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We have now a great assortment of Hats and Caps and judging from what we are selling we are satisfied that we have the Best that money can produce. Our \$2.00 Stiff Hat the finest only weighs 4 oz. It is without a question the best value in town. Other makes \$1.00 and \$1.25.

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Black Fedoras... \$1.00, \$1.50, \$2.00.
In caps we have at least 3 doz. different lines and Prices range from 15c. to \$1.50.

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The Cash Clothing Store. Store Open Evenings.

A Snap in Linen Collars.
Ladies' and Children's Collars Half Price.
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WHAT CROMER LEAVES BEHIND

(Mail and Empire.)

Lord Cromer's career, more than that of any public man of his generation, gives point to Kipling's famous phrase, "The White Man's Burden." He is retiring after a lifetime spent in the service of Egypt, and although his falling health is the ostensible reason, and although it has been officially stated that his relations with the Liberal government are friendly, it is to be remembered that he is not the first great proconsul to step down and out since the Campbell-Bannerman government became the director of British affairs. That there is in training another diplomat, at once such a sagacious political adviser and such financial expert, may be doubted. From Cromer to any one else approved by the Little Englanders will be a descent.

GREAT MEN LEAVE.

Miller is gone from South Africa, and Curzon from India. Lugard leaves the West Coast, and it is openly hinted that Durand's resignation from Washington was primarily due to his insistence upon British and Canadian rights. The greatest of them all is Cromer, for, though he may lack Milner's brilliancy, he has put a crown upon his work that Milner was not able to do. He stuck to his post, and toiled with cheap and brittle tools, but in the end he can point to modern Egypt as the work of his hands, a work built upon as sure foundations as the pyramids themselves, but now threatened with destruction by the academic theories of a government of parish Radicals. If Cromer was laying down his sceptre at a time when there was not a rebellious subject in the realm he could be welcomed to his well earned rest; but his retirement comes at a time when the Egyptian situation is more ominous than it has been for years.

EGYPT FOR EGYPTIANS.

"Egypt for the Egyptians" is the cry that comes from Cairo, a cry that if it has any meaning at all it is a defiance of British rule. Instead of it being sternly checked or treated with the tolerant contempt of Hyde Park ravings, it is taken up and enthusiastically re-echoed by a noisy section of British public men. The cry of "South Africa for the Dutch" was heard by these gentlemen, and we have their answering shout in the Transvaal constitution. "Ireland for the Irish" will soon be answered, and they cheerfully listen to "India for the Hindoes and Mohammedans," even a shout of "Canada for the United States" would leave them admirably open for further information. In all this they are consistent enough, for their basic principle is anti-imperialism. They believe that Englishmen should confine themselves to problems that concern England alone, and leave the other parts of the empire to drift into independence or annexation, or revert to savagery, as they please.

THE LITTLE ENGLANDERS.

The loudest exponents of this doctrine are Messrs. W. T. Stead, Lloyd-George, M. P., and J. M. Robertson, M. P. The last is recognized both in England and in Egypt as the foremost champion of the Egyptian, who groans under the heel of the British tyrant. On the platform and in the press he has attacked the British Administration in Egypt from Lord Cromer down. That he has libeled it is not too much to say. Fortunately, the Liberal Foreign Minister, Sir Edward Grey, is not a little Englishman, and he defended Cromer with such eloquence and vigor that, theoretically, Mr. Robertson was annihilated. Practically, Mr. Robertson remains as pert and vicious as ever; but instead of writing to the London press, he actually writes to the Cairo Standard, a native paper that is the organ of the Nationalist movement, and the property of the avowed anti-imperialist, Mr. Robertson's ravings cannot hurt Great Britain in Egypt any more than the writings of Mr. Stead hurt Great Britain in South Africa. Nevertheless, they are dangerous.

THE DANGER.

Mr. Stead and Mr. Lloyd-George made the Boers understand that the people of Great Britain were at heart opposed to the war, and would never consent to hostilities. The war once started, they encouraged the Boers with predictions of European intervention. Relying upon this misinformation, the Boer War was begun, and continued. That something of the same kind may occur in Egypt is quite possible.

