

HYDE BRIBERY CASE AGAIN POSTPONED

New York, April 1.—When the case of Charles H. Hyde, a native of Truro, N. S., former city chamberlain, indicted for bribery in connection with the Carnegie Trust case, was called this morning, before Justice Davis in the Supreme Court, neither Hyde nor his counsel was present, and Justice Davis adjourned the case to one week from today. District Attorney Whitman said that he was ready to go to trial and explained that as Hyde was now out on parole, he desired the court to fix bail. Justice Davis declined to do this, and Hyde continues at liberty in the custody of his counsel.

THIS DATE IN HISTORY

APRIL 2.

1720—Joseph Dudley, governor of Massachusetts colony, died in Rosbury, Mass. Born there July 23, 1647.
1801—British fleet under Nelson bombarded Copenhagen.
1810—Marriage of Napoleon I and the Archduchess Maria Louisa of Austria.
1830—Survey made for laying out the City of Chicago.
1838—Leon Gambetta, French statesman, born. Died Dec. 31, 1882.
1844—The famous Fleet Prison in London abolished.
1865—Gen. Ambrose P. Hill, noted Confederate leader, killed in the assault on Petersburg. Born in Virginia in 1824.
1866—First issue of the Philadelphia "Evening Star."
1894—Coxey's "army" moving on Washington, reached Pittsburg.

Ladies of Culture and Refinement Use Salvia Hair Tonic. It makes the Hair Beautiful

At last a remedy has been discovered that will positively destroy this pest.
That Dandruff is caused by germs is accepted by every sensible person. Dandruff is the root of all hair evils.
SALVIA will kill the Dandruff germs and remove Dandruff in ten days, or money back.
Ryan guarantees it. It will grow hair, stop itching scalp, falling hair, and make the hair thick and abundant. It prevents hair from turning gray, and adds life and lustre.
SALVIA is a hair dressing that has become the favorite with women of taste and culture, who know the social value of beautiful hair. A large generous bottle costs only 50c. at leading druggists everywhere, and in Fredericton by Ryan. The word "SALVIA" (Latin for sage) is on every bottle.

MONTREAL YOUTH ACCIDENTALLY SHOT

Montreal, April 1.—Leaving Arthur Demontigny, a corpse on the railway track with his jaw and face shattered by a charge from a shotgun, and their companion in a dead faint grasping the gun which he had in his hand when it was accidentally discharged, three brothers named Richer, aged fourteen, fifteen and seventeen years respectively, ran in terror to their homes Saturday. Police after a two hours hunt, through the drifts and mud to the spot described to them, soon came upon the body of Demontigny, while sitting near just regaining his senses, was Fabre.

GRANDMOTHERS USED SAGE TEA

To Darken the Hair and Restore Gray and Faded Hair to its Natural Color

It is easier to preserve the color of the hair than to restore it, although it is possible to do both. Our grandmothers understood the secret. They made a "sage tea" and their dark, glossy hair long after middle life was due to this fact. Our mothers have gray hairs before they are fifty, but they are beginning to appreciate the wisdom of our grandmothers in using "sage tea" for their hair and are fast following suit.
The present generation has the advantage of the past in that it can get a ready-to-use preparation called Wyeth's Sage and Sulphur Hair Remedy. As a scalp tonic and color restorer this preparation is vastly superior to the ordinary "sage tea" made by our grandmothers.
The growth and beauty of the hair depends on a healthy condition of the scalp. Wyeth's Sage and Sulphur Hair Remedy quickly kills the dandruff germs which rob the hair of its life, color and lustre, makes the scalp clean and healthy, gives the hair strength, color and beauty and makes it grow.
Get a 50 cent bottle from your druggist today. He will give you money back if you are not satisfied after a fair trial. For sale and recommended by George Y. Dibble, Druggist, opposite City Hall.

