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National Drug and Chemical Co. of Canada, Limited. 112

VALLEY RAILWAY BILL PASSES LEGISLATURE

(Continued from page five.)

would reveal anything as to the practicability of reaching St. John by a line down the western side of the river below Gagetown, he would favor a re-survey because if one of the expensive bridges could be done without it would mean a great saving.

THE PREMIER WRATHY

Hon. Mr. Flemming said that if the resolution which had been introduced by the member from Victoria passed this House, then the people could say good-bye to the St. John Valley Railway. He had the assurance of an engineer who was prominent in his profession and whose opinions were highly thought of that the road from Gagetown could not be finished in two years and that also the heavy bridges necessary could not be completed in two seasons. The resolution called for the amending of the contract which had already been signed and made an impossible provision. That was just exactly what the honorable gentlemen opposite and their friends at Ottawa had been trying to do ever since this government entered upon this project. The hon. gentlemen opposite had not had sufficient faith to oppose the project but they damned it with faint praise and damned it with no praise and always were busy damning it. The hon. member for Victoria (Tweeddale) had stated that the contract for the construction of the railway should not have been signed until the subsidy had been granted. That would have meant so

much delay that the construction work could not have been commenced this season and no doubt that would have been pleasing to those hon. gentlemen opposite who had been leagued together in their efforts to prevent this government going ahead with the construction of the railway. If the resolution referred to as to prevent part 3 of the original act from remaining in effect had been adopted there would have been no Valley railway. If part 3 had not been in the bill and thereby provided an alternative proposition under which the government could proceed Hon. Mr. Pugsley would never have changed the impossible conditions which he laid down for the construction of the road in his letter of June 19th, 1909. There had to be some way of escape for this government to bring about the construction of the road and when the standard had been put in the bill exactly as laid down by Mr. Pugsley in his letter Mr. Tweeddale arose in his place in this House and said that it was a physical impossibility to carry out such a standard. But the hon. member for Victoria County in his alleged sincerity to have the Valley Railway built had never gone to Mr. Pugsley and told him that the conditions that he had laid down were impossible and that he should change them. Why had Mr. Pugsley refused to consent to a grade not exceeding one per cent. in 1909 and then agreed to it in June of last year? The reason was that like the hon. gentlemen opposite he did not

have the political faith necessary to adhere to the impossible conditions that he had laid down with the general federal elections staring him in the face.

Mr. Upham—Who did you get to change the conditions?

Hon. Mr. Flemming said that Mr. Pugsley was the man, but that he did it only when as premier of this province he (Flemming) had demanded that this government be given a chance to go ahead with the project and Mr. Pugsley with the general election on he did not have the nerve to refuse.

He would cite reasons why the country should be assured that the whole line would be constructed from St. John to Grand Falls. First there was the contract placed before House which should be reassuring to the ordinary mind. There was the contract made with the Federal Government for Intercolonial operation from Grand Falls to St. John. Further the subsidy had been re-voted for the entire line. Did hon. gentlemen opposite pretend to think and say that the Federal Government would enter into a contract to subsidize and operate a railway which it was never intended to construct. The only thing not absolutely settled was that the approval of the Minister of Railways had not been secured for a definite route between Andover and Grand Falls. The engineers had reported upon two or three feasible routes and as early in the spring as possible they would make further surveys when the route would be definitely agreed upon.

MR. COPP REPLIES.

Mr. Copp said that he was surprised at the heat shown by the hon. leader of the government in discussing the question before the House. He was surprised that he should have said that the opposition was a band of obstructionists. He would remind the House that in 1908 the then leader of the government, Hon. Mr. Robinson, gave an interview to the press, in which he stated that his government was in favor of the St. John Valley Railway, if leased to and operated by the Intercolonial. What the opposition had contended for was that the great undertaking should be safeguarded in every possible way. He was prepared that his attitude on this question and his record as a member of the opposition should stand before the people, and because he had not always seen eye to eye with the leader of the government, and he did not wish to be branded as an obstructionist. Hon. members opposite contend that if the amendment of the member for Victoria passed it would mean good-bye to the Valley Railway. He did not agree with such contention. He could see no good reason for delay. One section of the railway could be built and should be built as soon as another and altogether. The signing of a contract, upon which the leader of the government lays such stress, may mean nothing in a work of such magnitude. It did not give any assurance the road would be built. A deposit of \$100,000 was a mere bagatelle, not a sufficient guarantee. The House had not sufficient information, although he believed the government had brought down all the information in their possession. The member for Queens has hopes of getting the route changed but if a contract had already been entered into for the building of the road, how was he going to get the route changed to suit his constituency? The leader of the government states that the route between Grand Falls and Andover has not yet been approved by the minister of railways. Suppose the minister of railways refuses to approve of any route what would be the result? A bill was brought down to the House several years ago to aid the construction of the Valley Railroad and it was passed, and it has taken the government all this time to bring it to the present point and he believed that the activity shown just now was to influence an election near at hand. He believed the railway could have been advanced in 1908 as far as it is now in 1912 if the government had desired it.

