharges of men at the plant have probably reached four hundred, mostly laborers. A number of superintendents and assistant foremen have also been laid off. C. E. R. Transcontinental and Grand Trunk railway contracts are well in hand and there should be no difficulty in keeping pace with shipments demanded by contractors by the privy council in the steel-iron case now pending. Therefore, the drawing office and shop forces have been materially curtailed, and large gangs of unskilled labor have had their numbers lessened to an appreciable extent.

Newcastle, N. B., April 3.—The inquiry into the death of Braeman Robert W. Lamkey, killed Wednesday at Derby Junction, in a head-on collision between C. Dixon's special and No. 60, was held here yesterday afternoon before Colonel Desmond. Relief Despatcher Hugh Quinly, the first witness, testified that he left Newcastle for Indian town fifteen minutes late. Chipman Dixon, conductor of the west bound special, sworn, said that his crew were Edward Doyle, driver, deceased, and Frank Leany, brakeman; C. Melanson, fireman. He had twenty-four cars from Moncton. Specials are supposed to keep clear of regular trains. The air brakes had worked well up to just before the collision. Having no orders regarding No. 60, he knew it was his duty to stop at Derby Junction and enquire, and he intended to do so. When approaching the Southwest bridge he felt the engineer checking speed but not fast enough to stop the train at Derby Junction. He himself then almost immediately applied the air brakes in the van. He noticed the pressure was reduced some six or eight pounds. When applying the brakes he heard air but it made much less noise than it should have done. He failed to stop the train. It struck No. 60, twenty-four car lengths past the station. He hastened to the front, saw Lamkey in the ditch and carried him up the bank. He was dead. He explained the wreck by the brakes not having enough air pressure. Dr. Pedlin, Amos Murray and Alton Maloney also testified. The hearing was postponed till today.

METHODIST TRANSFERS.

Movement of Clergymen Decided on by the Church Authorities.

TORONTO, April 3.—(Special)—The transfer committee of the Methodist church of the Dominion and Newfoundland met here yesterday with Rev. A. Carman, D. D. in chair, Rev. J. C. Speer, D. D., was elected secretary. Among the presidents presented were Rev. Wm. H. Hartz, D. D. Nova Scotia, Rev. James Crisp, New Brunswick and Prince Edward Island. The following active list among others were transferred, viz. Rev. E. G. Scott, Rev. J. L. Biggs (prob.) Newfoundland to Saskatchewan, Rev. W. H. Spargo, New Brunswick and Prince Edward Island to Bay of Quinte, Rev. Dr. C. R. Flanders, Montreal, to New Brunswick and Prince Edward Island.

ST. JOHN WEDDING.

Mr. Raymond of the Royal Married to Sister of Mrs. Dr. Steeves.

ST. JOHN, April 3.—A wedding that has been anticipated with interest was quietly solemnized at the home of Chief of Police Clark, 10 Horsfield street this afternoon, when his daughter, Mrs. E. Pauline Scoville, and sister of Mrs. W. H. Steeves of Fredericton, was married to William E. Raymond, of the firm of Raymond and O'Leary, proprietors of the Royal Hotel.

The popularity of the bride elect was manifested by a goodly array of wedding gifts.

The honeymoon will be spent in England, Ireland and Paris.

The Tourist Association last evening presented to Mrs. Scoville a very handsome gold ring set with pearls. Particular friends of Mr. Raymond in Luxor Temple, Mystic Shrine sent a magnificent silver loving cup lined with gold.

THE STOCK MARKET.

MONTREAL, April 3.—(Special)—Stock trading was dull and prices generally unchanged. So which closed at 111 1/2 yesterday, rose to 112 1/2.

Otherwise trading was quiet, other features being Nova Scotia Steel Bonds 105 1/2 to 106; Dominion Textile, rd. 83; Pennings 34 1/2; Lake of the Woods Mining 86 1/2.

Hon. John Morrissey, Chief Commissioner of Public Works, is a guest at the Barker today.

BUDGET DEBATE CLOSED.

Mr. Brodeur tells of Marine and Fisheries Official's Bounced—Judge Cassells will Conduct Enquiry.

OTTAWA, April 3.—The leader of the opposition asked the premier, when the house met yesterday if the report, that Judge Walter Cassells refused to act as commissioner to enquire into the marine department was correct.

Sir Wilfrid Laurier replied that he had just received a letter from Mr. Cassells as he was entering the chamber, but had not yet time to read it. It is understood, however, that Judge Cassells has accepted.

Mr. Borden wanted to know on what grounds the officials of the marine department were suspended, seeing that the charges of the commissioners were general.

Mr. Brodeur said that one of the officers, A. W. Owen, the accountant, was suspended some time ago. After the report of the royal commission was received, J. F. Fraser, the commissioner of lights, and J. U. Gregory, the agent at Quebec, were suspended. They were suspended because orders he had given were disregarded by them.

Mr. Borden wanted to know why Owen was suspended.

Mr. Brodeur—it was something affecting his private conduct, and I do not want to prejudice his case.