THE KHEDIVÉ'S INTERVIEW.

Only a few days ago the Khedive gave an interview to a French newspaper man, which, a few years ago, might have resulted in an Anglo-French complication. Fortunately, the entire mass impossible friction between the two powers, but friction between the Khedive and the British

COMMERCIAL

WALL STREET.

NEW YORK, April 17.—The opening dealings in stocks were quiet and prices were generally higher. There were a few scattered losses, however, and the higher level of the first prices was not well held. American Smelting and American Locomotive rose a point and U. S. Steel, Reading, N. Y. Amalg. and Distillers securities, large fractions. C. P. declined 1/2. The market opened irregular.

NEW YORK STOCK QUOTATIONS.

Chicago Market Report and New York Cotton Market.

(Furnished by D. C. Clinch, Banker and Broker)

St. John, N. B., April 17.

Amalg. Copper	100	94	90%
Anacosta	100	61 1/2	61 1/2
Am. Sugar Refs.	100	124	124
Am. Smelt and Mfg.	100	131	130 1/4
Am. Car Foundry	100	36 3/4	37
Atchafalaya	100	93 1/2	94 1/2
Am. Locomotive	100	63 1/2	63 1/2
Brook. Rpd. Tr. Co.	100	124 1/2	124 1/2
Ches. and Ohio	100	99	99 1/2
Can. Pac. Ry.	100	41 1/2	42 1/2
Chl. and G. West.	100	134 1/2	134 1/2
Colo. F. and Iron	100	35 1/2	35 1/2
Erie	100	23 1/2	24
Erie, First pd.	100	52 1/2	52 1/2
Erie, second	100	21 1/2	21 1/2
Gen. Sigsbee	100	36 1/2	35 1/2
Louis. and Nashville	100	116	116 1/2
Missouri Pacific	100	118 1/2	118 1/2
N. Y. Central	100	113 1/2	113 1/2
Ont. and Western	100	38	38
Pacific Mail	100	92 1/2	92 1/2
Pho. C. and Gas	100	92	92
Reading	100	106 1/2	106 1/2
Steel	100	29 1/2	29 1/2
Pennsylvania	100	21 1/2	21 1/2
Rock Island	100	21 1/2	21 1/2
St. Paul	100	134 1/2	134 1/2
Southern Ry.	100	21	21 1/2
Southern Pacific	100	85 1/2	85 1/2
Northern Pacific	100	130 1/2	130 1/2
National Lead	100	61 1/2	61 1/2
Union Pacific	100	74 1/2	74 1/2
U. S. Steel	100	37 1/2	37 1/2
U. S. Steel, pd.	100	100 1/2	100 1/2

Total sales in New York yesterday, 657,000 shares.

CHICAGO MARKET REPORT.

Tues. Wed.

May corn	47	47 1/2	47
Wheat	78	78 1/2	77 1/2
oats	43 1/2	43 1/2	43 1/2
pork	15.87	15.87	15.87
July corn	47 1/2	47	47
Wheat	80 1/2	81	80
oats	40 1/2	40 1/2	40 1/2
pork	15.92	15.90	15.90

MONTREAL QUOTATIONS.

Tues. Wed.

Dom. Coal	58 1/2	58 1/2	58 1/2
Dom. Iron and Steel	104 1/2	104 1/2	104 1/2
Dom. I. and S. pd.	50 1/2	50 1/2	50 1/2
Nova Scotia Steel	71 1/2	71 1/2	71 1/2
C. P. R.	117 1/2	117 1/2	117 1/2
Twin City	43 1/2	43 1/2	43 1/2
Mt. Royal	92 1/2	91 1/2	91 1/2
Rich. and Ont. Nav.	76 1/2	76 1/2	76 1/2
Del. United	74	73 1/2	73 1/2
Toronto Steel Ry.	106 1/2	106 1/2	106 1/2

NEW YORK COTTON MARKET.