CALLS ON MORINE TO RESIGN

Halifax, March 31.—The Halifax Herald, Conservative, in the course of a leading article on Mr. Carvell's speech criticizing the chairman of the public service commission, asks that Hon. A. B. Morine promptly send in his resignation. The Herald continues:
"However unfounded, malicious and antiquated the charges may be, and however triumphantly Mr. Morine may be able to refute them, the fact that such charges have been made in parliament against the chairman of the investigating commission unquestionably places the government in an embarrassing position."
"It would be very ridiculous for the head of the investigating commission to hold his position and continue his investigations into the character of others while his own character and public reputation is under investigation, or even questioned."
"And pending complete refutation of the charges made in parliament by Mr. Carvell, there is only one course open to Mr. Morine. Prompt resignation of his position will relieve Mr. Borden of embarrassment and render the country a service by thus facilitating the continuance of the investigations by a new man. This is the only course that will satisfy independent Conservatives and the country."
"And if, upon investigation, the charges are proven to be unfounded and malicious, Mr. Borden can show his appreciation of, and his personal faith in Mr. Morine and firmly establish him in public confidence by appointing him to some other equally effective service to the country and his party."
"Thousands of lives will be saved in the future in the opinion of the bureau of mines officials, by means of an oxygen pumping apparatus with which the bureau's workers during the last year restored to life more than thirty persons who had ceased breathing. By means of lung filling and emptying machine used by the bureau, oxygen is forced in, the poisonous gases drawn out and normal breathing is started."

ACCOMMODATE THE PEOPLE FIRST CONSIDERATION

The following is the Hansard report of the speech of Hon. George P. Graham, ex-Minister of Railways, in which he made an important announcement of the Liberal Party's policy on branch railways:

Mr. GRAHAM. In compliance with the urgent resolution introduced by my hon. friend who sits behind me, and so strongly supported by all the members of the Maritime Provinces; when preparing estimates for the beginning of this work of branch lines one of the first lines provided for was a line in the county at that time represented by the then leader of the Opposition, (Mr. Borden,) and also this line in the County of Guysborough, and particularly as the then leader of the Opposition referred to the Guysborough line as one that ought to be constructed, speaking at the same time of the splendid harbor at what is known as Country Harbor, and giving that as one of the reasons for proceeding with the work.

Mr. COCHRANE. If the surveys were equal in both cases, why did not the hon. gentleman go on with both lines?

NOT A QUESTION OF PAYING

Mr. GRAHAM. I have already said the surveys for a portion of the line were just as complete as for the other but there was a portion as to which there was not unanimity of opinion, and the contract for that portion could not be let until that difference was settled. As to the other portion there was no reason whatever for not proceeding with it. Now as to branch lines, it is all very well for us in some parts of Canada to sit down and say: "Branch lines, or a line of railway, must only be built where it will pay." That would be called business, but it is not business in every respect in all parts of Canada. Had the Ontario Government of a former time concluded that they could not build a railway except one that was sure to pay, what is known as the Temiskaming and Northern Ontario railway in this Province would never have been constructed. It was, I think true when that railway was first conceived there was in the northern part of this Province nothing like the wealth that has been discovered since, in fact friends of the hon. gentleman opposite threw cold water on that project as a Government scheme in the first place. It was conceived more as a road for the opening of the clay belt that was then known to be in that part of the Province and the unbounded wealth which has since been discovered was unknown at that time; and I say again, had the Ontario Government then in power, waited till they were sure that this road would be of such immense value as a railway, it would never have been constructed. But it is a fact in matter of transportation either by water or by rail that what people will, that these methods of transportation create, their own traffic, if there is anything in the way of natural products or artificial industry to assist them at all.

