Another Stirring Sale of Embroideries for Wednesday

ALL NEW 1910 DESIGNS AT MUCH LESS THAN HALF PRICE

These are all new, fresh Swiss made Embroideries (insertions or edgings), ranging in width from 1 to 22 inches.

The special sale prices for WEDNESDAY and until all are sold are

3, 10, 15, 20, 28 and 35c a yard

This is an opportunity that you cannot afford to neglect as such qualities and handsome designs have never before been shown at anything like the prices in St. John before.

NO SAMPLES GIVEN

See Window Display

REMEMBER THE WONDERFUL PRICES

3, 10, 15, 20, 28 and 35c a yard

for Widths 1 to 22 inches.

MACAULAY BROS. & CO.

Special Prices On Men's Fur Lined Coats

that will positively lower our stock of these garments in a few days. If YOU want a coat, here is a chance to SAVE DOLLARS on RELIALE GOODS.

MELTON OR BEAVER CLOTH COVERS

Native Mink Lined, Otter Collar, were $225.00. **$175.00;**

Jap Mink Lined, Otter Collar, were $200.00. **160.00;**

Rat Lined, Otter Collar, were $125.00. **105.00;**

Rat Lined, Otter Collar, were 110.00. **95.00;**

Rat Lined, Otter Collar, were $100.00. **$85.00;**

Rat Lined, Otter Collar, were $90.00. **70.00;**

Seal Lined, Otter Collar, were $75.00. **60.00;**

Marmot Lined, Otter Collar, were $75.00. **55.00;**

Marmot Lined, Rat Collar, were $55.00. **40.00;**

These garments are OUR OWN RELIABLE MAKE and we can positively GUARANTEE SATISFACTION.

D. Magee's Sons, 63 King St.

Co-ro-na Medicator

The Latest Scientific Discovery for the CURE OF CATARRH and all Diseases of the Air Passages of the Head, Throat and Lungs

FOR SALE AT

S. H. Hawker's, Prescription Pharmacy Cor. Mill St. and Paradise Row.

Wasson's

FACIAL CREAM

IT KEEPS THE FACE AND HANDS FROM CHAPPING. COOLING AND HEALING—25c. BOTTLE.

The Drug Store 100 King Street CHAS. R. WASSON

Do You Suffer From Headaches?

There are few people who have never experienced a headache from one cause or another. It effects all ages and both sexes alike, but the female sex is naturally the more effected through the higher nervous development and more delicate organization of the system. Those also of a nervous temperament and studious or sedentary occupation are subject to it.

The presence of headache nearly always tells us that there is another disease which, although we may not be aware of it, is still exerting its baneful influence, and perhaps awaiting an opportunity to assert itself plainly.

Burdock Blood Bitters has, for years, been curing all kinds of headaches, and if you will only give it a trial we are sure it will do for you what it has done for thousands of others.

Headache and Constipation Cured.

Mrs. John Connors, Burlington, N.S., writes: "I have been troubled with headache and constipation for a long time. After trying different doctors' medicine a friend asked me to try Burdock Blood Bitters. I find I am completely cured after having taken three bottles. I can safely recommend it to all."

For sale by all dealers. Manufactured only by The T. Milburn Co., Limited, Toronto, Ont.

BILL IN CONGRESS TO END "TIP" NUISANCE

Washington, Jan. 24—Waiters, porters, bell-boys, barbers and others who have itching palms for tips will look unkindly upon Representative Murphy of Missouri, who has introduced a bill to make tipping an offence punishable by fines, varying according to the gravity of the misdeed from $5. to $500.

Mr. Murphy expects to suffer at the hands of waiters and barbers. He likewise will carry his own suit case on the trains if the porters know him.

His bill provides also that a person who gives a tip will be guilty equally with him who accepts it.