Tues. Wed.

May	9.74	9.70	9.69
July	9.74	9.71	9.69
October	10.04	9.97	9.97
December	10.12	10.09	10.09

ACCEPTS A CHALLENGE

FROM ENGLISH SWIMMER

NEW YORK, April 17.—C. M. Daniels, of the New York A. C., yesterday accepted a challenge from Henry Taylor, the latter being the long champion of England. Taylor is supposed to be one of the world's fastest swimmers from a quarter to half mile. The match will take place at Eastbury, Sept. 1, where most of the English salt water championships are held.

THE DEATH ROLL.

BUFFALO, April 17.—Samuel Star McRea last evening at his apartments in the Berkeley Johnstone Park developed an attack of pneumonia and his death was announced at 10 o'clock. McRea was in his sixty-second year, born in Brockville, Ontario. Surviving Mrs. McRea are his wife and four sons, the latter including W. Stuart McRea of British Columbia.

McRea was for the past several years engaged in the customs brokerage business. Previous to this he had entered the employ of the Grand Trunk Railway and had the position of freight agent for 15 years.

TOO LATE FOR CLASSIFICATION

ROOMS TO LET—Furnished rooms at 29 Bedford street. 17-4

TO LET—By the year or for summer only, part of house at Brookville. Also cottage for summer. H. ADAMS, Telephone 81. 17-4

WANTED—Workers on Men's Pants

and overalls, to take home. Steady work given. D. ASKINS AND CO., 29 Dock Street. 17-4

WANTED—Self-contained house

22 Mecklenburg street. Six rooms, gas, bath, hot and cold water, hot air furnace, concrete cellar. Apply on premises. 17-4

Warm Your Lungs,

Soothe Your Throat.

with that grateful cough-breaker and cold killer

DR. WHITE'S Honey Balm

25c. at all druggists

CANADA'S WEALTH

IN MINERAL DEPOSITS

An Abundance of Different Forms of Iron Ore

Causes of the Hitherto Slow Development in Most Districts—Scarcity of Coal in Some Places

That the iron ore deposits of the Dominion are destined to become immensely valuable goes without saying, but the assertion that their titanic character has thus far rendered them valueless is calculated to convey a wrong impression. There are many ores of iron in the Dominion, and also in the Province of Quebec, besides the titanite kind, which chiefly occurs in the Laurentian range. We have also an abundance of the magnetic or black oxide of iron, which is the richest of the iron ores and which is found in the neighborhood of Three Rivers. We have also plenty of red and brown hematite, the latter known as bog iron. Notable deposits of the latter exist in the neighborhood of Three Rivers, where it has been worked since the early days of the colony under French rule, and also near Drummondville. And there is no doubt that the red hematite, which enters so largely into the composition of the iron and steel manufactured at Sydney, C. B., and which is taken from Newfoundland, in the vicinity of Belle Isle, will also be found on our own coast in the same neighborhood. It is therefore erroneous to pretend that the development of our iron resources has been retarded by their titanic quality. Unquestionably the presence of titanite acid in the ore found behind Bale St. Paul and ignorance of the very way of treating them had much, if not all, to do with the failure to attempt hitherto made to realize them and to cause other deposits of the same kind to be regarded as valueless. But neither this drawback nor the absence of coal can be held to account for the hitherto slow development except at Sydney and the "boos" of the many other ore iron districts which possess in abundance. The simple fact is that the world's consumption of iron and steel has increased so much within the last 25 years that it is necessary to stimulate the discovery and utilization of other deposits in all directions. It also explains why attention is turning once more to the titanite ore. In their case the difficulty of treating or reducing them by the hitherto known methods has been practically insuperable, being aggravated so far as we are concerned in this region by the absence of coal. But if this difficulty can be electrically, as is claimed, it is unquestionably that we are on the eve of a great development of iron and steel-making in this section of Canada, and that we will largely benefit by the revival. Not only will Bale St. Paul, but all through the Laurentian Mountains, north and east of Quebec, there are immense masses of titanite iron awaiting utilization. In fact, titanite iron is the characteristic mineral of this mountain region in Canada, and it is produced in unlimited amount with the aid of our abundant water-powers, it can be successfully and economically treated, and we have enough of the raw material in this region to supply iron and steel to the whole world for centuries to come.