THE PROPER POLICY

Now take the branch lines again in the Maritime Provinces. It is a very large question. If the Government has to say that no branch lines shall be constructed, or no branch lines shall be taken over, except those that will pay interest on the investment, then there are few lines anywhere in the Maritime Provinces that can be taken over, and few that can be constructed. But does not the Dominion of Canada stand in a position where it ought to take another side of the question and keep another view in mind, and that is the accommodation of the people. It has often been said that the Intercolonial railway has not paid. Neither it has. But, Sir, my study of the Intercolonial railway and I have made some study during the last few years, is that it has been a good investment for the Dominion of Canada and has given us a service equal to any other road in this country and the people have had the benefit of that service. It is often said that the rich Province of Ontario has paid too much towards the keeping of the Intercolonial railway. I said not a bit of it. As a representative from the Province of Ontario, I say that during the past years, since Confederation, no province has reaped perhaps a greater indirect benefit that that province, through the running of the Intercolonial railway. It has served to carry our products from the west to the east, and our products from the seaboard to the west, and we in Ontario have had the benefit of the lower rates that have been in existence, not only on the Intercolonial railway, but on other roads because the Intercolonial railway was in existence as a government road.

ACCOMMODATE THE PEOPLE

I have come to this conclusion, after giving it some serious thought and I recommend it to my success or for what it is worth. In discussing the branch lines question—that is for construction, or lease, or purchase—THE FIRST OBJECT OUGHT

TO BE THE ACCOMMODATION OF THE PEOPLE WHO HAVE SETTLED WHERE THERE IS NO RAILWAY ACCOMMODATION. THERE ARE RAILWAYS NOW IN THE MARITIME PROVINCES ON THE VERGE OF CEASING OPERATIONS; SOME THAT WERE IN OPERATION HAVE CEASED OPERATIONS. I WOULD CONSIDER IT MY DUTY TO TAKE THOSE IN THE FIRST PLACE, BEFORE I WOULD TAKE THE ONES THAT WERE GIVING GOOD ACCOMMODATION TO THE PEOPLE.

Mr. COCHRANE. Why did you stop what we tried to do. I am trying now to discuss this matter without any political bias, and I hope my hon. friend will get into the same frame of mind, because I could put a political complexion on it, if I so desired. But this is for the benefit of the people, and not for the benefit of any political party. What has or has not been doing, is not the question now before this House, I was speaking of what I think ought to be the attitude of the government in approaching this branch lines question. For some months I did endeavor to come to an arrangement by which the majority of these lines, or a large number of them, might be taken over and placed under government control and government operation. I say frankly, not that I thought the government or the Intercolonial railway, for the present at least, would profit by that. But as a matter of fact, there is a profit side to it as well. While the Intercolonial might not at the present time profit by it from the business standpoint, the other view ought to be taken for a moment and that is, what might not the Intercolonial railway lose if some other roads secured these branch lines.

FAIR PLAY FOR THE EAST

Because, sooner or later, these branch lines will be absorbed by some railway in the Maritime Provinces and in Quebec. And if the Intercolonial railway is to keep the trade she has, she must not allow other railways to get possession of the branch lines. But that is diverging a little from the subject. What I want to say, and say strongly, is this: While we are aiding and building railways in the west—and properly so; it is our duty to give the people whom we are bringing into this country railway accommodation we ought not to forget that in the eastern part of Canada, we have families who have been there for many generations and who have had no railway but the trunk line of the Intercolonial railway; and, unless other railways are to be allowed to come in and take possession of these branch lines and build others, it is the duty of the government to see to it that the people of eastern Canada have proper railway accommodation, whether that investment gives any return to the country or not. I desire to make it clear that my opinion is that the first duty of the government is to give the people railway accommodation. If in doing so they can make a profit, well and good, but the making of a profit by building or leasing these lines ought to be the second consideration and the accommodation of the people the first.

The grant which the Federal Government is making to the different provinces in aid of agriculture and good roads is nothing more than a sop to the farmers to partly compensate them for the loss they have suffered by the defeat of reciprocity.

Suffered With Nerve Trouble For Two Years.

