MEN'S SPRING HATS

NOW OPEN

Our stock is chosen from the Best English, Canadian and American factories.

See our $2.00 Styles.

Special attention paid to the Young Men's Trade.

F. S. THOMAS, Dufferin Block, 539 Main Street, N. E.

THORNE BROTHERS

Spring Styles Men's Hats.

Hand-made clear Nutria Derbys, which means the best of fur, with pure silk trimmings and good quality leather sweat bands.
Smart Derbys for young men, $2.00 to $4.00.
Varsity Soft Hats, $1.50 to $2.00.
Our "Scott" Hat—none better— $4.00.
Silk Hats, $4.00 to $5.00. All direct from the factories.

THORNE BROS., Hatters and Furriers,
93 KING STREET.

A New Boot and Shoe Department.

We now wish to inform our many customers that we have added a Shoe Department to our store and we are now in a position to fit you out from Head to Foot and we are going to do our shoe business on the same basis as our Clothing and Gents' Furnishings, that is to say we buy for cash and sell for cash, and we can now sell you shoes for less money than you can get them elsewhere and we will guarantee every Pair that leaves our Store.

NOTICE—The well Traveller Shoe, $4.00, $3.50, $3.00. Other makes same style.

Blucher Cut, $2.50, $2.00, $1.75, $1.50. Look at our window display. Come and see us before you purchase elsewhere and save money.

CHAS. A. MAGNUSSON & Co.
THE CASH CLOTHING STORE,
73 Dock Street, - - St. John, N. B.

DO YOU KNOW

W. J. NAGLE & SON

146-148 Charlotte St., (Cor. Duke)

sell new and used Furniture, Stoves, Carpets and General House Furnishings Goods, and that all their used Furniture is put in thorough repair before selling. No broken or defaced goods, but all bright and fresh, like new.

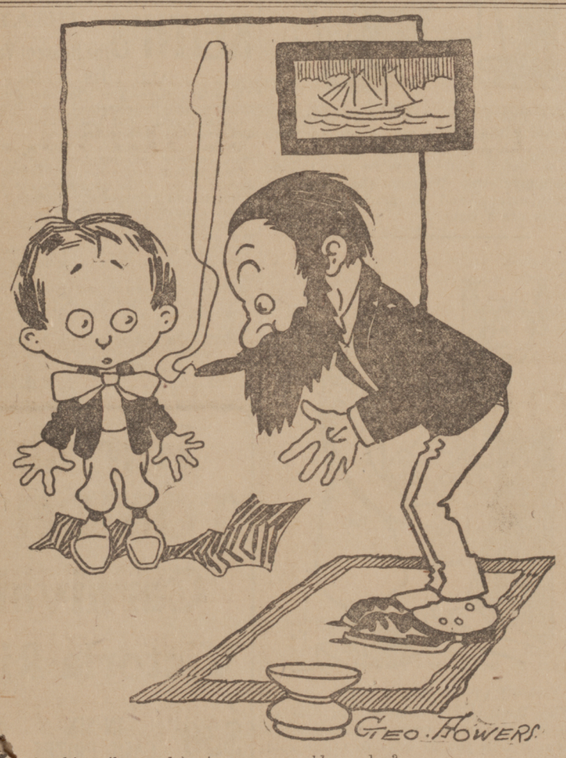
We also buy household goods from a kitchen table to the entire contents of a house.

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Times Classified Ads Pay

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By MARGARET P. ANDERSON.
On Sale at the Bookstores. — Price 50 cents.



Bobby (to his sailor uncle)—Are you an old sea dog?
Sailor Uncle—Yes, that's what they calls me.
Bobby—Well, then, lets hear you bark.

No More Alcohol

As now made, Ayer's Sarsaparilla does not contain the least particle of alcohol in any form whatever. You get all the tonic and alterative effects, without stimulation.

Ayer's Sarsaparilla

NON-ALCOHOLIC

When a stimulant is needed, your doctor will know it, and will tell you of it. Consult him freely about our remedies.

The new kind contains no alcohol

We have no secrets to hide! We publish the formulas of all our medicines.

J. C. AYER CO., Manufacturing Chemists, Lowell, Mass.

Sank His Ship to Save From Fire.



CAPTAIN AND MRS. H. A. NICKERSON AND THEIR DAUGHTER MURIEL.



THE BARK DAYLIGHT.

(New York World.)

With her crew of nervy little Japs, swathed as to their ears and hands, chanting a weird chorus to pulls on shore lines and buntlines as they hauled up dried-out topgallants'ls, the second largest bark in the British merchant marine the Daylight, belonging to the Standard Oil Company, was berthed Monday morning at one of the new piers at the foot of West Fifteenth street.

Together with the graceful, lofty-sparred American four-masted ship Shenandoah, also a bark in rig but a ship according to Yankee classification, berthed a few piers further to the southward, the white clipper-prowed windjammer is a glad sight to shoremen's eyes.

After the Daylight, commanded by Captain H. A. Nickerson, of Nova Scotia, sailed from here Aug. 28, 1905, it was supposed that she never would appear again above the waters, for she was reported lost in a gale to the southward of the Cape of Good Hope.

