



MEN'S AND YOUTH'S NATTY SUITS

We have something very natty in Men's Brown Suits, also Black and Blue. The price runs from \$12.00 to \$22.00. We also have some Black and Blue, also Brown, the prices of which run from \$9.00 to \$11.00. We carry more stock nicer patterns and sell more suits than any store in town. The reason is this, we have 17 years experience in the manufacturing of clothing, we buy the Best we sell at a living profit, a man once with us never leaves us. We don't fear T. EATON'S for one moment. We have EATON'S skinned a mile, not on cheap goods, but on Reliable honest goods. We have people tell us every day that our Children's suits can't be beat any where. What everybody says must be true. Give us a call.

L. B. McMURDO, NEWCASTLE

Now is the time to get your Supplies for Spring HOUSE CLEANING

Whitewash, Kalsomine, Scrubbing Brushes
and Brooms. Whiting, Kalsomine,
Alabastine, Liquid Veneer, Metal Polish,
Gold Dust, Klenszine, Old Dutch
Cleanser, Asepto, Pearline, White Wave,
Sapolio, Bon Ami, etc., etc.
CHURCH'S ALABASTINE, 40c per pkg.

GEO STABLES. THE PEOPLE'S GROCER.

Massey-Harris FARM MACHINERY

of all kinds.

Also a full stock of

McLaughlin Carriages,

Best on the market.

Gould, Shapley & Muir Co's Gasoline Engines.

DRIVING HARNESS.

Our stock of the above articles is complete and up-to-date, and our prices are within reach of all.

F. H. Gough's Blacksmith Shop,
NEWCASTLE, N. B.

STEEL RANGES.

Cast Ranges and Cook Stoves. Thirty different styles and sizes, which makes a very large and handsome variety to choose from in price from **Nine to Fifty Dollars.**

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SPECIALIST

Diseases of Eye, Ear and Throat.

Office of the late J. H. Morrison

St John N. B.

BOOM NOTICE

Any parties having logs coming into the North West Boom will please hand in their marks to

WM. A. BRYENTON, Boom Master.

Redbank, N. B., Ap. 14, 1909. 3wks. pd.

There are some things we should remember to forget.

A VETERAN'S STORY. George Lewis, of Shamokin, Pa., writes: "I am eighty years of age. I have been troubled with Catarrh for fifty years, and in my time have used a great many catarrh cures, but never had any relief until I used Dr. Agnew's Catarrh Powder. One box cured me completely." 50 cents. Sold by A. E. SHAW'S Pharmacy. 23



HOLDEN'S COMEDIANS.

Holden's Comedians, the jolly company who will offer "Pike's Peak" at the Newcastle Opera House on Saturday evening, May 1st, enjoy this clever comedy as much, if not more, than their auditors. This, in itself, is an evidence of the mirth provoking qualities of this clever play and keeps up the bright, crisp, rapid fire wit in a manner that insures an ideal performance. Laugh follows laugh, as funny complications and climaxes, ludicrous situations and pleasing and popular specialties flow along with the story in never-ending delight until the final curtain when tired nature finds sweet repose in smiling faces, that have lived two hours and a half in an atmosphere of mirth, music and song. The prices will be 25c, 50c, and \$1.00. Reserved seats on sale at Shaw's drug store.

In the Italian army all cavalry regiments are supplied with carrier pigeons, which are used for the transmission of information during all their military manoeuvres in camp. Young cavalry officers go through a course of instruction on the training of pigeons for military purposes at the Pignoral college.

Pure Maple Cream

To our numerous customers who are waiting for our PURE MAPLE CREAM, we would say we have just received an invoice of 247 lbs. of this delicious article; although the wholesale price has taken a jump our price will be the same as before.

Follansbee & Co.,
Public Square NEWCASTLE

In the Local Legislature

Fredericton, April 19. — The House of Assembly went into committee to consider the bill in aid of the development of THE GLOUCESTER IRON DEPOSITS.