OBITUARY

Miss Mina Leach

Newcastle, Jan. 24—The death of Miss Mina, third daughter of Mr. and Mrs. William Leach, of Cassilis, occurred on Saturday under very distressing circumstances. On the 15th instant Miss Leach, whose health was not very good, picked the head off a little pimple on her face, which at once began to swell up. Home treatment proving unable to stop the swelling, the doctor was called in on Tuesday, but erpsipelas and blood poisoning caused death. Miss Leach was but fifteen years of age, and an especially bright and clever student. She is survived by her parents, and by the following brothers and sisters: Laura, of Newcastle; John, William, Melissa and Ella, at home. Funeral today in Redbank Roman Catholic church.

Mrs. Martha Coyle

Newcastle Bridge, Queens County, Jan. 24—Martha Coyle, wife of William Coyle, died at her home at Newcastle Bridge, Queens county, on 22nd inst., after a very brief illness at the age of 79. Interment was at Newcastle Bridge Episcopal church. Rev. A. H. F. Watkins officiated.

Rulof R. Purves

Word was received here Monday of the death in Washington, Missouri, on Sunday of Rulof R. Purves, formerly well known in this city. Mr. Purves was born in Nauwigewauk 71 years ago and has been living in Washington for 35 years. He was a son of the late Thomas Purves, of Nauwigewauk. He leaves a wife and two daughters, Margaret and Amy, at home. One brother, Robert, of Nauwigewauk, also survives. Mrs. Purves is a daughter of the late John Mercer, of St. John, and a sister of Mrs. Margaret Palmer, of the west side.

Ira Lee Wanamaker

Ira Lee Wanamaker, formerly of Apohaqui, died recently in Alberta. He is survived by his wife, who was Mrs. Mercy Murray of St. Stephen; father, brother and sister, all in Alberta.

The first copy of the "Acmy" which is being published by the boys department of the Y. M. C. A., has been received. It is very neatly arranged and will stimulate interest among the junior members of the association. H. A. Lordly is editor, P. Cunningham and J. B. Hipwell associate editors and A. E. Megarity business manager.

CATARRH

The Source of Consumption Cured Permanently By CATARRHOZONE

It Soothes and Heals Every Part of the Mucous Membrane, Cures All Forms of Catarrhal Diseases of the Nose, Throat, Vocal Chords, Bronchial Tubes, Lungs and Deafness.

If you have Catarrh or a cold you cannot afford to be indifferent to its progress. Your unsatisfactory experiments with the old-fashioned treatments requiring the use of disagreeable snuffs, powders, washes, ointments, etc., should not influence you against Catarrhozone.

St. Catherines, Ont.—"Best thing for Catarrh of the Throat I ever tried."—Thomas Elliott.

Goderich, Ont.—"Excellent remedy for throat irritation."—Rev. M. McKay.

Blyth, Ont.—"No more bronchial attacks since using Catarrhozone."—William Pollock.

Halifax, N. S.—"Has cured my Catarrh. I recommend it to my friends."—W. P. Connors.

Kingston, N. B.—"Best remedy in the world for catarrh."—Bessie McKendry.

Wawota, Assa.—"The very best Catarrh remedy on the market."—Robt. H. Davies.

Bannockburn, Ont.—"No better remedy in the world for Catarrh."—Patrick McQuelland.

West Lake, Ont.—"It's everything it is guaranteed to be."—Ethel Hildman.

Hickey, Mich.—"Has cured me of Catarrh."—S. S. Ward.

Clementsport, N.S.—"Catarrhozone cured me of Chronic Asthma."—Samuel Ferndel.

Woodstock, Ont.—"Catarrhozone restored my sense of smell."—Mrs. F. Simpson.

Brockville, Ont.—"Most convenient remedy on the market."—Thos. McGillivray.

Vankleek Hill, Ont.—"Catarrhozone cannot be beaten."—Rodie McDougall.

Perth, Ont.—"Catarrhozone is of real value. —Rev. S. J. Hughes.

Get the large $1.00 size of Catarrhozone, including a beautiful, hard rubber inhaler, and sufficient medication to last two months. Smaller sizes 25c. and 50c. Beware of imitations. By mail from the Catarrhozone Company, Kingston, Ont.