DEPARTMENT STORE IN MILWAUKEE BURNED

MILWAUKEE, April 17.—Fire starting early this morning on the top of the Kroeger Bros. department store in downtown Milwaukee, destroyed the building and caused a loss aggregating \$150,000. The fire was confined to the top floor, but the entire stock of goods in the structure, valued at nearly \$500,000, was seriously damaged by water.

CANADA'S WATERWAYS

AND HIS DAY'S WORK WAS DONE

Strong Demand for the Improvement of Interior Channels of Transportation

With the rapid increase of recent years in the grain crops of western Canada, says Canada, is fully realized that, in addition to more adequate railway transport, the Dominion must also improve its facilities for navigation through the Great Lakes and the St. Lawrence Canal system, so that the wheat yield of Manitoba, Saskatchewan and Alberta, may find its natural outlet at Canadian, rather than United States ports on the Atlantic seaboard. Twenty-eight boards of trade, voicing the sentiment of business men from Sydney to Vancouver, have joined in a request that the Dominion government should widen and deepen the Welland Canal to twenty feet, and have been given to understand that this will be done as soon as the money required for the purpose is available. When this link between Lake Ontario and Lake Erie was enlarged thirty years ago by the Mackenzie government, it was thought that its capacity would be equal to all the requirements of the future, but for years past it has been apparent that if Montreal, the natural entrepot of this trade, is to hold its own against Buffalo and other United States ports, not only the Welland, but the whole St. Lawrence canal system must be considerably enlarged. The enormous expenditure already made on the Great Lakes canal system will be in vain unless these channels of commerce are kept abreast of the growing requirements of Canada's commercial life.

RUMOR OF ANOTHER TRANSCONTINENTAL

Which Will Join the Yukon With Hudson Bay

And Will Reduce Distance Between Liverpool and Yokohama, 2,700 Miles

The New York World publishes the following story of a new alleged railroad proposition for the far North-West of Canada.

An important addition to the transcontinental lines of railroad is about to be built by a secretary. He is the founder of the new undertaking, the York and London millionaires. The road will operate between Port Simpson, on the British Columbia Coast, and Churchill, on Hudson Bay.

The proposed road, which is announced as a certainty, will shorten the route from Liverpool to Yokohama, 2,700 miles. It will be 800 miles north of any other transcontinental line, and will open up one of the richest farming and mining countries in the world.

The Port Simpson and Eastern Railroad Company, which is to build the road is capitalized at \$100,000,000. David B. May, former special agent of the United States Department of the Interior in Alaska, is secretary. He spent sixteen years in the great North-West investigating the possibilities of a railroad, and it may be said that he is the founder of the new undertaking. Mr. May lives in Seattle, Wash., but is at present stopping at the Waldorf-Astoria. He came to New York to consult with the capitalists who have agreed to finance the scheme.

"I have always believed that the plan was feasible, but I had great trouble in convincing people that the North-Western country is warm and fertile," said Mr. May. "The country has been little explored, and most people believe it to be cold and barren. It is just the opposite. The land, and the Japan current makes it almost tropical. I have never seen such crops of wheat as are raised in the North-West. The country is also wonderfully rich in minerals, and there are millions of tons of fine asphalt.

"Our road will be 1,450 miles long. We expect to run trains from Port Simpson to Churchill in from thirty to thirty-five hours. The country is also obtained terminal facilities at both places, and in six days expect to have our surveys at work.

"The road will supply an almost direct route from Liverpool to Yokohama. From Liverpool to Churchill the distance is 3,325 miles. It is 1,450 miles from Port Simpson to Yokohama, 4,445 miles. That will be our route compared to the following of other transcontinental routes:—Liverpool to New York, 3,405 miles, New York to San Francisco, 3,380 miles, San Francisco to Yokohama, 5,140 miles. It is thus seen that we save 2,768 miles to travel.