MR. BYRNE of Gloucester said that while he wished to give the Drummond Co. every encouragement, he objected to the clause of the bill which fixed the royalty of 50 cents for a term of 80 years. He thought the provision was altogether too liberal. In other mining leases issued by the government there was a provision that the royalty could be increased or diminished at the will of the government, and he thought such provision should have been retained in the leases issued to the Drummond company. Eighty years was a long time, longer than any member of the House would live to see, and the House ought not to legislate so far in the future. He was in accord with guaranteeing the lands for the railway but did not approve of the royalty clause. He would be a bold man who would arise in the House and move that the stumpage on lumber from Crown lands be fixed at a dollar and a quarter per thousand for a period of eighty years. All knew that increased demands were made from year to year upon the revenue of the province, and that demand would have to be met in some way. No further increase could be looked for from Dominion subsidies, and the resources of the province must contribute to meet the demand.

After a period of twenty years, the Drummond Co. ought to be in a position to pay a royalty of 10c per ton. It would be much better and wiser to fix a period of twenty years for a royalty of 5c per ton, and if at the end of that time the prospects of the enterprise were not realized, the same royalty could be extended for the further period of twenty years, whereas if the company met with the success looked for, it would be in a position to pay a larger royalty into the revenue of the province. He thought also that provision should be put in the bill that the company should erect smelting works and coke ovens.

MR. CURRIE of Restigouche agreed with Mr. Byrne.

MR. TWEEDALE of Victoria said that the history of iron mining everywhere showed it was not a speculative enterprise, and there was no doubt that the iron deposits in this province were superior in both quantity and quality. It was very desirable that the company be given every encouragement and assistance for establishing this industry, and there was a possibility of going too far and that possibility had been just pointed out. The House should bear in mind that the company had in connection with their enterprise, a magnificent water power that could be utilized and in giving them a merely nominal royalty for eighty years was going too far. In the past grave mistakes had been made in the administration of the Crown lands of the province and many thousands of acres of the most valuable timber lands in the province were almost given away. It was hard to-day to realize how it was possible for the legislature of those days to make such serious mistakes. It was not safe to legislate so far ahead as this bill proposed to go, and he did not see what justification the government could have for granting such concessions. If these mines proved as profitable as was expected, they should contribute to the revenue of the province.

The royalty clause of the bill was passed without amendment. When the section giving the company privilege of erecting a dam in the Nepisiquit river, was under discussion, Mr. Byrne enquired if it was the intention of the government to make the company pay for the privilege of using the water power?

Hon. Mr. Hazen said that was done in the case of the company which erected a dam in the Aroostook river, and he had no objection to inserting a similar provision in the bill under discussion. In fact, there was already a clause

giving the governor in council power to make and enforce regulations for carrying on the work, and he thought that would permit them to impose a rental fee if thought advisable.

Mr. Byrne enquired if there was any provision that a fair wage be paid to laborers employed in building the railway.

Hon. Mr. Hazen said it was not a government work, and it would therefore be pretty difficult for the government to enforce a regulation of that kind. As a matter of fact it was impossible to get natives of the province to do railway building, and on both the Transcontinental and International railways it was necessary to bring in foreigner labor, the demand for which ensured fair wages being paid. The government was considering the advisability of inserting a clause in all contracts for government work that a fair wage should be paid laborers employed on such work.

The bill was agreed to.

HON. MR. HAZEN introduced a bill to assist in the prevention and cure of tuberculosis. It empowered the Government to appoint a commission, probably seven medical men who would serve without remuneration, to enquire into and report upon the best means for the prevention and cure of tuberculosis and the bill authorized the Lieutenant Governor-in-Council to expend not exceeding \$15,000 to carry out the recommendations of the commission.

Fredericton, April 20. — The bill to authorize Moncton to establish a light and water commission passed.

Fredericton, April 21. — In committee to-day the House recommended the passing of the bill authorizing town of Sackville to exempt the Enterprise foundry and other industries from taxation, etc.

A compromise was reached on the St. John assessment bill. All incomes under \$300 are to be exempt except a poll tax of \$5, with the right to vote. Incomes from \$400 to \$900 were exempted of \$200 and the poll tax on such and higher incomes was fixed at \$2.00 extra. All persons who wish to vote must pay all taxes fourteen days before civic elections.

The bill to incorporate the Bathurst Skating and Curling Club Rink Co. was recommended.

FREDERICTON, April 21. — One of the most important matters introduced into the legislature today was that which increases the salaries of the chief commissioner and surveyor general and placing them on the same footing as that of the attorney general and provincial secretary.

