

# MAY SALE OF Men's and Boys' Clothing

A Trade Winning Clearance of Fashionable Up-to-the Minute Garments at Sharp Reductions. COMMENCING THIS MORNING

Continued unseasonable weather for some weeks past has persuaded a great number of people to withhold purchasing new outfits, the tendency being to wait until fine days became a certainty. Therefore there are many men and boys who yet have new clothes to buy and to them this offer extraordinary will appeal strongly because it means substantial reductions from regular prices and for garments that are strictly up-to-date in style and finish and of dependable M. R. A. quality.

## First Will Be Men's Suits

Snappy, well styled suits, all new and bright and exactly the kind to put right on and wear all summer. Our regular stock, don't forget that, which means dependable wear—and all the fashion touches that go with high-grade workmanship. Suits in Fancy Tweeds, Saxons, and Worsteds, principally in shades of greys and browns.

- Regular \$10.00 Suits, Sale price, each - - \$7.95
- Regular 12.00 Suits, Sale price, each - - 9.60
- Regular 13.00 Suits, Sale price, each - - 10.40
- Regular 15.00 Suits, Sale price, each - - 11.95
- Regular 18.00 Suits, Sale price, each - - 14.60

NOTE that there will also be tremendous values in

## BOYS' TWO AND THREE-PIECE SUITS, AND BOYS' FANCY OVERCOATS

Space will not permit mention of them, but particulars will be given later. Remember the Sale Will Start This Morning in Men's and Boys' Clothing Dept. NO APPROBATION. NO APPROBATION.

# Manchester Robertson Allison, Limited



## Its Purity Is Absolute—

Its Strength, Flavor, Freedom from Dust, and Cleanliness of Preparation, has induced an Enormous Demand from a Critical Public.

# "SALADA"

The Most Remarkable Value The World Has Ever Seen

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Other Grades of "Salada" are sold at 30c, 40c, 50c, 60c Per Pound, and all of Matchless Value for prices charged.

## TO CELEBRATE LOYALIST DAY

Arrangements made at joint meeting of Societies yesterday afternoon — Prepared fine programme

Arrangements for the celebration of the anniversary of the landing of the Loyalists at St. John were completed yesterday at a joint meeting of a committee of delegates from the New Brunswick Loyalist Society, Women's Canadian Club and the three chapters of daughters of the Empire. The celebration will take place in the York Assembly rooms on the evening of May 18, and will consist of patriotic addresses and songs with a short programme of dancing. Ver. Archdeacon Raymond reported that he had received a communication from T. H. Stark of Boston and will be in St. John for the celebration and deliver an address. Mr. Stark has written a book on the Loyalists and is recognized throughout America as an authority on the history of the Loyalists. It was also reported that Loyalists in Toronto would celebrate the 131st anniversary of the founding of St. John on May 18. A luncheon at which the Duke of Connaught will be present will take place in the King Edward Hotel and the officers of the local Loyalist societies were invited to attend.

### PERSONAL

H. V. Dickson, M.L.A., of Jubilee, Kings County, was at the Victoria yesterday. Hon. J. A. Murray was at the Victoria yesterday. Lieut. Milne of the Salvation Army has been appointed assistant at Carleton. He is just from the Training School at Toronto. Major Taylor and Adit. Cummings of the Salvation Army will sail on the Teutonic on the 20th inst for London to attend the International Congress of the army. Mrs. J. D. Hazen returned home yesterday morning from Ottawa. Mr. and Mrs. S. B. Polkins of 153 Duke street leave this morning for Boston to visit their daughter, Mrs. C. Polkins and other relatives for two or three months. Hon. Josiah Wood went to Fredericton last evening. Hon. W. B. Dickson, M.L.A., left last evening for Fredericton. Hon. John Morrissey went out to Fredericton on the Montreal train last evening. Hon. John E. Wilson went to Fredericton last evening to attend the government meeting. J. H. Plummer, president of the Nova Scotia Steel Corporation, is in the city today from Montreal on his way to Sydney. Civic Pay Day. The pay rolls for the city officials, disbursed yesterday, were charged to the various departments as follows: Official ..... \$1,497.96 Police ..... 1,510.41 Sundry ..... 1,062.53 Ferry ..... 788.75 Market ..... 152.42 Fire ..... 1,548.66 Total ..... \$6,329.65

