

THE EVENING TIMES, ST. JOHN, N. B., THURSDAY, JANUARY 13, 1909

7

EVERY OVER-
COAT MUST GO
TO REALIZE
CASH.

Determination Sale!

LADIES' SUITS
AND SKIRTS
AT YOUR OWN
PRICES.

At the Parisian Store 47 Brussels Street St. John, N. B.

A DETERMINATION SALE! Ever hear of one? We call it a Determination Sale because we are determined to carry over no winter goods, if cut prices will move them, especially after stock-taking; profit is lost sight of. This is your month, you get the profits. Don't think about this sale too long, we can keep it going but a short time.

It's a Thrifty Man's and Woman's Opportunity.

Cut Prices All Over the Store, and We Are Determined, Fully Determined, That Winter Wearables Must Go. Come, get your share of the Good Things

Sale Starts Friday, January 14th, at 9 a.m.

And Lasts 10 Days and 10 Days Only--Entire Stock Must Go.

TIME'S UP--and every article in Men's, Women's and Children's Clothing and Furnishings must leave our store at once.

We are going to shivel the prices on piles of seasonable merchandise, so that every dollar bill will appear to be of twice its ordinary value. The Sale opens with a great bargain broadside all along the line. Come and enjoy mixing with the buying throngs, and save BIG, HARD, ROUND DOLLARS. HERE'S HOW WE PROPOSE GETTING IT:

MEN'S SUITS

MEN'S TWEED SUITS, regular \$10.00, now selling at . . . \$4.98
MEN'S BLACK CHEVROT SUITS, regular \$10.00, now . . . \$4.48
MEN'S BLACK CLAY WORSTED SUITS, also Blue, regular \$15.00, now . . . 9.98
MEN'S WORSTEDS in Fancy Stripes, etc., regular \$15.00, \$18.00, now . . . 9.98
TOP SHIRTS, TIES, UNDERWEAR, HOSIERY, BRACES, ETC., ETC., at 33 per cent less than usual prices.

MEN'S OVERCOATS OUT THEY GO

MEN'S OVERCOATS, \$20.00 and \$10.00 now selling at . . . \$4.98
MEN'S FANCY OVERCOATS, College Collars, regular \$10.00 and \$12.00, now \$5.98
MEN'S BLACK MELTON AND BEAVER OVERCOATS, regular \$15.00 and \$18.00, now \$7.98 and \$9.98 to clear.

Ladies' Furs at Away Below Cost to Clear at Once

MEN'S PANTS

AT YOUR OWN PRICES

MEN'S HEAVY TWEED PANTS, regular \$1.25 and \$1.50, now . . . 80c.
MEN'S FANCY WORSTED PANTS, regular \$3.00 to \$3.50, now . . . \$1.79
MEN'S \$2.00 PANTS, nice for evening wear, . . . \$1.19
MEN'S HAIRLINE PANTS, now . . . \$1.19
MEN'S HEAVY BANNOCKBURN ALL WOOL PANTS, regular \$3.00, now . . . \$1.80
COME JOIN IN THIS GREAT FEAST AND BE HAPPY.

LADIES' CUSTOM-MADE SUITS

LADIES' BLACK, BLUE AND BROWN VICUNA SUITS, regular \$15.00, now \$8.48
LADIES' VENETIAN TAILOR-MADE SUITS, latest spring and fall styles, all shades, regular \$18.00 and \$20.00, now . . . \$12.89

CHILDREN'S COATS

In all Styles and Shades do Suit all Youngsters at 50 per cent. less than prices.

LADIES' WINTER COATS

LADIES' COATS in Heavy Tweeds, semi or loose fitting, regular \$10.00, \$12.00 now selling . . . \$6.48
DRY GOODS AND LADIES' FURNISHINGS AT WHOLESALE PRICES.

LADIES' WINTER COATS

LADIES' COATS in Black and Brown Beaver, latest styles--Best of trimmings, regular \$12.00 and \$15.00, and \$18.00, now selling . . . 9.98
LADIES' COATS in Fancy Mixed Tweeds, new styles, regular \$8.00 to \$10.00, now . . . \$5.48

LADIES' SKIRTS

LADIES' SKIRTS in Dark and Light Greys, all sizes, regular \$2.50, now . . . \$1.19
LADIES' SKIRTS in Black, Blue, and Brown Vicunas, styles to suit all; regular \$3.00, \$4.00 and \$5.00, now . . . \$1.48, \$2.19 and \$3.48
CHILDREN'S AND MISSES SKIRTS AT HALF PRICES.