WEDDINGS

Nelson-Gillis.

A very pretty wedding took place at the residence of Rev. A. B. Cohoe, King street east, Monday night when Miss Majorie C. Gillis, daughter of Mrs. A. Gillis of Grand View (P.E.I.), but late of Boston, became the wife of Charles Hammond Nelson, general agent of the Massey Harris Co., Ltd., at Woodstock, and son of Horatio Nelson, of Montague (P. E. I.) The happy couple were attended by Miss Florence McLean and Arthur T. Stillwell, both of this city. They will leave on the C. P. R. today for the principal points through N. B. and P. E. I. returning to Woodstock where they will make their home at the Aberdeen Hotel for the present.

UNIMPEACHABLE—If you were to see the unequalled volume of unimpeachable testimony in favor of Hood's Sarsaparilla, you would upbraid yourself for so long delaying to take this effective medicine for that blood disease from which you are suffering.

FIG PILLS CURE CONSTIPATION, Rheumatism and all Blood Diseases. The great Kidney and Liver Pill. 25c. box at all leading drug stores. or by mail from THE SCOBELL DRUG CO., St. Catharines, Ontario.

FUTURE OF I. C. R. IS THE TOPIC

Messrs. Carvell and McAlister, Stoutly Oppose Lease or Sale

Dr. Black's Resolution Brings Subject Before Parliament—New Brunswick M. P.'s Contrast Excellent Service and Low Rates With Other Railways

Ottawa, Jan. 24—The house of commons was asked today to say that the Intercolonial should be disposed of. The proposal came from Dr. Black, of Nova Scotia. It was stoutly resisted by several of the members from New Brunswick. The hour for adjournment was reached before the house could be asked to divide upon the resolution but assurance was given by the government that there would be opportunity given to bring the matter up again.

Mr. Jameson called the attention of the minister of railways to a statement made by Mr. Emmerson that the Intercolonial Railway was not in a safe condition, and asked whether in view of the disaster on the C. P. R. at Spanish River any steps would be taken to put the road in good condition.



DR. D. H. McALISTER, M. P.

Hon. Mr. Graham stated that a representation having been made to him on the subject he had instructed the superintendent of maintenance of way to go over the Intercolonial from Sydney to Montreal and that official had reported within the past few days that every foot of the road, so far as he could find, was in good condition.

Replying to Mr. Taylor, (New Westminster), Sir Wilfrid Laurier stated that there was a proposal to discontinue sealing to the Pacific for a number of years, but it was not advisable in the public interest to disclose at the present the nature of the negotiations now under consideration.

Hon. MacKenzie King informed Major Sharpe that no representations had been made to the government as to any illegal operations on the part of the cement merger.

Dr. Black's Resolution

Dr. Black, of Hants (N. S.), offered a resolution declaring: "That in the opinion of the house it would be in the best interest of the maritime provinces and for the general good of Canada that the Intercolonial Railroad be operated and controlled by one of the companies operating the Canadian transcontinental lines, or by such other company as may afford the best facilities for the development of the country contributory to the Intercolonial."

Dr. Black said his motive in moving the resolution was his interest in the development of the maritime provinces. He believed certain members would speak against the resolution who were at heart in favor of it. Like the question of Newfoundland, that of leasing the Intercolonial was a very delicate one for politicians to discuss.

"I am perfectly prepared," said Dr. Black, "to advocate the leasing of the road to some company that will make a better use of it than is made now."



F. B. CARVELL, M. P.

He regretted that some of the maritime newspapers had gone off half-cock on the subject. One newspaper had said that to lease the railway would be a confession that the Liberal government had failed to administer the Intercolonial successfully. He thought the sooner the confession was made the better. There had been no government since confederation that had administered the I. C. R. satisfactorily and there never would be a government that would manage the road in the interests of the country. It was impossible under the circumstances by which they were bound to adopt modern business lines. A Moncton newspaper had shouted "Hands off the people's railway." He assured the Moncton people that if the Intercolonial were leased the I. C. R. city would become more prosperous than it was now.