She was 202 days in reaching Yokkaichi, which is half way between Kobe and Yokohama. She had been held 28 days by a calm in the Straits of Ombay and kept off the Japanese coast two weeks by a typhoon.

When discharging in the harbor of Yokkaichi 112,000 cases of oil, or more than a million of gallons, still remaining on board, the third mate on watch at 2 a. m. discovered some of the cases had exploded in No. 4 hold and the fire was expanding.

Capt. Nickerson despaired of saving the ship, as the coolies running along shore with their funny little hand engines, could give no effective help.

He ordered the carpenter to open the seacocks of the ballast tanks and also start a couple of ship's plates.

It required fifty-two hours then to shift and sink the Daylight to the bottom of the harbor of Yokkaichi, while the flames raged within the compartment, heating deck and hull plates to a white temperature. She settled with a list, the water at high tide lapping over the port skids.

A little wrecking steamer from Kobe, with a centrifugal pump, pumped, after divers had plugged the sea-cocks and riveted the started plates, the water from the 'tween decks, but the centrifugal pump, which leaked, would not work when a start was made on the water in the holds.

Capt .Nickerson would have used the ship's own pumps to withdraw the water from 'tween decks had not the steam pipe running between the boilers and the winch been submerged, with the effect of condensing all the steam that was generated. When later the vessel had recovered from her list and righted herself, the Daylight's own pumps were sufficient to dry her out and raise her.

The operations of floating her required thirty-two hours. Meanwhile reports were cabled to this country that the Daylight had been utterly wrecked by fire and sinking.

Captain Nickerson blames the fire on the coolie 'longshoremen's pipes and says the only way to stop them smoking is to stand over them with a club.

The Daylight was towed to Yokohama and repaired by the Yokohama Dry Dock Company. She then sailed for New York with forty-eight souls all told, including thirty-seven Japs, all veterans of either the navy or the army.

The Daylight's Japs are great cigarette smokers, and since leaving Hiogo 122 days ago have burned nearly half a million Oriental puffs.

On the trip back the ship lost her monkeys from paralysis and many of her Japanese pigeons and a cockatoo were blown to windward in the Indian Ocean and couldn't get back.

A couple of storms off this coast drove her eastward and kept the white, four-masted beauty ten days out of port.

HARRIMAN'S POWER MAKES AMERICANS TAKE NOTICE

Roosevelt Intervenes to Prevent Him From Gobbling All the Transportation Lines in the United States ---His Railway System is Now Capitalized at $2,000,000,000.

New York, Feb. 27—The exploitation of "high finance" furnished to the world by Edward H. Harriman, greatest railroad owner ever, is occupying a degree of serious public attention that will leave its effect upon the nation's history.

His story of the creation of millions by a few strokes of the pen rivals any fairy tale. The Harriman pen was apparently as potent for money magic as any Aladin's lamp could have been. The simple process of "watering stock" has never been so clearly defined, nor its possibilities under favorable circumstances so clearly understood.

It is pointed out that the Harriman railroad system is the most extensive in the country and the most heavily capitalized. Running through a sparsely peopled region, it is stocked and bonded for $78,000 a mile. The Union Pacific itself, the parent company, is capitalized at $133,000 a mile, while the Great Northern, as well or better equipped, has cost its owners only $25,000 a mile.

If much of this vast capital represents not real value, but waste in construction and illegitimate profits paid to Harriman and others for worthless paper, then it is not right that shippers by the Union Pacific should pay freight rates calculated to cover its interest and dividends.

It is admitted that Union Pacific freight rates have not changed in ten years, and Southern Pacific rates have risen, while the general rate for the country has decreased. Apparently the patrons of these two roads are now paying the piper for the "frenzied finance" gallop.



E. H. Harriman

If a large part of the almost $2,000,000,000 of capital in the entire Harriman system is water, recent or remote, it is not just that some 20,000,000 of the American people should now or ever be compelled to pay annual interest upon hundreds of millions of fraudulent securities.

It is said in Washington that the reason Mr. Harriman received immunity from criminal prosecution by being called to testify before the Interstate Commerce Commission is that Roosevelt desired to hold him up as "a horrible example" to show the public what over-capitalization is, what it means, and how necessary it is that the practice should be stopped.

Mr. Harriman is a genius at the business of making his apparent debts assets. The more he owes, it seems, the more he owns. It has been figured out that there is no logical reason why he should not, given time and continued prosperity, carry his system's development to the point where it would control the railroads of the nation. The financial proposition is simple. That in carrying it out, Mr. Harriman would approximately double the capitalization of the railroad properties of the country.

President Roosevelt personally directed the Interstate Commerce Commission to investigate the Harriman system. There was wonderment, after evidence had been obtained which seemed to furnish the basis for a prosecution under the criminal laws, why Mr. Harriman should himself be called and thus given immunity.

But now the reason seems plain. Mr. Harriman is to be used as an educational instrumentality. He is to show the public the danger of unrestricted capitalization. His evidence is to be used to enforce the demand for more stringent reforms in corporate management than the president has yet proposed.