EVERYTHING IN THIS STORE IS MARKED TO SELL and if low cut prices will do it, we are sure this stock will go. Get here early and get first choice.

DON'T FORGET THE PLACE

THE PARISIAN STORE 47 Brussels Street St. John, N. B.

MR. PUGSLEY'S SUIT FOR ACCOUNTING

Fredericton, Jan. 12--The bill of complaint in the case in the supreme court of equity that Hon. William Pugsley has brought against the directors of the New Brunswick Coal & Railway Company, arising out of the report of the royal commission of the affairs of the company, has been filed by W. B. Wallace, K. C. The papers set out that Mr. Pugsley asks that an account be taken of the receipts and expenditures of the company, and also of the proceeds of debentures, bonds, etc., for moneys guaranteed by the province and of the dealings of the company. The commission's report, the bill sets out, found \$134,033.35 of the company's money unaccounted for. Mr. Pugsley, in this bill, claims that the commissioners have only allowed disbursements for interest of \$26,234.63 on the cost of the construction of the line of railway from Chipman to Minville, to about Jan. 1, 1904, and \$68,770.65 as interest paid by the province subsequent to July 1, 1905, from which two amounts \$18,035.28 were deducted, making the total allowance for interest about \$92,000.

He also claims that the commissioners have omitted from their report all interest upon the cost of the Central railway down to July 1, 1905, and upon the improvements thereon and upon other legitimate disbursements and also interest upon the losses entailed by the company down to July 1, 1905, when it was taken over by the government and interest upon moneys borrowed for the purpose of construction of the new line between Jan. 14, 1901 and July 1, 1905, and that the commissioners have also omitted from the disbursement \$38,749.97 paid for the Central railway in addition to the amount alleged by them. The claim is also made that "certain other amounts legitimately and properly expended" have also been omitted.

Mr. Pugsley in his bill charges that the amounts referred to above should be charged to disbursements of the company and that the plaintiff believes that if an account would equal the receipts and there would be no unaccounted balance as alleged in the report of the commissioners. The bill of complaint also sets forth that while the commissioners state in their report that it appears conclusively from the evidence that \$250,000 of the three per cent debentures had been guaranteed on behalf of the province up to Aug. 6, 1903, a large portion of these debentures were really unguaranteed, that they were cancelled and the mortgage securing the sum was discharged.

Mr. Pugsley also asks for an accounting on the ground that there has never been an accounting between the officers and the directors of the company.

The case that has been instituted in the

supreme court of equity by the Royal Trust Company for the foreclosure of a mortgage for \$440,000 and interest for the past ten years against the Alexander Gibson Railway & Manufacturing Company, is really one of the preliminary steps towards a transfer of the company's property and business. The case is brought for the purpose of placing the present owners of the Gibson business in a position to more readily be given a good title to the immense business and extensive lumber property when the time arrives in the near future.

That a transfer of this property will take place when the case in the equity court is completed is another statement which was made officially this morning. But until the case is disposed of there cannot be any transfer made. When the transfer of the property takes place the new owners will in all likelihood be American capitalists, possibly representing one of the large pulp and paper interests of the United States and a change of ownership of the business will mean a great boom for the town of Marysville and elsewhere affected. They will pay something like \$2,400,000 or more and will secure one of the most valuable lumber properties in Eastern Canada.

A number of American lawyers and others have been here of late in connection with Gibson Company's business and these include R. W. Shea, a Boston lawyer, and W. H. Melaney, another resident of Boston, who were here this week and left only last evening for Montreal, it is said.

The second annual dance of the season will be held in Keith's this evening. Mrs. W. M. Mackay, Mrs. J. D. Hazen, Mrs. J. R. Inches, Mrs. George W. Jones, and Mrs. George F. Smith are the chairwomen. Music will be furnished by an orchestra under the direction of Alfred E. Jones.

Mr. Edmund Assels, New Carlisle, Que., writes: "I feel it my duty to let you know of the great cure I have obtained by using Doan's Kidney Pills. I was troubled with my kidneys for two years. I tried a doctor, but he failed to help me. I read in the B.B.B. Almanac about Doan's Kidney Pills, and began using them, and after the first box began to feel better. I only used four boxes and they completely cured me. I am very thankful to have found so speedy a cure, and would advise everyone suffering from kidney disease to try them."