"It would also like to state that Hudson Bay is open to navigation seven months in the year, and not frozen over most of the time, as is generally believed. We can contract for two steamers capable of carrying 25,000 tons to run from Port Simpson to Yokohama, and have as a line will be established from Liverpool to Churchill.

"The country in this road expects to develop has 500,000 square miles of the best wheat land on the face of the earth. Fifty hundreds to the acre are taken of the farms.

"Another advantage we have over other transportation lines is that the Rocky Mountains in Canada are not so high as they are in the south. Where we cross the highest point is 2,400 feet, as compared to from 8,000 to 7,000 feet where other roads cross.

Furs Stored and Insured

We Store and Insure All Kinds of Furs during the Summer Months Against Fire and Moths. WE have the Largest and Best Facilities for this work in the Province. We have Moth Proofrooms Used for this work only. We will call for YOUR FURS if you telephone us. Telephone Main 558.

D. MAGEE'S SONS,

63 King Street.

MANUFACTURING FURRIERS.

N. B.—We suggest having repairs and alterations done during the summer.

Good Packed Butter

23c. Per Pound.

4 Quarts Best White Beans..... 25c.
10 lbs. Choice Onions..... 25c.
A few tubs Good Packed Butter at 21c. lb., by the tub. Also Ham, Fresh Eggs, Evaporated Apples, Prunes, Oranges and Bananas cheap for cash at

ROBERTSON & CO., 652, 654 St. John, N. B.

Telephone 541—Ring 11

ELECTIONS

Following are the corrected results in yesterday's elections:

Hoolley	500	9
Long	409	23
Fox	371	47
Linton	335	29
Dean	161	73

TOTALS.

Hoolley	509
Long	435
Fox	407
Linton	355
Dean	249

The three first named are thus elected.

THE NEW COUNCIL

MAYOR	EDWARD SEARS.
ALDERMEN-AT-LARGE	JAMES H. FRINK, J. KING KELLEY, TIMOTHY T. LANTALUM, J. L. MCGOWAN.
GUYS	WILLIAM D. BASKIN.
BROOKS	JOHN B. BAXTER.
SYDNEY	VILLIAM LEWIS.
DUKES	J. W. VANWART.
KINGS	JOSEPH B. HAMM.
PRINCE	JAMES SPROUL.
VICTORIA	HENRY H. PICKETT, JOHN WILLET.
LANDSDOWNE	E. M. SPRAGG.
LORNE	ISAIAH W. HOLDER.
STANLEY	JOHN MCGOLDRICK.
WELLINGTON	WILLIAM A. CHRISTIE.
QUEENS	JOSEPH BULLOCK.

IN THE COUNTY

LANCASTER PARISH.	Fairville	Lorneville	Fairville	Lorneville.			
AT LARGE	Frank	Lantallum	Lochhart	McGowan	Kelley	Allan	Hunter
GUYS	273	102	214	277	291	253	69
BROOKS	118	78	139	79	109	71	27
STANLEY	59	88	89	67	48	11	11
LORNE	207	146	181	228	217	159	65
LANDSDOWNE	193	153	152	155	228	183	69
VICTORIA	214	197	149	123	246	108	51
DUFFERIN	265	124	188	214	251	108	78
WELLINGTON	202	241	189	208	151	135	69
PRINCE	193	190	102	161	137	129	54
KINGS	173	171	111	109	124	96	45
QUEENS	295	184	174	197	188	130	128
DUKES	267	131	124	167	152	69	73
SYDNEY	78	78	59	75	84	31	31
TOTALS	2759	1914	1837	2056	2236	1531	752

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PERSONALS

Mrs. Harry Myles Saunders, (nee Thomas) will receive her friends Thursday afternoon and evening, April 18th at 4 Haymarket Square. Charles Daney, formerly proprietor of the Park Hotel, and Mrs. Daney have returned to the city from an extended visit to Boston.