

PEOPLE'S THEATRE TONIGHT

A Biblical Masterpiece

Pathe' Freres
Film Dart

THE PASSION PLAY

Beautifully
Hand Colored

--O R--

The Life Of Christ

A reverent motion picture life story of Jesus of Nazareth, an exact reproduction of the Famous "Passion Play" as produced in Oberammergau, Bavaria; every ten years, this is the latest version—comprising Four Reels—Pronounced by Pulpit and Press, as the Greatest Film ever produced. Once seen never forgotten

By the way

This subject is in great demand, so great in fact that the manager of this Theatre had to speak for it last January, the cost is enormous, to produce therefore the rentals are far in excess of the ordinary run of everyday films or features; OUR ADMISSION—therefore will be advanced during the PASSION PLAY ONLY.

It will be years before you will have this opportunity again, take advantage of that now offered you. You will agree with us it is worth double our price of admission.

Musical Portion

The musical portion of the programme is an additional feature, Mr. Bob Delay and Miss Grace Holcomb having charge of the selections that will be sung during the rendering of the films on the screen—Singing such old favourites as "The Holy City" "The Palms" "Nazareth" and Nevins' "Rosary"

Mrs. Tomjins, the talented pianist has arranged especially suitable settings for the instrumental section, which will be rendered in her own inimitable style.

Coloring, etc

Pathe Freres are recognized as the greatest producers of Motion Photography in the World, they were the first in the field—THEY KNOW HOW, and their artists are the best in the world.

This subject is beautifully colored throughout, the Artist taking the part of Our Saviour devotes his entire life to this part, it is handed down from generation to generation, being played once every ten years, as an act of Thanksgiving, for deliverance from the Black Plague, which scourged Europe in 15th century.

Reserved Seat Section 25 cents

You will yield yourself unreservedly to the influence of the occasion and come away from the representation with the feeling that the transactions in Our Lord's Life have been brought nearer to YOU.

Admission to all
20 cents

First Show Starts
7.45 Second Show 9 o'clock

Be in Your Seats
On Time

Doors Open
7 o'clock sharp

THE EASTERN GUARDIAN

"IT PAYS to buy in this Province... THE MORNING DAILY Guardian can be obtained at H. J. Mabon's Drugstore, Souris.

"F. G. JORDAN is Guardian agent in Souris. His office phone is 5.

"THE MORNING DAILY Guardian can be obtained at W. A. Johnston's, Montague.

"T. GORDON IVES is Guardian agent in Montague. His office phone is 18, and residence phone 20.

"SUBSCRIBERS should renew a week or two before the time they have paid for has expired and thus not miss an issue, as all papers are discontinued promptly on expiry date.

"AN INVITATION.—Rev. E. A. Wightman of Souris, has received a unanimous invitation to the pastorate of the Methodist Church at Bathurst, New Brunswick. It is understood that Mr. Wightman has accepted the invitation subject to the approval of conference. Bathurst is one of the oldest and most desirable charges in the conference. Mr. Wightman's translation from Souris will not take place till July next.

"CONCERT.—During Easter week, "Star of the East," Mission Band gave a splendid Easter concert in the Souris Methodist Church. Despite the stormy night a good audience was out. Most of the performers were little children and all did most excellently. A silver collection of over seven dollars was given. Recently in the same church a union service was held in commemoration of the Livingstone Centennial. Apart from the ministers a number of others contributed to the interest of the occasion.

SIR WILLIAM WHITE FATHER OF MODERN NAVY.

Sir William White, K. C. B., "father of our modern Navy," who died last week, was a "self-made" man. Born in Devonport in 1845, he started work as a shipwright apprentice in the dockyard. After a spell of study at the Royal School of Naval Architecture, he was appointed to the staff of the Chief Constructor at Whitehall, and at the age of twenty-two became confidential assistant to Sir Edward Reed, with his foot well fixed on the ladder of promotion. In 1881, when only thirty-six years of age, he was promoted to the rank of Chief Constructor—the highest rank in the Corps of Royal Naval Constructors.

In 1888, Sir William White received an offer from the heads of the great Elswick firm to move to Newcastle and organize the warship building department that they were then about to establish. He was naturally not disposed to refuse such an opportunity of showing what he could

"ONE CENT per word each insertion for advertising in this column. Cash must accompany order. Minimum charge twenty-five cents.