Perhaps no other organs are 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. It may have been in the system for some time. There may have been backache, swelling of the feet and ankles, disturbances of the urinary organs, such as brick dust deposit in the urine, highly colored, scanty or cloudy urine, bladder pains, frequent or suppressed urination, burning sensation when urinating, etc.

Do not neglect any of these symptoms, for, if neglected they will eventually lead to Bright's Disease, Dropsy and Diabetes.

Price 50 cents per box, or 3 boxes for \$1.25, at all dealers or The F. Milburn Co., Limited, Toronto.

In ordering specify "Doan's"

MORNING LOCALS

J. D. Vincent has been appointed business manager of the Frank White Catering Co. in succession to Frank White, resigned. He was formerly caterer to the Austrian court and was also engaged by Sir Thomas Lipton to open his tea houses in Paris. More recently Mr. Vincent was manager of the Prince of Wales Hotel, Liverpool, Eng.

A provincial government to act as provincial horticulturist. He has had seven years experience in Ontario. There are now thirty students studying at the Truro Agricultural College, from this province.

It is rumored that Dennis O. Bourgeois, police magistrate at St. Leonard's, will be appointed registrar of deeds in Madawaska, vacated by the death of H. Madeau, which occurred last Monday.

The summer residence at Renfrew belonging to J. W. Hornbrook, was destroyed by fire late last night. A large barn was saved by the people in the vicinity. The house was valued at about \$1,200.

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The annual meeting of the Sunday school committee of the U. of E. Institute was held last night, and at it the following were appointed for the coming year: Superintendent home department, Rev. Craig Nichols; primary department, Miss Jarvis; missionary department, W. A. Steiger; Bible class department, Rev. G. A. Kolring; teacher training department, M. D. Brown.

In the circuit court tomorrow afternoon, the case of James Ross, farmer, of St. Stephen, vs. the Commercial Fire Insurance Co., an action to recover \$1,600 in insurance by the plaintiff for the loss of property by fire, will be tried before Judge Barry. Hon. W. C. Haren, Grimmer, K. C., and Dr. L. A. Currier, K. C., will appear for the plaintiff, and Messrs. Barnhill, Fering & Sanford for the defendant company.

At a meeting of the ferry committee yesterday it was decided to continue the piling between the Magee wharf and the east side docks. An inspection of the wharf and vicinity was made.

Fred W. Taylor, of Weldon & McLean, said last evening that Miles Brothers, of New York, whom his firm represented in their suit against Adam Bell, would appeal from the decision of the circuit court by which Mr. Bell was given a verdict for \$295.

The Munro Wire Works, a six story building in Winnipeg, was burned yesterday by a loss of \$75,000 to \$100,000. There was little insurance.

There was another break in the cotton market in New York yesterday and the price declined \$3.50 a bale. There has been a drop of 66.40 during the week.

SHIPPING OUTLOOK ON PACIFIC

Never a Year of Such Development as the New Year Promises

IN ALL BRANCHES

Ferry, Coast and Deep Water Service to be Vastly Increased is the Report That Comes From Victoria--Vessels We Know

Victoria, B. C., Jan. 11--This year will see the greatest shipping development in the history of the port of Victoria. Not only will the coasting fleet be greatly increased, but big additions will be made to the ocean lines and the home navy will have its beginnings at Esquimalt where the naval stations will be given over to the Dominion from the Imperial government. New wharves are to be built, harbor improvements carried out, and other developments are anticipated. The long-pending settlement of the pelagic sealing question is expected to be reached before the year is midday. In the whaling industry the addition of four whalers is expected and a new station will be opened at the south of Queen Charlottes. The whalers are expected to have a busy year, and it is not improbable that there will be considerable development in this industry. British shipbuilders in anticipation of the naval construction on the coast, and perhaps, the location of a floating dock at Esquimalt.

