

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. Vanity 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.

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.

WESTERN ASSURANCE CO. Est. A. D., 1851. Assets, \$3,300,000. Losses paid since organization Over \$40,000,000.

R. W. W. FRINK, Manager, Branch St. John, N.B.

YOUR AD. HERE Would be read by thousands every evening

New Trousers.

We have now received a large shipment of new "Trousers" and if you need a pair to help out your suit come and see us. We can show you the finest assortment in the city and prices as usual the lowest. GOOD HEAVY DARK STRIPE, \$1.00, \$1.25. NICE FANCY WORSTED, \$1.50, \$2.00, \$2.25, \$2.50. OUR SPECIAL TROUSERS FOR DRESS, \$3.00, \$3.50, \$4.00, \$4.50. See our window display. Come and examine our Trousers before you purchase elsewhere.

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

Read LEONA or LORD KENDALE'S REPENTANCE By MARGARET P. ANDERSON. On Sale at the Bookstores. Price 50 cents.

Cailler's GENUINE SWISS MILK CHOCOLATE. It has taken less than 2 years to win North America to the "Cailler Taste." Imitations don't have the same smooth, rich, delicious quality, which tastes like milk—and of which "more" is good for the tiniest youngster. Fine when travelling. Wm. H. DUNN, MONTREAL, GENERAL AGENT FOR CANADA.

The Canadian Drug Co., Ltd. A Word to the Trade: We have everything you require. Drugs, Patent Medicines. Toilet Articles, Druggists' Sundries. Everything you need in the Drug Business. The best articles, the fairest prices, the promptest service. Address all correspondence to THOMAS GIBBARD, Manager. The Canadian Drug Co., Ltd., 70-72 PRINCE WM. ST., P. O. Box, 167, ST. JOHN, N. B.

SHINGLES RAPIDLY GOING UP IN PRICE

And the New Brunswick Product Will Find a Great Market in New York This Spring.

With the strong and bullish tendency in the general lumber trade now prevalent, the situation as regards the supplies of all kinds of shingles for this year is of special moment, says "The New York Lumber Trade Journal." In a nutshell, the situation is such as to create much speculation among both shippers and buyers as to supplies for the approaching season. There is an embargo on eastbound Pacific coast shipments via both the Great Northern and the Northern Pacific railroads, and there might just as well be one on the Canada Pacific, for the supply of cars available for such shipments cannot be had for love nor money. Neither is there any certainty as to when this embargo will be lifted, although the opinion is expressed in certain authentic railroad circles that March 1 will probably see the situation relieved. At the same time the lifting of the embargo will not be any great help by reason of the fact that empty cars will still continue to be scarce, and as applicable to shingle shipments much scarcer than last year. This is the reason that the volume of rail lumber business has materially increased over every year, but the railroads are much further behind now than they were twelve months ago; for instance, Christmas goods shipped from the east to the Pacific Coast points have not yet arrived, and thousands of loaded cars, for which bills of lading had been issued, are now standing idle at the terminals. Transcontinental lines are not only short of cars but they are short of locomotives and at the best they are only single track railroads and there are practically only three lines that are catering to the territory producing red cedar shingles, viz., Central Pacific, Great Northern and the Northern Pacific. The lumber business has grown so by leaps and bounds that the roads are not prepared for it and will not be able to handle it and of course lumber is entitled to its share of the empty cars going. On the other hand the entire country is demanding shingles, stocks in retailers' hands almost everywhere are either nothing or else very light. It would take quite a period of time for the mills, running at full capacity and with a perfectly able railroad service to restore a normal condition as regards the shingles. As a matter of fact the opinion is free expressed that there will be practically no Pacific Coast shingles arrive East in several months to come except a stray car here and there, together with the opinion that the outlook would seem to preclude a sufficient supply of Pacific Coast shingles at any time during 1907 to make good the present shortage. DEMAND FOR ALL GRADES FAR AHEAD OF THE SUPPLY. In view of the above facts governing Western sources of supply, the Eastern shingle producing situation is naturally feeling the effect in the way of increased demand and prices. New Brunswick and Eastern shingles are constantly tending upward in price by reason of the inability of dealers to secure red cedars, which has turned a trade which has hitherto depended entirely upon the Pacific Coast, shingle work to the Eastern products. Stocks of shingles on hand in Canada and Maine were practically all cleaned up last fall, for the trade that has depended on those shingles for a long time. The throwing of such a large volume of additional business into the situation has put everything awry out of balance, and today the demand is far ahead of the supply. The winter has been so cold and snowy that the Northern mills have not been able to work to full capacity. In addition the price of ties and square cedar timber has about doubled in the last two years, and the Northern mills have not been able to ship the shingle mills go right by today. The result of these combined causes is a considerable reduction in production this year, even under the stimulus of good prices, than for many years. Everything considered, it is believed that with shingles this spring it would be a question of price. It will be the case of "Can you deliver the goods?" As regards the summer cut, prices will depend quite a good deal upon the red cedar market, but in view of the Western situation we can see no reason to anticipate any particular falling off in the price of New Brunswick shingles later. The logging industry this winter, owing to the early and deep snow, will be considerably more owing to the enlarged territory. It looks like a perfectly safe proposition to figure the results.