The latter receives \$2,000 per year each, while the former's salary was \$1,700 each.

There is no increase in the salaries of the general's salary mentioned, though the opinion is general that he is entitled to the same.

This evening instead of holding a regular session of the legislature, the assembly room was given up to a meeting of the committee on municipal politics. The Tobique Pulp Co. bill was further considered. Mr. Finlayson, representing the Marine department, Ottawa, addressed the committee, strongly opposing the bill on the grounds that it would interfere with fishing rights.

He was questioned at length by Mr. Powell. The committee, through its chairman, announced that they would go into private consideration tomorrow morning.

FREDERICTON, April 22. — In the legislature today, after Mr. Currie made a motion for the correspondence between the Government and Sheriff Stewart of Restigouche regarding appointments and dismissals in Restigouche, he spoke at some length, asserting that Sheriff Stewart acted in partisan spirit in administering his office.

Hon. Mr. Hazen in reply, challenged Mr. Currie or any member to make a charge against Mr. Stewart. Such would be fully investigated. He said Mr. Currie could have access to all Mr. Stewart's correspondence with the government.

(Continued on page 5.)

IMPORTANT CHANGE ON I. R. C.

General Managership Abolished
and Board of Control
Established

OF FOUR MEMBERS.

Mr. Pottinger, One of the New
Board, Deputy Minister Butlers,
Chairman

Moncton, April 21. — The I.R.C. has been abolished. The important change that has been made in the history of the management of the railway system is that it is now managed by the Hon. G. P. Graham, Minister of Railways.

A board of management of four members has been created which will have full control of the operation, maintenance, traffic and other departments of the intercolonial and Prince Edward Island Railways.

THE BOARD'S PERSONNEL.

It consists of Mr. Matthew J. Butler, Deputy Minister of Railways, who has been appointed Chairman; Mr. D. Pottinger, general manager of the system; Mr. E. Tiffin, general traffic manager; and Mr. Frank P. Brady, who until a few months ago was general superintendent of the C. P. R. Lake Superior division.

These appointments have been made by the Cabinet, and approved by the Governor-General-in-Council, and the board will at once assume jurisdiction over the system.

The position of general manager had since 1891 by Mr. Pottinger is, of course, now abolished and the duties of his office will be continued in those of the new board.

Mr. Graham states that the board will be given a free hand in all matters pertaining to the management, which will be conducted on business principles and without political interference of any kind so far as the discharge of its duties and exercise of its functions are concerned.

The minister pointed out with much clearness and evident care to a reporter that the new authority is a board of management, and not a commission, thus differing from the commissions who have jurisdiction over the railways owned by the various states in the Australian Commonwealth. The board will hold periodical meetings at which all matters affecting the system and its relations with the public will be considered. These will be held more frequently than once a month. Every month the board is required to submit a report to the Minister, who will then be able to keep the government informed as to the progress of the system.

Large questions of policy, extensions and additions to equipment—all improvements of great magnitude—as distinct from those that come within the routine account in ordinary railway working, will be determined by the government.

It is impossible until the board takes up the diversified threads of management to describe its work specifically and in detail. Such matters as passenger and freight rates, the service of trains, the appointments of staffs and employees, will be subject to its approval and authority.

Each member of the board will have his own particular sphere over which he will exercise constant supervision. Mr. Butler as chairman, will be the executive head, and being a trained and practical engineer, he will devote special personal attention to matters pertaining to construction. He will continue as at present, to have his official headquarters in Ottawa.

The other three members of the board will have their offices at Moncton. The positions will correspond, so far as individual authority goes, to the vice-presidencies of the company's railways.

Mr. Pottinger, for example, will have charge of the audit, the stores and the pensions branches.

Mr. Tiffin will continue as at present to have direction of the traffic, both passenger and freight.

Mr. Brady will take care of operation and maintenance.

When differences of opinion arise between these departmental chiefs, the question at issue will go before the chairman, whose ruling, like that of a railway president, is final.

Such, in brief is the scheme, so far as the details have been worked out. It is believed that the system will be found to have the qualities of flexibility, strength and thoroughness that are necessary to make the railways a success as regards the character of the service and the cost to the general taxpayer.