Dr. Sproule asked whether it was not the case that wheat was taken over the Intercolonial at lower rates than over the C. P. R.

Dr. Black said the question of a reduction of rates was small compared with the development of the country through which the Intercolonial passed. The functions of a modern railway were not simply to carry passengers and freight, but to make freight, to build up population, and to develop industries. The I. C. R. had not done anything in these directions. The industries of the maritime provinces had been injured rather than helped, and the population had been depleted by the I. C. R. joining with the C. P. R. in taking loads of young men from the maritime provinces to the west. Why, he asked, was it called the people's railway? Was it the policy of the people's railway to dismiss employes without a week's notice and to threaten any newspaper that criticized it with a withdrawal of patronage. "God save us from the people's railway."

A private company could develop industries in a way the I. C. R. could not attempt. It would develop the immense mineral resources of Nova Scotia, the pulp and fish, transportation, agriculture and fruit culture and the tourist traffic, and would build hotels. The board of management of the I. C. R. did not know the needs of the maritime provinces. The present management was the worst it had had for many years, and he believed it would go from bad to worse.

Dr. McAlister

Dr. McAlister, Kings-Albert, followed the member from Hants in a vigorous speech of half an hour in defence of government ownership of the Intercolonial. He was surprised at such motion being moved by a member from the maritime provinces, which had benefitted so much from the Intercolonial Railway. His constituents were opposed to any such change as outlined in the resolution and he was glad to place himself on record as against it.

The government, he said, had no mandate to sell or lease the people's railway and if any such move was in contemplation it was the duty of the administration to get the views of the people first. He was sure, with such a platform, any party would get but little, if any, support in the maritime provinces.

This was a growing time in the eastern provinces, he said, and the very fact that other railway corporations or companies were after the I. C. R. was one of the best reasons for the government to retain its ownership. In the near future it was expected that St. John and Halifax would be the location of extensive shipbuilding plants and with the boom that was evident in the maritime provinces it was a far-sighted policy on the part of rival corporations to obtain possession of the Intercolonial.

Though that road had cost the people $30,000,000, yet they, down by the sea, did not complain of their share of the interest. Neither did they complain of their share of the expenditure upon the canals which were of so much benefit to the other provinces.

It had been claimed that the deficits upon the Intercolonial had been due to politics. If that was a reason last year, to what did they give credit for the surplus when Emmerson was minister of railways.

As a matter of fact there were fewer employes in the mechanical department in 1908 than when the shops at Moncton were burnt. He made other comparisons between different years to prove that the Intercolonial was not over-manned during election year.

He referred to the efforts of the board of management and, while he could not agree with much that had been done, the efforts that had been made were, no doubt, well intended.

He regretted Mr. Butler's departure at the present time but hoped that the right man would be chosen to take his place.

Compares Rates

He spoke in warm terms of the service the Intercolonial had given the people and compared freight rates upon the road to those on the C. P. R., giving the rates between St. John and Amherst and St. John and Woodstock in support of his contention that the people along the I. C. R. were charged from thirty to forty per cent less than along the C. P. R.

What the maritime provinces wanted was not a change from government ownership but more people and this could only be accomplished by a more vigorous immigration policy. The remedy did not lie, by any means, in a company-owned railway, the first object of which would be dividends to the stockholders rather than accommodation to the people. He said that had the I. C. R. charged the same freight and passenger rates as the C. P. R. during the last year the revenue would have been $2,000,000 more than it was.

Another way to benefit the maritime provinces and to make the Intercolonial more useful, popular and profitable was to take over the branch lines. There were four of them in his constituency and they would prove valuable feeders to the government road. Now much of the freight that originated in this territory was transferred to the C. P. R. at St. John. That was no way to build up a government road. To acquire these branches, as had been so ably advocated by Mr. Emmerson, would mean a boom and prosperity throughout the country.

Dr. McAlister's speech was vigorous and entertaining and he received much applause from both sides of the house.

Mr. Pickup, of Annapolis, favored the transfer of the Intercolonial and the branch lines to one of the great transcontinental lines.