## THE EVANGELISTIC CAMPAIGN A SUCCESS

The interest in the evangelistic campaign being held in the Queen's Birk is increasing nightly. The afternoon meetings for Christians have been greatly enjoyed. Last evening Dr. Burrows preached from Ephe. V. 14, "Awake those that sleep, and arise from the dead and Christ shall shine upon thee." With great earnestness and power the preacher dwelt upon the wisdom of Christ and the glory of the Christian life. He declared that the trouble with the Episcopalian church was that it was a backslidden church, and needed to awake from its sleep and to arise from death. The trouble with some churches is that the preacher has backslidden, and he has to resort to sleep stealing to make up the membership of his church. With the backslidden church the prayer meeting becomes a farce; church membership is considered a qualification for salvation, whereas the only qualification is right relationship with God and right relationship with man. If we are not winning souls to God we are asleep. Without any urging several remained to enquire more fully the way to a truer and nobler life.

## JUDGEMENT IN THE MAY QUEEN APPEAL CASE

In the supreme court in Fredericton yesterday morning Judge Barry delivered judgment in the appeal in the case of Keith A. Barbour vs. the May Queen Steamship Company. The appeal was dismissed without costs. The appellants are to pay their own costs and the costs of the petitioner are to be borne by the estate. Suffragette Convention. An interesting entertainment entitled the Suffragette Convention was given in the school room of St. Mary's church last evening. Those who took part in the proceedings of the convention were Miss Clara Magee, Miss Bertha Forbes, Miss Margaret Foley, Miss Mary Eckerbrecht, Miss Annie Marshall, Miss Grace Magee, Miss T. Read, Miss Edith Magee, Miss Annie Gillen, Miss Mand Jocelyn, Miss Ada Foley, Mrs. Charles Farnham and James Bazanion. During the evening solos were rendered by Mrs. Read and Mrs. Ferris.

**Successful** in all the numerous ailments caused by defective or irregular action of the organs of digestion and elimination—certain to prevent suffering and to improve the general health—

**BEECHAM'S PILLS**

Sold everywhere. In boxes, 25 cents.

## HON. MR. HAZEN DISPOSES OF EMERSON'S CRITICISM

Continued from page one. tional tunnel and terminals. The Premier said that the statement of the various subsidiary companies and a number of other documents would be laid on the table tomorrow.

Mr. R. B. Bennett wanted to know if before the resolution in regard to the C. N. R. was brought down the government would furnish particulars of the \$58,000,000 alleged to be on hand for the completion of the C. N. R. He wanted to know how this was made up. This was very important.

Hon. Rodolphe Lemieux brought to the attention of the house the fact that there had been three accidents on the St. Lawrence this spring. It had been alleged that the lights and buoys had not been properly placed. Hon. J. D. Hazen replied that work had been somewhat delayed owing to the inability to place the lights till the ice left the river. If placed earlier they would only be carried away and destroyed. He said that everything possible to prevent accidents had been taken.

On motion to go into supply on the railway estimates, Hon. H. R. Emmerson moved an amendment of censure on the government for its management of the government railway system. He dealt first with the alleged surplus shown by the intercolonial and argued that it had been produced by the expedient of withholding charges and by use of other similar methods. "For the year ending March 31st last," he asserted, "there was no real surplus whatever on the operation of the road."

"In falling to proceed with the acquisition of the branch line feeders of the intercolonial as the Prime Minister, when in opposition, promised would be done," Mr. Emmerson continued, "the government is materially interfering with the progress of the railway. Ministerialists argued, of course, that the Senate had blocked government action but all that the Upper House had done was to insist that parliamentary sanction should be obtained for any contract of purchase which might be made. Such sanction had been demanded in the past and should be demanded now.

"The government, however, had taken refuge behind this complaint against the Senate and failed to carry out its promises in regard to branch line acquisition. Today it stood content of hindering the development of eastern Canada by its failure to make good its pledge of improved railway facilities in that part of the Dominion. "The truth is," added Mr. Emmerson, "that the Minister of Railways (Mr. Cochrane is entirely opposed to the acquisition of the branch lines. He has argued against it deliberately and continuously. The Westmorland member went on to declare that under the present management of the intercolonial the service provided had greatly deteriorated. It was never at so low an ebb as at the present time. The service between Montreal and the Maritime Provinces especially had deteriorated in the most marked degree and apparently the government had played into the hands of the competing line, the C.P.R., in withdrawing the Ocean Limited from the service during the past winter. The interests of the intercolonial," he said, "are being made subservient and subsidiary to those of the Canadian Pacific."