Unprecedented Advance

In no year since the old Beaver paddled into the harbor with its old-time fleet and scattered Indian villages set about the frontier city that was Victoria then, has there been anything like the advance in the shipping and kindred industries that is to be this year. A new Princess line, probably a two-funnelled steel twin screw steamer with speed of 17 knots, is to come in June for the Victoria-Vancouver night run. The steamer Princess Victoria, and Princess Charlotte, far in advance of any vessels in similar services of this continent, the steamer Prince Rupert of G. T. P., a new three-funnelled liner modelled recently to them with certain improvements recently launched and expected here in April, and the steamer Puri, operated on the Indian coast until recently purchased by the Mackenzie Steamship Company, will be operated on the Victoria-Seattle-Vancouver route. The steamers Trojans and Chippewa are scheduled to return on this run, and probably a new steel steamer for which plans have been prepared, named the Sioux, will be used. The service to be given to local ports from Victoria this year will be by some of

siderable margin the best ever given, and will make those oldtimers who remember the days of the old George E. Starr, Utopia and such craft once utilized in this service, sit up and take notice.

Development in Northern Trade

In the northern trade there will be great development. The three-funnelled liner Prince George, a sister vessel of the Prince Rupert, will run to Prince Rupert for the G. T. P., and the Princess May, Princess Royal, Princess Beatrice and Amur, probably another will run there for the C. R. P. The Princess May and Princess Royal continuing to Skagway, and the Amur to the Queen Charlotte Islands. With the Vador and St. Denis, the Bosworth Steamship Company will have its new steamer Venture built at Old Kilpatrick on the Clyde to replace the former Venture. This vessel will leave England shortly. The Union Steamship Company will add the steamer Chemainus, building at Dublin, to its fleet running to the northern port, consisting of the Cariboo, Camoun, Cowichan, Cuse and others. The Coast Steamship Company, which has been formed at Vancouver, has bought the steamer Petrina, a new vessel which is on the way out from Liverpool, and another vessel is to follow to be used in the northern trade. The Rupert City and Henrietta will also be operated by the Mackenzie Steamship Company.

There will be a good service between the ports of northern British Columbia and Victoria, one or more sailings a day each way to Prince Rupert, and the consequent development of the northern coast. The G. T. P. company has purchased the steamer Bruno at Hull and this vessel is to leave shortly for this coast to be operated from Prince Rupert to Naas, Stewart and Queen Charlotte islands ports and negotiations are expected to be concluded shortly for another steamer. The steamer Alaskan, that was once the steam schooner Mischief operated from Victoria to the west coast of Vancouver Island many years ago, will also be used by Prince Rupert to the Queen Charlotte Islands, running to Massett, the centre of a growing district at the north. Several other steamers are expected to operate from Prince Rupert.

Two-Shipping Outlook

For the growing trade from Victoria to Nanaimo, Comox, and the islands, the C. P. R. is having constructed in England a steel twin screw steamer of the Charter type which will be ready to start service, replacing the City of Nanaimo early in the year. It is not improbable, too, that arrangements will be made to resume the service to the Fraser river during the year.

Whalers and Fishing Fleet

In the whaling and fishing business big development is also anticipated. The British Columbia Packers' association, having decided to enter into the halibut business, is bringing the steam trawler Roman from Liverpool and she is to be followed by four or five other steamers which are to be purchased as a fishing fleet for the big corporation which has heretofore confined its activities to the operation of salmon canneries on the Fraser, Skeena, Rivers Inlet and other northern waterways. For the first time since the exploitation of the northern British Columbia fishing grounds began--carried on mostly in the past by United States fishing craft--there was something like an efficient fishery protection service in northern waters during last year and this is to be improved during the year with the result that incentive is given to British Columbia fishing companies to

add to their services. The Pacific Fisheries Company which operates the steamer Kingway and a station at Selwyn Inlet, Queen Charlotte Islands is to bring out another vessel. Other developments in the fishing fleets are also anticipated.

The Pacific Whaling Company, which has operated the steam whalers Orion and St. Lawrence with success from the stations at Sechart and Kyquot, where about 600 whales were taken last season, is adding two other whaling steamers, one of which was purchased at St. John's, Newfoundland, and is on the way here by way of the Straits of Magellan, while the other built in sections in Norway is being shipped to Victoria to be put together here. These vessels will be utilized with the Orion and St. Lawrence off the west coast of Vancouver Island. Two other whalers will be secured for service from the station to be established near Rote Spit at the south of the Queen Charlotte Islands, which will be in connection with the west coast stations. It is anticipated by some, although no announcement has been made in this regard, that a steam tender will be secured by the whaling company during the year to carry supplies to the stations and bring oil to Victoria for shipment to Glasgow by the Blue Funnel boats.

Sealing May End

In the sealing industry there will be developments also; but of another kind. The United States government has for many years been seeking to put an end to pelagic sealing.