This is the Washington opinion today. The expectation now is that this question of over-capitalization of corporations engaged in interstate commerce will be put to the front in the message that President Roosevelt will send to congress next December. Meanwhile he is going to use the interstate commission to develop facts that will arouse the public to such interest in the legislation that congress will not dare reject it.

Legislators and financial interests alike believe that this will be a harder fight even than was that for rate regulation. But they now think the president is disposed to take it up.

In connection with the Harriman inquiry, it is said that the Hill and Harriman rival groups of railroads are being played off against each other, to the advantage of the government's effort to learn all about the mysteries of high finance. Harriman believes that the Hill-Morgan group, together with Stuyvesant Fish, deposed president of the Illinois Central, are responsible for his troubles. He believes the Hill people have helped the government to much of the information that has been used in the preliminaries to this investigation.

There is an interesting explanation of the government's apparently friendly disposition toward the Hill-Morgan group as compared to its determined hostility to the Harriman interests. This explanation, as given very frankly by a high administrative official, is that if the Harriman crowd were allowed to destroy the Hill system there would be no other power remaining in the railroad world strong enough to check the progress of Harriman to complete domination of the whole railroad situation.

Once in complete control of the trans-Mississippi territory, Harriman would extend his influence to the east, where it is already powerful, faster even than he has expanded in the west. So, it is said, the Hill group is being used as a buffer against the advances of the Harriman-Rockefeller interests until laws may be obtained under which to regulate capitalization and financial exploitation. Public opinion as expressed by the press is universally condemnatory of the Harriman methods.

The World says:

"With Harriman in the dock sits the bloated and sinister form of 'high finance' and the intelligent public of the whole world is the jury. It would be impossible to overestimate the effect in Europe as well as in the United States, of these successive disclosures of the utter lack of scruple with which many of our men of wealth and power disregard their moral responsibilities as the trustees of vast resources.

"The shipbuilding trust bubble, the Rock Island 'reorganization,' the insurance swindles, the Union Pacific slight of hand. When is the shameful list to end? And in what irreparable disaster will not such wrongs, unless they are checked, confound alike the innocent with the guilty?"

The Post says:

"One does well to be angry with such men as Harriman. They are the ones who are breaking down our system of individual initiative and free competition. By their greed, their cunning, their lawlessness, they are putting weapons into the hands not merely of Socialists, not alone of advocates of government ownership, but actually of political firebrands. This is the most grievous aspect of the whole matter. These men in charge of great public corporations display a reckless disregard of consequences. They act like a captain of a ship who should think first, not of the safety of the passengers, but of the chances for picking and stealing which his official position gave him, and who should say that it did not matter what happened to either vessel or crew if only he got safely ashore with his plunder. Of course, railroad looters call it 'retiring at sixty with a fortune of $200,000,000.'"

The Sun says:

"Mr. Harriman, on the witness stand, gave the story of the successful manipulation of the property of the Chicago and Alton railroad by him and his associate, a story which has not only astounded this community but which must in its extraordinary revelations cause grave alarm and even consternation throughout the civilized world."

ONE ON TEDDY.

Prospective Customer (in 1910)—I understand you have a broken set of "Roosevelt's Messages to Congress?"

Book Dealer—Yes, sir; with only volumes 47 and 62 missing!—Puck

* * *

"De only drawback 'bout patience," said Uncle Eben, "dat it's hard foh a man to be patient an' industrious both to once."—Washington Star.

According to the determination of Professor Harcourt, of the Guelph Agricultural College, Orange Meat is fifty per cent. more valuable as a food than bread.

Orange Meat taken with milk every morning and evening is the most perfect food that the human subject can secure.

Why not use the Cereal that gives the best value to the consumer by every known test?

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Will Save Money BY BUYING EARLY

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Why Be a Dyspeptic?

No matter how serious your case, how long you have suffered or what medicines you have tried, do not give up hope until you have tried

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Careful hand work, perfect satisfaction. Fine Shirt and Collar work. Will collect and deliver promptly. Try me.

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FOXY.

"What shall we give up during Lent?"
"You might give up singing, my dear."

Cailler's
GENUINE
SWISS MILK CHOCOLATE

—combined by exclusive processes in Cailler's model factory at Broc, Switzerland. Choicest cocoa-beans, finest sugar, *unskimmed* milk of cows that graze the rich pastures of the famous Gruyere Valley.

Little wonder Cailler's is so smooth, delicious—and always tastes like *more*!

Wm. H. DUNN, MONTREAL,
General Agent for Canada.

9

TODAY IS THE

OPENING DAY

— OF THE —

FINAL CLEARANCE SALE

— AT THE —

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OF THE **ENTIRE BALANCE OF ALL WINTER STOCK**

This sale presents to you wonderful saving opportunities. Our reductions are from our original prices, which were originally 25 per cent. lower than other stores prices, because our original prices are based upon our work as manufacturers.

Prudent people will buy for next season's needs as well as for this season.

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