WHAT GOVERNMENT WILL DO FOR CANADIAN PORTS

Hon. L. P. Brodeur Speaking at Banquet in Montreal, Outlines What Government is Prepared To Do For the St. Lawrence Route.

Speaking at a banquet in his honor given recently by the Montreal Harbor Commission, Hon. L. P. Brodeur said: "Without passing any reflection upon the old board, which did good work for the harbor, the government concluded to appoint three young and energetic men to undertake the direction of the harbor's affairs. The programme which the president has just presented to you is sufficient justification of the wisdom of our course. The plans he has outlined will call for a vast sum of money. But the credit of the commission is good with the government, and when they come to us for money they will not have much difficulty in getting sufficient for their needs. I shall always be glad to look into their plans and do all I can to further them, because the interests of the port of Montreal are not confined to this city—they concern the whole nation. But it is not enough to properly equip this harbor. We must also see to it that the transportation ways are so improved that all the western trade of this country will be brought here, instead of going by United States ports. We must do that not only for the sake of holding our own trade and making this port the good gateway of the continent to the Atlantic, but to improve its receipts, so as to help pay the interest on the vast sums that must be spent on the port. Today one-third of Canada's western trade is going via Montreal and two-thirds via Buffalo and other United States ports. That must not be. The other two-thirds of our transportation interests must work to see that this Canadian trade reaches the ocean through Canadian channels. Mr. Brodeur went on to say that there has been much improvement in the handling of Canadian trade through our own ports, especially Montreal, as at the head of ocean and the foot of lake navigation. For instance, in 1906, our exports of wheat were only one-eighth of what had gone to the ocean by Canadian routes, the rest going by United States channels. "Why should we not," he continued, "make the necessary improvements all along the line to ensure that the whole of this vast trade shall in future go via the St. Lawrence channel, and the head of ocean, especially Montreal, as at the head of ocean and the foot of lake navigation? Why not carry this work up as far as Fort William, and make such improvements to that port, and so equip it with rebreakers that it can keep open as long and handle traffic as well as Duluth? To further ensure the use of Canadian routes we are also building a canal elevator at Port Colborne, which should prove of material assistance in bringing wheat to Montreal. "It has been said that our Canadian ports are very expensive. That is not the case. The port of Montreal is not dearer than the port of New York—on the contrary, it is cheaper. For instance, where it costs 1-1/2 there it only costs 58 of a cent here. The position of Montreal is such, owing to the government's policy, that it gets money for 3 per cent, where at New York they have to pay from 5 to 10 per cent. Mr. Brodeur declared that the government intended to carry on the work of improving the St. Lawrence channel with as much vigor as the improvement of this port, and that the necessary accommodations for the big vessels, but to secure a reduction in the insurance discrimination, which at present so much retards the Canadian shipping trade, being here 25 cents per hundred dollars as compared with 12-1/2 from New York. When the programme of the government was carried out he considered that there would no longer be any excuse for that discrimination, against which the Canadian shipping interests had fought in vain. As a result of what had been already accomplished during the whole of last year the accidents between Montreal and Quebec had not amounted to \$1,000—a record of which the Canadian public might justly be proud. "Nor are we going to stop for one moment," he continued, "the government will not spare any money necessary to make the St. Lawrence shipping route the finest and safest channel possible. We recognize the necessity of this work in the interests of the whole country, and I may tell you that in order to prevent such accidents as some time ago occurred to the Victorian, we have just made a contract with the Bell Telephone Company for the installation of a telephone service; at the request of a number of shippers, who represented to us that such accidents could be prevented if we installed on shore a telegraph or telephone service for the use of shippers. "The government is thoroughly alert in this matter, and I can assure you that I not only appreciate your presence here today, but that I and the government shall be ready at all times to meet representatives of the shipping interests and give the fullest consideration to their requests."

BRITISH RULE IS SUPREME

Remarkably Conciliatory Speech Delivered by General Botha, the New Transvaal Premier.