Mr. MacKenzie, of Cape Breton, said there was room for only one main line of railway in Nova Scotia, as the province was narrow. In his constituency the complaint was not that they had too much Intercolonial, but too little. If the line was extended the people would have no complaint against it, and if it was the policy of the government that the Intercolonial should not be extended then he would take it from the management of the government and turn it over to a corporation which would extend it.

The section of the line in Cape Breton was one of the most profitable in Canada. Cape Breton had great industries, one of which had been able to take from the government a most valuable employe, M. J. Butler, the deputy minister of railways. The steel industry had been established at Sydney since the Intercolonial had been built and it was not an unreasonable request to ask that the railroad should be extended into other parts of the province which would develop great industries and yield profitable returns.

If the road were extended along the shore of Victoria, Cape Breton, and other counties, one of the finest fishing grounds in the world, now neglected, would be exploited and the people of Quebec and Ontario would get good Canadian fish instead of sea food from Boston.

He would not commit himself to or against the resolution but wanted that railroad from the government, if possible and, if not, from some one else.

F. B. Carvell

Mr. Carvell, of Carleton, commencing at 5.50, said there were but three corporations which could take over the Intercolonial. They were the C. P. R., the Grand Trunk and the Canadian Northern. Before members from the maritime provinces lightly advocated handing over the Intercolonial to any of these lines they should stop and consider the consequences. When they were advocating that, they were advocating cutting down the accommodation to the people by a third or a half.

There were no people better served by a railroad, in proportion to their number, than those along the line of the Intercolonial. From Halifax to Truro there were seven trains a day each way; from Truro to Moncton six trains a day each way; through Quebec and northern New Brunswick there were from four to five trains a day each way. Corporation railroads did not give such accommodation. The best part of New Brunswick was from St. John to Woodstock and there the Canadian Pacific had only two trains a day. The best part of Nova Scotia was from Digby to Halifax, through the Annapolis Valley, and there the Dominion Atlantic gave only two trains a day.

The Canadian Pacific ran fewer trains on the North Shore of the St. Lawrence between Montreal and Quebec than were run by the Intercolonial from Montreal to Levis.

If the Intercolonial were handed over to a separate company and the train service cut down, as it would be, the people would then be in a position to appreciate the magnificent service that they had lost.

Besides the Intercolonial was a pledge of confederation and could not be lightly disposed of, even at the behest of a few misguided members of parliament.

If the road were handed over to the management of any corporation the freight and passenger rates would go up in spite of the control of the board of railway commissioners.

Mr. Carvell said that he regretted that there had not been a few more years of management of the Intercolonial under the commission before this discussion was brought on. While he did not believe that the management was perfect, he understood that it would this year show a handsome profit and that was more than had been done for several years under the former system.

In conclusion, Mr. Carvell heartily commended Mr. Emmerson's proposal for the taking over of the Intercolonial branch lines and said that in pressing the matter in the way which he had Mr. Emmerson was entitled to the thanks of the whole of Canada.

If the Canadian Pacific, the Grand Trunk or the Canadian Northern wanted to get to Halifax there was ample opportunity from them to go there over the Intercolonial and they should be given the permission. But they should not be given a right to carry on local traffic on the line of the Intercolonial, and they should not be allowed to get a pound of freight that belonged to the Intercolonial.

At 6 o'clock Mr. Carvell adjourned the debate and the house adjourned.

Our Great Mid-winter Clearance Sale OF Boots, Shoes, Slippers and Rubbers

Commences Wednesday, 26th January

This sale is made up of lines which we have decided to discontinue, broken lots and odd sizes left from last summer. There are the famous **Walk-Over, Shoes, Queen Quality Shoes, J and T Bell Shoes** and other first-class makes in this sale.