IT WAS IMPOSSIBLE FOR HIM TO SLEEP.

Diseases of the nervous system are very common. All the organs of the body may be sound while the nervous system alone may be diseased, therefore it is necessary for anyone suffering from any nervous trouble to procure a remedy which will at once quieten the nerves and build up the system.

Milburn's Heart and Nerve Pills will do this for you, providing you give them a fair trial.
Mr. Chas. W. Wood, Montreal, Que., writes:—"For two years I had suffered with nerve trouble, and it was impossible for me to sleep. It did not matter what time I went to bed, in the morning I was even worse than the night before. I consulted a doctor, and he gave me a tonic to take a half hour before going to bed. It was all right for a time, but the old trouble returned with greater force than before. One of the boys, who works with me, gave me half a box of Milburn's Heart and Nerve Pills. I took them and I got such satisfaction that I got another box, and before I finished it I could enjoy sleep from 10 p.m. until 6 a.m., and now feel good."

Milburn's Heart and Nerve Pills are 50 cents per box, or 3 boxes for \$1.25, at all dealers, or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

Classified Advs.

not exceeding one inch, one insertion, 25 cents; three insertions, 60 cents; one week \$1.00; one month \$3.00. Discount if paid in advance.

WANTED

WANTED—Three reliable men to act as salesmen for a large Canadian company. Quick promotion to right parties. Apply to "C" Daily Mail.

157-tf.

SALESMAN WANTED

Experienced clothing salesman wanted. Nothing but first class man need apply, with references.

162—

TO-LET

TO LET—A lady will rent for the summer months or perhaps longer, her well furnished home, with lawn and garden, on Waterloo Row. Barn if desired. Electric lights throughout and all modern fittings. Possession at any time. Apply to P. O. BOX 136, CITY.

161—April 2

TO LET—Large store in Howie Block, Queen Street, premises lately occupied by Bijou Theatre Co. Possession May 1. Apply to MRS. JAMES R. HOWIE.

160—April 2.

FOR SALE

FOR SALE—One house on Church Street; also hotel St. Mary's. For terms apply to O. B. MORGAN, St. Mary's.

165—6 April.

NOTICE

The Board of Assessors of Taxes for the City of Fredericton in the present year, hereby require all persons liable to be rated, forthwith to furnish to the Assessors true statements of all their real estate, personal estate and income; and hereby give notice that blank forms on which statements may be furnished under the City Assessment Law can be obtained at the Office of the Assessors and that such statements must be perfected under oath and filed at the Office of the Assessors, within thirty days from the date of this notice.

Dated this 1st day of April, A. D. 1912.
A. A. STERLING
Principal Assessor.

163—April 8.

FRESH, CRISP, CURLEY LETTUCE IN ABUNDANCE

BEBBINGTON & SON
Florists, City

FATE OF SOCIALIST MAYOR IN BALANCE

Milwaukee, Wis., Apr. 1.—After one of the most strenuous and spirited campaigns in the history of the City the voters of Milwaukee will decide at the election tomorrow whether the "Cream City" shall continue under the Socialist regime or be governed by a non-partisan set of officials. The interest in tomorrow's election naturally centers in the contest for the mayoralty, Mayor Emil Seidel, Socialist, who was elected two years ago, is again a candidate, asking for his re-election upon the strength of his administration's official record. His opponent is Dr. Gerhard A. Bading, former health commissioner of Milwaukee, who was nominated on a non-partisan ticket, having the support of both the Republican and the Democratic party organizations. The non-partisans promise a strictly business administration if elected to office.

LAKEVILLE CORNER

Lakeville, Mar. 25.—Mr. and Mrs. Hazen Briggs went to St. John last week, via Fredericton.

Miss Edna Briggs is suffering from an attack of La Grippe.

Miss Laura Estabrooks of Scotchtown was the week-end guest of Mrs. G. W. Byno.