(Montreal Witness.) General Botha's first public speech in his capacity of Premier of the Transvaal, delivered at Pretoria, on Saturday, contains an outline of principles and of policy which will be received with the greatest satisfaction by the people of Great Britain and all the colonies. In terms remarkably clear and simple, he defined the situation created by the war, and stated the course his government intends to pursue. British supremacy, he declared, will be safer in the hands of the Boers than in those of cosmopolitan capitalists. The questions of the flag and of supremacy having been settled for all time, both are now outside politics, and the concern of the colonial government is with domestic affairs. This clears the ground of all ambiguities and will lead to the acceptance in good faith of General Botha's further statement that "Having got free government, our natural desire is, and our sole endeavor will be, so to govern that this country shall prosper and the two races be drawn together. At Vereeniging I signed the treaty of peace. I then solemnly accepted what is so dear to you—your King and your flag. They are now our King and our flag." Nothing could be more straightforward and satisfactory than this. It proves the wisdom of the Liberal British government in granting a constitution and the right of self-government to the colony. It also proves the correctness of the estimate formed of the loyalty and political sagacity of the Boers under their altered circumstances. General Botha's references to the mining interests were equally remarkable for common sense. Those interests will be protected. They are not regarded with hostility, the only determination being that the men who run the mines shall not control the government of the country. This is sound political doctrine, in view of the fact that the mining companies are largely composed of non-resident foreigners, whose main object is to make all the money they can without regard to the future of the colony. The elections show that this is the stand taken by the bona fide settlers, and the Botha administration may be depended on to maintain it. No less satisfactory is what the general said concerning the language and education questions, on both of which he expressed his intention to pursue a just and liberal policy. To accept the principle that English shall be the compulsory language, and, in the matter of education, he is prepared to work on the lines of the compromise already agreed upon with representatives of the British government. He wants to work in harmony with the Liberals of Great Britain, whom he regards as the best friends of the Transvaal, and he adds the assurance that the party he leads will do nothing that is purely British in its intention, but will be a just and liberal policy that could be written to the long and embittered content between Boer and Briton in South Africa.

OUR Alteration Sale

will give the public a chance to avoid the advanced prices on Spring goods for 1907.

See Announcement of Sale Today on Page 2.

WILCOX BROS. Dock St. and Market Square.

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 McMillan's Dypespsia Cure PREPARED AND SOLD ONLY BY W. J. McMillin, Druggist, 625 Main St. Phone 980. St. John, N. B.

SING LEE, 532 Main Street, North End. Phone, 641-48. Estimates Furnished and Contracts undertaken for all kinds of ELECTRICAL WORK. Best Materials and Superior Workmanship. The Vaughan Electric Company LIMITED. Telephone 319. 94 Germain St. Fire and Marine Insurance, Connecticut Fire Insurance Co., Boston Insurance Company, VROOM & ARNOLD, 140 Prince Wm. Street, - Agents.

ABANDONS THE LIGHTING PLAN

Safety Board Decides Not to Put Electric Light in City Building This Year.

At a special meeting of the safety board yesterday afternoon it was decided not to proceed with the work of wiring the public buildings during the present civic year. There was considerable doubt as to the relative expense of gas and electric lighting and an amendment to try an experiment in one of the engine houses was voted down. Director Wisely stated that under the present arrangement gas was costing about \$800 a year. He estimated electric light would cost \$1,600. Alderman Baxter criticized the director for not bringing in information of this kind earlier. The director—'Well, I don't think I was asked.' Ald. Baxter—'Should our officials wait to be asked those things? Isn't it their duty to know? Here we have engaged an architect, had plans prepared, called for tenders, submitted them to the council, had them sent back here and now receive the information we ought to have started with.' The chairman said the matter had been before the board again and again, and objections were now being made at the last minute. H. H. Mott, the architect, gave particulars as to the number of lights and switches it was proposed to place in the buildings. There was a total of 207 lights and 33 switches. He explained that 10 candle power lamps would be more expensive than gas but those of eight candle power, which it was proposed to use, would be slightly cheaper. After considerable discussion it was decided to pay the architect's bill and allow matters to remain as at present for this year. BAPTIST FOREIGN MISSIONS The United Baptist foreign mission board met yesterday, when it was decided to appeal to the larger Sunday schools to contribute towards the expenses of the board. A number of letters were read from missionaries in the field describing their annual conferences at Vizi-a-Nagran at which plans for future work were discussed. Reports of the work done, which it was said showed satisfactory progress along the whole line, were submitted. Arrangements are being made to hold a meeting of representatives of Baptist churches and colts workers employed in the mills of the Mahoning and Shewanago Valleys at Cleveland, O., when demands will be made for an eight-hour day.

Sale Positively Ends Saturday, March 9th.

Hundreds of men are showing a keen appreciation of this sale and buying liberally—some are buying for immediate use—others for next season's needs. This sale began last Thursday, and the volume of business has been growing larger every day. Remember, it is the Oak Hall grade of clothing that is being sold at such a substantial reduction—this means that you get reliable fabrics, accurate cutting, thorough tailoring and good style. Every garment in the sale was manufactured with the expectation that it would bring the full price—we can't reproduce the stock for anything like what we are willing to take for it now.

Table with 2 columns: Item and Price. Includes Boys' Two-Piece Suits, Boys' Three-Piece Suits, Men's Overcoats, and Men's Suits.

IF YOU HAVEN'T A NEED NOW, BUY FOR NEXT SEASON. IT WILL BE A GOOD INVESTMENT.

Oak Hall Branch, 695 Main St. SCOVIL BROS. LIMITED, ST. JOHN, N. B.