## Would Mean Loss of \$300,000 to Keep Ocean Limited On.

"I may tell my hon. friend," interrupted Hon. Mr. Hazen, "that to have continued the Ocean Limited would have involved a loss of \$300,000." Mr. Emmerson replied that though there might have been a direct loss he believed that there would have been a greater indirect gain. A criticism of the recent increase in freight rates on the I. C. R. and referring to the fact that passenger rates had also been increased through changes as to excursion privileges, Mr. Emmerson condemned the government for bringing many high priced officials to the intercolonial from the United States and from the Canadian Pacific to replace competent men who had been trained on the road.

Referring to the Bosworth-Gutelius agreement, Mr. Emmerson contended that it had been made without proper authority and gave to the C. P. R. special privileges to the detriment of the intercolonial. In conclusion, Mr. Emmerson moved the following resolution as an amendment to the motion to go into supply: "That the methods of the present management of the intercolonial are oppressive and unfair to the railway employees and to the public and detrimental to the business interests of the country and of the railway; and that in the opinion of the house the government is deserving of censure therefore."

Hon. Dr. Reid, acting minister of railways, opened his reply by expressing his pleasure that Mr. Emmerson agreed with the present government in creating the office of General Manager instead of a board of management.

Rates Effective Before Gutelius Took Office. In regard to the increase of rates Dr. Reid said that they had been under consideration by the old board of management for some time prior to their going out of office. Mr. Gutelius did not take office until May 1st, 1913, and the increased rates went into force some little time before that date. No doubt there had been considerable outcry along the railway against those higher rates but as soon as the freight traffic manager had been appointed, Mr. Gutelius had taken up the grievances which existed and had remedied them. Dr. Reid therefore thought that he had been justified in saying at the time of his annual statement, that the general manager was not responsible for the increase in rates.

In reply to Mr. Emmerson's criticism that the railway statistics showed a deficit on the intercolonial up to June 30th of last year, Dr. Reid pointed out that his statement that there had been a surplus had regard to the accounts of the company up to March 31st. He had not been able to get the statement quoted by Mr. Emmerson from the railway statistics as yet and consequently could not express an opinion upon it.

In regard to branch lines Dr. Reid said that every one had agreed last session that it was impossible for the government to take over branch lines as the law now stood. Mr. Carvell said that he was informed that Mr. Gutelius already had an agreement signed for taking over the intercolonial railway in New Brunswick.

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MR. SILAS CASSON  
Solo Violinist

Will receive beginners and advanced pupils at his studio, McLaughlin's building, Union street, St. John, N. B. For terms, apply 173 Charlotte street.

## Standard Rules.

Dr. Reid replied that he knew of no such agreement. The general manager had no authority to make such an agreement without the consent of parliament. Mr. Carvell said he had seen the agreement but Dr. Reid replied that it would be necessary to wait until Mr. Cochrane returned before any reply could be given to the honorable gentleman. He personally knew of no such agreement.

Dr. Reid declared that the roadbed of the intercolonial had been improved and that the passenger service was in good order. He defended the action of the general manager in introducing the standard rules on the government railway. These rules were already in force on the other railways of Canada and were approved by the railway commission. It was the duty of the government, he thought, to introduce them in the interests of "safety first."

Already the standard rules were in force from Montreal to Lewis and fifty or sixty per cent of the employees on the rest of the system had qualified under the new rules. If an employee was not able to qualify, said the acting minister, he would not be discharged but would be taken care of in another position on the railway. Dr. Reid said that only three of the highest officials of the I. C. R. were American born. In all cases they were men who had previously been in Canada for many years. When appointed they were not questioned as to whether they were Canadians or not. He did not consider there was any good reason why Mr. Emmerson should make a rumpus about this matter.

In closing the minister referred briefly to the taking over of the Ocean Limited. He said that the receipts were small and the expense heavy. With one train running the receipts had been practically heavy losses. There were two and very few complaints had been received in regard to the trains. E. M. MacDonald of Pictou, said that the wording of the resolutions expressed the opinion of the people all over the Maritime Provinces. Premier Borden, in replying to Mr. MacDonald strongly resented the imputation made by the member for Pictou, that the present administration of the intercolonial had been partisan in character.