"WARNING to packers and fishermen. We have already booked orders for over forty motor-boats and have two-thirds of them completed. We would strongly advise all intending purchasers to place their orders at once and avoid the rush at the last moment. L. & N. Paquet, builders, Souris.

do as an independent warship designer. Consequently he left Whitehall, as he thought for the last time, and proceeded to Newcastle. Thus it happened that while he was in the North, he designed and superintended the building of warships for China, Japan, Italy, and Spain—for the latter country the cruisers Isla de Cuba and Isla de Luxon—while the Americans bought some of his designs, from which to build ships in the United States.

In 1885 Sir Nathaniel Barnaby, the then Chief Constructor to the Admiralty, fell ill, and Sir William White was asked to undertake the designing of the ships included in the great epoch-making scheme introduced by Lord George Hamilton. The result of the negotiations was that Sir William White returned to the Admiralty with a new title. His predecessors had been only Chief Constructors; he had the added title of Assistant Controller of the Navy. It was in this way that the great constructor ceased to design warships for the foreign Powers who were, and are now, counted among the customers of the Elswick firm, and turned his attention to the patriotic task of building up the British Navy.

With the return of Sir William White to the scene of his early career began a new page in the long history of the Navy, and it was a more crowded page than any of those which had gone before. During the previous fifteen years the average amount annually spent on new ships had been only £1,500,000, yet the Government had the courage to bring in the Naval Defence Act, pledging the country to an expenditure of nearly £23,000,000 for new ships. Sir William White threw himself into his new duties with the energy of a hard worker in the prime of life. He was the responsible designer of all the 70 ships of the Naval Defence Act, and after those were finished he designed more than as many again. His genius proved fully equal to the occasion, as, except for the want of speed occasioned by a faulty type of boiler in the smallest class (the torpedo gun-boats) the whole of the vessels under the Defence Act were an unqualified success.

The total amount spent or voted for ships of war while Sir William White was in office could not be far short of £120,000,000, for which the architect's fee, if assessed at 5 per cent, would be £6,000,000, and yet Sir William retired into private life a comparatively poor man. No one

had ever created a whole fleet before, of his own bat, so to speak, as Sir William White did in a period of less than fourteen years, for he did not take over his onerous duties until 1885, and even then he remained a consultant of the Admiralty, so long as any of the ships he had commenced remained unfinished.

Owing to ill-health, Sir W. White's career at the Admiralty came to an end on February 1, 1902, when he resigned. At an age—he was fifty-six—when he should have had many years of activity still before him for the exercise of his great talents, he felt it his duty—not his inclination—to give up the work in which his life's interest had been centred. In recognition of his exceptional services to the Navy, he was awarded by Parliament a special grant of money.

CLOSING LIQUOR HOUSES.

NEW YORK, April 1.—Following Mayor Gaynor's orders suspending the all night liquor business the Police visited all the upper Broadway all night restaurants at one o'clock this morning and forced them to close.

ALWAYS CONSULT THE RED DIRECTORY.

It is surprising the large number of people in St. John's who, when they want to inquire about the Morning Daily Guardian or subscribe to it, ask Central for the News phone No. 132-3, instead of 132-2, or when they want to inquire about advertising ask Central for the Subscription phone No. 132-2, or for the News phone No. 133, instead of 132-3, or when they want the News or Editorial Department ask Central for the Subscription phone No. 132-2, or the Advertising phone No. 132-3, instead of 133, although all those departments and their respective phone numbers are plainly given in the telephone book. Some people, instead of looking at the book, even phone one what number to ask for to get another department. All this is a great waste of time on the part of the person phoning, the operator in the Central, and the clerk in the department wrongly phoned. The news stand, on an upper floor, cannot give the necessary information about either advertising or subscriptions, nor the advertising staff about subscriptions or news, nor the subscription staff about advertising or news. In other words the clerks know and can do but their own work in their own departments, and if it were otherwise they would be continually running from one department to another, up stairs and down, mixing work, wearing themselves out and causing the greatest possible confusion. On and after 6 p. m. daily it is useless to ask for any phone numbers except 132 and 133. Patrons who consult their phone books for the numbers they really want will greatly lessen the work of the patient Central telephone and Guardian clerks and thus help make their lives much brighter and hap-

A HANDSOME SHOWING.

At this season of the year the need of a tailored suit appeals to every lady who wishes to be well dressed, in fact no wardrobe is complete without one.