Our school progresses favorably under the careful management of Miss Hattie Brown of Mauderville.
One of the social events of the season was the "Leap Year Party" given by Mrs. J. S. Fulton Friday evening Mar. 22nd. About fifty invitations were issued. A pleasant time was spent with music, games and dancing. Refreshments were served during the evening. All present thoroughly enjoyed themselves and were unanimous in declaring Mrs. Fulton an ideal hostess.

"Cy" Young of the Boston Nationals was 45 years old Friday.

SILVER CREAM IS GOOD POLISH

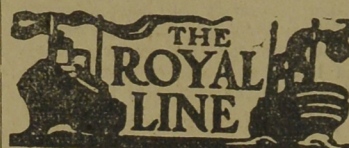
Easily and quickly applied and will not scratch the finest silver. The efficiency with which it cleans is simply wonderful.

Will you try a bottle - - - 25 cts each.

Directions for using:- apply with a sponge, rub until the article is clean, rinse in hot water, polish with a soft cloth, flannel or chamois skin; rub briskly and a most beautiful lustre will appear which will hold its brilliancy for a long time.

OPP. NORMAL SCHOOL F. E. Blackmer 418 QUEEN STREET
A Good Place to Trade

TRAVELLERS GUIDE



INTERCOLONIAL RAILWAY

VERY LOW FARES

SECOND CLASS TO THE

PACIFIC COAST

March 1st to April 15th 1912.

To Vancouver B. C.	
Victoria, B.C.	
Portland, Ore.	
Seattle, Wash.	
Nelson, B.C.	
Trail, B.C.	
Roseland, B.C.	
To San Francisco, Cal.	
San Diego, Cal.	
Mexico City, Mex.	
Los Angeles, Cal.	

\$58.25

\$58.35

EQUALLY LOW FARES FROM AND TO OTHER POINTS

COLONIST CARS ON MARITIME EXPRESS TO MONTREAL

For further particulars apply to F. B. Edgecombe, City Ticket Agent.

Canadian Pacific

Passenger Train Service from Fredericton. Effective Oct. 8th 1911. Atlantic Time. Trains daily except Sunday.

DEPARTURES

20 A.M.—For St. John, St. Stephen, St. Andrews, Houlton, Woodstock, Plaster Rock, Grand Falls, Edmundston, Fort Fairfield, Caribou, Presque Isle, and for Portland, Boston etc.
1.45 A.M.—Via Gibson Branch for Woodstock and Houlton, connecting at Newburg Jet for points North. Plaster Rock, Grand Falls, Edmundston, Fort Fairfield, Caribou and Presque Isle.
1.45 A.M.—For Fredericton Jet connecting for St. John and points East.
4.00 P.M.—Via Gibson Branch. For Woodstock and points North to and including Arroostook Jet.
1.45 P.M.—For Fredericton Jet connecting with Montreal Express which connects at McAdam for St. Stephen, Houlton, Woodstock and points North to Arroostook Jet. Also connects at Montreal for all points West. Also connects at Fredericton Jet with Boston Express.
9.00 P.M.—For St. John and points East.

ARRIVALS

9.10 A.M.—From St. John and East
1.50 A.M.—From Boston, Montreal, St. Stephen, Woodstock, and North and Houlton.
12.30 A.M.—From Woodstock and North via Gibson.
8.55 P.M.—From Woodstock and North via Gibson.
7.55 P.M.—From St. John and East
10.40 P.M.—From Boston, St. Stephen, St. Andrews, Woodstock, Houlton.
W.B. Howard, D.P.A., St. John, N.B.

Zeider and Collins are two of the thing good ball. Callahan likes them first base corners for Jimmy Callahan, both, but is said to look with a very ban's White Sox and both are play-favorable eye on "Tex" Jones.

CHEW
KING
GEORGE'S
NAVY PLUG
For Sale Everywhere
The Rock City Tobacco Co. Ltd.
QUEBEC