So far as the increase of freight rates was concerned, he argued there had been ample justification for these. Complaint had been made regarding a small purchase of coal in the United States. Mr. Borden showed that in 1901 the late government bought sixty thousand tons of coal in the United States. Rates Fair and Reasonable. Dealing with the Gutelius-Bosworth agreement for hauling C. P. R. trains from St. John to Halifax, the premier declared that the officials of the I. C. R. had assured him that the rates charged by the C. P. R. were fair and reasonable and all things considered were profitable to the government line.

The premier on the question of branch lines, said in order to get over the practical difficulties of acquiring these lines, the government had introduced a bill last session, which had been submitted to leading Liberals. But the senate inserted amendments that made the bill unworkable for all practical purposes. He hoped that a practical means would be evolved in the future for securing the acquisition of the branch lines. Hon. Geo. F. Graham pointed out that Premier Borden before last election had advocated a commission to run the I. C. R. He had not done that but had appointed a general manager. This was the cause of much of the friction in the Maritime Provinces.

LOST—Sunday last, a gold watch, monogram "M. D. Reward offered on return to this office.

## DEATHS.

MOORE—At Cody's, Queens county, on May 3, Samuel Moore, aged 75, formerly of St. John. Burial in the cemetery of St. John.

FUNERAL THIS MORNING at 11 o'clock from the rooms of N. W. Brennan & Sons, 715 Main street. Interment in Fernhill.

CARSON—Suddenly in this city on the 5th inst. Annie F. daughter of the late William and Mary Carson, leaving two brothers and two sisters to mourn. Notice of funeral later.

## CARD OF THANKS

Mrs. Mary Avery and daughter wish to thank their friends for the very many acts of kindness shown them during the recent bereavement in their family.

Helan Atkins—Mezzyric Venor. Arthur Huskins—Lyric Soprano. FESTIVAL ORCHESTRA.

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In reality, he considered Hon. Mr. Cochrane was not sympathetic toward branch line acquisition. As a matter of fact, the government, if it wished, could go ahead with branch line acquisition at the present time.

The debate was continued after midnight, by J. H. Sinclair, (Guyaboro) and Hon. O. Turgeon (Gloucester), both of whom strongly criticized the present management of the intercolonial and the raising of rates under General Manager Gutelius. They also spoke on the delay in connection with the acquisition or construction of branch lines. The vote on Mr. Emmerson's motion of censure was taken at 1.30 a. m. It was defeated on a straight party vote by 63 to 39, a government majority of 20.

Annie F. Carson. The death of Annie F. Carson took place suddenly on Tuesday, the 5th inst. The deceased was a daughter of the late William and Mary Carson, is survived by two sisters, Mrs. C. B. Dever and Miss Elizabeth Carson of this city and two brothers, Patrick and Henry both of Boston. She was a sister of the late Rev. Father Carson of St. George.

## Imperial Theatre Today Presents

### David Belasco's Comic Fantasy

# "A GOOD LITTLE DEVIL"

Introducing that General Favorite MARY PICKFORD AND STELLAR CAST OF FAMOUS PLAYERS.

A departed in plays that simply charmed New York for months. The work of Rosamond Gerard and Maurice Rostand. It tells of an orphaned boy who is given over to a rich uncle, but the uncle in turn turns hands him over to a scolding old dame for upbringing. The boy's little lover is Mary Pickford—a blind girl. The piece is mostly fairy-tale comedy, full of delicious surprises, trick photography, surpassingly beautiful effects. A sheer delight to kiddies and a soothing novelty for adults.

The Sweet Wee Blind Girl, the Grumpy Old Aunt, the Faithful Dog, the Cruel Schoolmasters, the Good Fairies and a Continuous Whirl of Fun and Magic

Helan Atkins—Mezzyric Venor. Arthur Huskins—Lyric Soprano. FESTIVAL ORCHESTRA.

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A play for young and old. ALL THIS WEEK THE ONLY SON

By Winchell Smith. Author of "The Fortune Hunter." Prices 10c to 50c; Mat. Wed and Sat. 15c and 25c. May 11th, 12th, 13th, Wed. Mat. ANNIE LAURIE.

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