The choice of cloths and dress goods made by Paton & Co., and especially displayed today gives an excellent idea of the weaves and textures most worn in the leading cities abroad.

Diagonals and Bedford cords, in fact all kinds of goods, are most popular and large ranges are shown while the tweeds and serges hold their place as fashion's leaders.

Gracefully arranged, and in many cases draped to show the effect, samples of Paton's extensive range is out for inspection in the main store where choice can be made at no great inconvenience to any one.

The color scheme this year is bright in the extreme and the most contrasting shades find favor.

They have lovely new tweeds in a variety of colours and patterns, just the thing for an all round suit, 54 inches wide from \$1.75 to \$2.25 per yard.

New wulpecords, serviceable as well as stylish, in navy, turquoise, delft, blue, Copenhagen, green, red, gray, black, brown and slate at \$1.10 to \$1.38 per yard.

Black and white whipcords, something chic and up-to-date, 54 inches \$1.35 to \$1.25 per yard.

Bedford cords, the latest cry from the world of fashion, in tan, navy, gray, black and cream, 54 inches, \$1.65 per yard at Patons.

Something extra smart in a tan and white stripe Bedford cord at \$1.85 per yard.

The old reliable "Hygrade Broadcloth" in all the newest shades, tan, brown, grey, taupe, green, anethyst, plum, red, navy, black and blutte 54 inches wide \$1.75 per yard.

Light weight cloaking for the fashionable Johnny coat in the most pleasing shades and weaves \$1.75 to \$2.25 per yard.

White serge with black hairline stripe 54 inches \$1.35 per yard.

The old reliable poplins all shades 58c to \$1.75 per yard.

Navy serges from 65c to \$2.35 per yard.

Paton's serges cannot be beaten. Everyone is invited to call and see the special navy serge 54 inches wide from 95c per yard.

Another bargain in navy serge at 90c and yet another special at \$1.50 all 54 inches wide.

Everyone is invited today, Wednesday, April 2nd, and see the special showing of new spring goods and trimmings.

CHARLOTTETOWN MARKETS.

Corrected for every Wednesday and Saturday issue.

Oats (white) 3 1/2 to 40
Oats (black) 40 to 42
Fork 11 1/2
Straw, per ton 75.50 to \$6.50
Hay 70 to 75
Eggs, per doz. 19 to 22
Butter 27 to 28
Chicken (lb.) 13
Fowl (lb.) 12
Potatoes, per bus. 24 to 25
Turnips, per bus. 20 to 25
Cabbage (lb.) 3
Pelts 50 to 80
Hides 10
Calveskins 11
Lamb 12 to 16
Beef 10 to 16

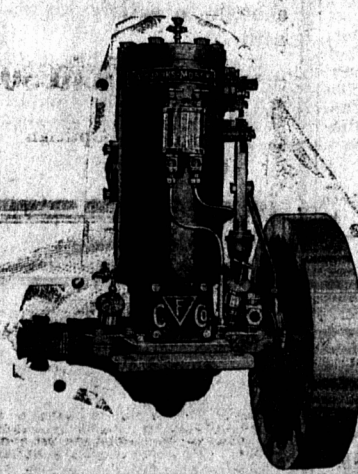
Beef (quarter) 7 to 10

MONTAGU MARKETS

Corrected for every Wednesday and Saturday issue.

Potatoes 25
Beets per doz. 12
Card, per W. 14 to 16
Beef (small) per lb. 8 to 10
Beef (quarter) per lb. 5 1/2 to 7
Pork 9 to 10
Lamb, per lb. (small) 10 to 14
Fowl 9 to 13
Mutton 8 to 12
Butter 24 to 26
Eggs, per doz. 18 to 22
Hay (Pressed) 40 to 42
Hay (Loose) 11 1/2 to 13 1/2
Pork 7 1/2 to 9 1/2

"Harmony" of Boston turns out two splendid French soaps Rose de Moi and Violet des Bois. These are of extra high quality, just the thing for particular ladies' soles, absolutely pure, richly scented and are beneficial and soothing to the skin. 25c. a cake at The Mackinnon Drug Co., Corner Great George and Kent Sts., Mt.



DO ALL MARINE ENGINES LOOK ALIKE TO YOU

You must remember that behind these apparently equal engines are

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- Unequal Companies
- Unequal Organizations
- Unequal Factories
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