Mr. Borden—What was it for?

Mr. Brodeur—I will tell the leader of the opposition privately. No interest would be served in making it public.

Mr. Brodeur told the leader of the opposition that he would bring down the papers affecting the suspension of Fraser and Gregory.

BUDGET DEBATE CLOSED.

The budget debate was closed last night and there are several disappointed members as a result. A number of members on both sides of the Speaker had messages to the country in general and to their constituents in particular, and they had been looking forward to a delivery last night.

Mr. Armstrong of Lambton had abused the government and all its works in the afternoon, and Mr. Wilson of Lennox, supplemented his effort.

Mr. Hughes of P. E. I., charged the opposition with misrepresentation, and the manufacture of scandals where none existed.

Mr. Foster and Dr. Sproule had both voted in 1892 against motions to investigate the departments.

Mr. Martin of P. E. I., said Mr. Hughes had neglected to put in a plea for the Island tunnel.

Mr. Martin is generally good for a two hours' speech, but he suddenly ran down and took his seat.

Deputy Speaker Marcell, who was in the chair, waited for a member to rise, but the orators were all in their rooms putting the finishing touches upon their speeches. The Deputy Speaker therefore declared the motion that he should leave the chair was carried, and the House went into committee.

At this point Mr. Sinclair of Guysboro arrived, breathless, but too late, the budget was over.

DERBY ACCIDENT.

Conductor thinks failure of Air Brakes to Work Cause of Collision.

Newcastle, N. B., April 3.—The inquiry into the death of Braeman Robert W. Lamkey, killed Wednesday at Derby Junction, in a head-on collision between C. Dixon's special and No. 60, was held here yesterday afternoon before Colonel Desmond. Relief Despatcher Hugh Quinly, the first witness, testified that he left Newcastle for Indian town fifteen minutes late. Chipman Dixon, conductor of the west bound special, sworn, said that his crew were Edward Doyle, driver, deceased, and Frank Leany, brakeman; C. Melanson, fireman. He had twenty-four cars from Moncton. Specials are supposed to keep clear of regular trains. The air brakes had worked well up to just before the collision. Having no orders regarding No. 60, he knew it was his duty to stop at Derby Junction and enquire, and he intended to do so. When approaching the Southwest bridge he felt the engineer checking speed but not fast enough to stop the train at Derby Junction. He himself then almost immediately applied the air brakes in the van. He noticed the pressure was reduced some six or eight pounds. When applying the brakes he heard air but it made much less noise than it should have done. He failed to stop the train. It struck No. 60, twenty-four car lengths past the station. He hastened to the front, saw Lamkey in the ditch and carried him up the bank. He was dead. He explained the wreck by the brakes not having enough air pressure. Dr. Pedlin, Amos Murray and Alton Maloney also testified. The hearing was postponed till today.

A NEW PASTOR

Dr. Sprague to be succeeded in Centenary Church by Rev. Dr. Flanders of Que.

Rev. Dr. Flanders, principal of St. Andrew's College, Quebec, will be the new pastor of Centenary Methodist church, St. John, succeeding Rev. Dr. H. Sprague who has resigned the pastorate to accept the position of dean of the theological faculty of Mount Allison University, Sackville. Rev. Dr. Sprague will go to Sackville in June and the new pastor of centenary will take up the work in St. John on June 15.

The news of Rev. Dr. Flanders' selection is conveyed in the following special despatch received last evening from Toronto where the transfer committee of the Methodist church in Canada was in session yesterday.

The transfer committee of the Methodist church, which convened in Toronto today, concluded its labors tonight. A good many transfers were made.

Those touching the New Brunswick conference were: Rev. W. H. Spargo, transferred into the Bay of Quinte conference and Rev. Dr. Flanders, from Montreal conference, to the New Brunswick conference. Mr. Spargo's transfer will take effect on June 1, and Dr. Flanders' on June 15.

It is understood that at the meeting of the New Brunswick conference Centenary church, Rev. James Crisp of St. John, who is here for the meeting, expects to return from Toronto in time to take his work on Sunday.

Rev. Dr. Flanders is about fifty years of age. He has filled important pastorates in Quebec province, including two terms in the city of Montreal. He holds the B. A. and B. D. degrees from Victoria College, Toronto. During the past ten or twelve years he has been principal of St. Andrew's College, (Que.), but has resigned to re-enter the active ministry. Dr. Flanders is a very fluent speaker and a capable man in all the departments of ministerial work.

LABOR'S SURPRISE.

C. P. R. has Given Alarming Notice to Employees on Western Lines.

VANCOUVER, B. C., April 3.—(Special)—Consternation has been created in labor circles here by a notice sent out by Grant Hall, Supt. of motive power on western lines, announcing that within thirty days the Canadian Pacific Railway will terminate all existing agreements with the men of the mechanical department between Fort William and Vancouver.

So far the Unions notified are the Mechanics, blacksmiths and allied that you had broken the news more gently.

The office boy picked the first page by dropping the form down two flights of stairs.

I wish, murmured the gentle editor, that you had broken the news more gently.