A few weeks ago arrangements were entered into between Canada, United States, Russia and Japan for a conference to be held this summer at which it is anticipated an arrangement will be made to bring pelagic sealing to an end under some arrangement suitable to the interested nations.

The general belief is that this will be the last year of pelagic sealing. Yearly the fleet has been dwindling and last year there were but five schooners at sea from Victoria. Two have gone out now, and three others are expected to go, making another small fleet for this year. Whether the order for cessation of the sealing at sea will come before the Bering Sea season begins in August is unknown, but it is generally expected that this will be the last year of sealing at sea. The general expectation of waterfront men, however, is that if sealing is stopped there will be a greater development of deep sea fishing, and it will not be improbable that a cod fishing industry will be started in Victoria.

Trans-Pacific Trade

Second only to the development of the coastwise steamship trade during this year will be the development of the ocean service, notably in the transpacific trade. Several lines are to be improved. It is expected that announcements will be made early in the year regarding extensive improvements to the C. P. R. service to the Orient. Rumors in this regard have been many.

It was announced from London recently that the Allan line steamers were to be taken over by the C. P. R. and the turbine steamers Victorian and Virginian sent to the Pacific to run from Victoria to Hong Kong and long ago Sir Thomas Shaughnessy announced that the C. P. R. liners Empress of Britain and Empress of Ireland to the Pacific. The transfer will follow the improvement of the Atlantic line, and in this connection the Liverpool Journal of recent date says "The Canadian Pacific Railway Company are credited with the intention of placing faster steamers on the Atlantic in connection with the transcontinental service." The Bank line, operated by An-

derdon & Co., with a traffic arrangement with the C. P. R. under the agency of Frank Waterhouse & Co., will add the 11,000 ton steamers Origo and Lucerne to its line in which the Aymette, Suvetic and Komoro will also be operated. These steamers built at the Russell yards at Glasgow will have saloon passenger accommodation for 200 passengers and will be modern liners in every respect, fitted with wireless apparatus. The steamer Proteus has been added to the Blue Funnel line, and will leave Liverpool in a few days.

The completion of the Grand Trunk Pacific road has already made arrangements for steamers to run on the Atlantic, the turbine liners Cairo and Helopolis leave at the Fairfield yards being remodelled for the service to Halifax and Montreal and when the steel rails are laid to Bayville Sound a fleet of steamers will be placed on the Pacific under the British flag, while the arrival of G. T. P. trunks at Prince Rupert will synchronize with the establishment of another transportation line flying the flag of the G. T. P. The development of British shipping on the Pacific will be greater than that of the United States now being represented in the transpacific trade from the North Pacific by the Great Britain, the Nippon Yusen kaisha line of four steamers and the Osaka Shosen kaisha which have six steamers in service this year.

Esquimaux

The beginning of Canada's navy will date from this year and before the year is old Esquimaux will begin to resume its oldtime activity as a naval station. H. M. S. Rainbow which has been bought at a cost of \$250,000 by the Canadian government will be the first vessel to come, pending the construction of two cruisers of the Bristol class, will be brought to Esquimaux early in the year soon after the station is transferred from Great Britain to Canada. Rear Admiral Kingsmill, the deputy minister of marine, and Col. Anderson, chief engineer of marine, are expected to come early in the year to take over the naval yard, and reconstructed will begin immediately. A superintendent engineer has been appointed and a large number of applications have been made for that post. H. M. S. Algerine and Shearwater are to remain on the station and H. M. S. Egeria will continue hydrographic work until next year, when she will be sold.

It is expected that the marine and fisheries fleet will be transferred to Esquimaux and a space will be set aside there as a buoy station. Efforts will be made also during the year to secure the construction of a much-wanted additional lighthouse tender. At present several chartered steamers are used.

With the naval development there will be increased shipbuilding and it is anticipated that other shipbuilders will be attracted to Esquimaux to compete for this work with the Hull yards, already the best in the west, and others.

At a meeting of the Carleton county council yesterday a resolution was passed to be forwarded to Premiers Hazen and Laurier, requesting the immediate construction of the St. John Valley Railway. The minimum rate of twenty cents on every \$100 valuation for road work, as provided by the act, was increased to twenty-five cents in Aberdeen.

Newfoundland was prosperous in 1908. A statement shows an estimated surplus of \$250,000 against a deficit of \$150,000 for the previous fiscal year.