Those who have attended our previous sales KNOW that everything is just as represented, the bargains are genuine, the goods taken from our regular stock, and that no cheap trash is imported for this sale.. **Reduced Nearly One-half. Come And Secure Bargains.**

WOMEN'S KID BUTTON BOOTS "Queen Quality" Sizes 2, 21-2, 3, 3 1-3, 4, 5 1-2, 6. Regular $3.75, now... $2.15

WOMEN'S PATENT BUTTON BOOTS "Walk-Overs" Sizes 2 1-2, 3, 4, 4 1-2, 5 1-2, 6. Regular $5.00, now... $2.75

WOMEN'S CALF BLUCHER BALS Sizes 3, 3 1-2, 4, 5, 5 1-2. Regular $3.50, now... $2.50

WOMEN'S KID OXFORDS PAT. TIP. Goodyear Welt All sizes. Regular $2.50, now... $1.45

WOMEN'S TAN CALF OXFORDS Goodyear Welt Sizes 3, 3 1-2, 4, 5, 6. Regular $3.00, now... $1.65

WOMEN'S CUSHION SOLE OXFORDS "Queen Quality" Sizes 3, 3 1-2, 5 1-2. Regular $4.50, now... $2.75

MEN'S CALF BLUCHER BALS Sizes 7, 7 1-2, 8, 8 1-2, 9, 9 1-2, 10, 10 1-2. Regular $3.00, now... $2.15

MEN'S VELOUR CALF LACE BOOTS Sizes 6, 7, 7 1-2, 8, 8 1-2, 9, 9 1-2, 10. Regular $3.00, now $1.95

BOYS' BOX CALF LACE BOOTS Sizes 2, 3, 4, 5,. Regular $2.25, now... $1.65

These Represent a Few of Our Bargains. Come in And See the Others.

SPECIAL: Sale Goods Cash No Approbation

FOOT FITTERS **McRobbie** KING STREET

SPECIAL: Sale Good Cash No Approbation

Money Talks, But What You Get For Your Money Talks Most.

GIRLS' SHAKER NIGHT GOWNS, worth 95c., for 68c.

GIRLS' SHAKER NIGHT GOWNS, worth 55c., for 39c.

GIRLS' SHAKER NIGHT GOWNS, worth 45c., for 33c.

GIRLS' SHAKER DRAWERS AND UNDERSKIRTS, worth 55c. ..... for 39c.

GIRLS' SHAKER DRAWERS AND UNDERSKIRTS, worth 45c., ... for 33c.

LADIES' SHAKER NIGHT GOWNS, worth $1.35, for 98c.

LADIES' SHAKER NIGHT GOWNS, worth $2.00, for $1.25

If you are in need of anything in Ladies' or Gent's ware, don't neglect calling at

WILCOX BROS.,

Dock Street and Market Sq.

Suffered Terrible Pains From His Kidneys.

Perhaps no other organs work harder than the kidneys to preserve the general health of the body, and most people are troubled with some kind of kidney complaint, but do not suspect it.

There is no way of getting the kidney poisons out of the system except through the kidneys, and no medicine so effective in taking them out as Doan's Kidney Pills.

They help the kidneys to flush off the acrid and poisonous impurities which have collected, thus clearing out the kidneys, bladder and urinary passages.

Doan's Kidney Pills are entirely vegetable, and may be safely taken by old and young.

Mr. Dougald A. McIsaac, Broad Cove Banks, N.S., writes:—"I was troubled with my kidneys for nine months, and suffered with such terrible pains across the small of my back all the time that I could hardly get around. After taking two boxes of Doan's Kidney Pills I began to feel better, and by the time I had taken three I was completely cured."

Price 50 cents per box, 3 boxes for $1.25, at all dealers or mailed direct by The T. Milburn Co., Limited, Toronto, Ont.

In ordering specify "Doan's."

Mrs. I. D. Christie was given a very enjoyable surprise at her home, 78 Sydney street, last evening when several of her friends called upon her. Yesterday was her birthday. Although taken by complete surprise Mrs. Christie proved herself to be an ideal hostess. An appropriate presentation in token of the occasion was presented to her by H. W. Belding on behalf of all those present.

When a man meets his wife down town the event is equivalent to meeting a hold-up man on his way home.