Mr. Upham contended that he had not opposed the building of the Valley Railway but that he had always put forth every effort to promote and assist the scheme. It was only June last that the Premier came back from Ottawa and announced that a contract had been made for I.C.R. operation of the road but previous to that he had a scheme for an electric Why did not the Premier go ahead last summer? The thing looked to him live an election dodge. He had favored the Valley Railway from start to finish and he thought every member of the House should support the amendment.

Mr. Burgess argued that it would be economy to build the whole route from Grand Falls to St. John at one time rather than have it constructed in sections. Engineers could be found constructors with their plants were available and the money had been provided, then why not go ahead with the whole line at once? He would like to ask the Premier one question, Did he not while at Ottawa last winter send a telegram to a Victoria County man that there was nothing in the rumor that the I.C.R. would operate a road between Grand Falls and Andover?

Hon. Mr. Flemming, in reply, said that while in Ottawa he had received a telegram from a Victoria County gentleman and had sent a reply as follows: "Railway will be built from St. John to Grand Falls."

The vote being on Mr. Tweeddale's amendment it was lost on the following division:

Yeas—Messrs. Currie, Labllois, Copp, Sweeney, Tweeddale, Burgess, Bentley, Leger (Westmorland) Byrne, Leger, (Gloucester) Upham, Burchill—12.

Nays—Hon. Mr. Flemming, Hon. Mr. Grimmer, Hon. Mr. Morrissey, Hon. Dr. Landry, Hon. Mr. McLeod, Hon. Mr. Maxwell, Hon. Mr. Murray, Messrs. Dickson, Guptill, Woods, Slipp, Baxter, Taylor, Jones, Munro, Sproul, Pinder, Young, Morehouse, Glasier, Prescott, Wilson, MacLachlan, Ahlin, Perley, Cyr, Bourque, Sheridan—28.

The vote on the amendment was the same, only reversed.

Mr. Dickson presented the report of the Agricultural Committee.

Mr. Slipp presented the report of the Corporation Committee.

Reply to Notice of Enquiry, No. 32, Mr. Copp.

1 What salaries are paid to the members of the Public Utilities Commission?

A. The Chairman, \$900. Other two members each \$750; and the Clerk \$600.

2 Has any report of their work during the year been made to the Government?

A. No.

3 What amounts have been assessed upon the different Public Utility Corporations throughout the Province?

Ans.—

The Kent Electric Co. \$14.05

N. B. Telephone Co. 1485.03

Grand Manan Telephone Co. 5.43

Saint John Railway Co. 2098.44

Fredericton Gas Light Co. 103.98

Acadia Telephone Co. 3.52

Canterbury & North Lake Tel. Co. 7.03

Consolidated Telephone Co. 5.51

Caupobello Island Tel. Co.69

Saint Martins Telephone Co. 4.46

Rothsay Water & Improvement Co. 5.33

Carleton Electric Co. 81.97

Shediac Light & Power Co. 7.25

West Isles Telephone Co. 1.28

Woodstock Light & Power Co. 89.22

4 Have these assessments been paid?

A. Yes.

5 What has been the total salary and expenses of each Commissioner and the Secretary?

Answer:

The salary for Commissioners, Salary for Chairman Vince, For year ending April 30th,

1911, \$900.00

Expenses for year ending April 30th, 1911, 176.89

Salary for Commissioner Otty, For year ending April 30th,

30th, 1911, \$750.00

Expenses for year ending April 30th, 1911, nil

Salary for Commissioner Melanson, For year ending April 30th,

30th, 1911, \$750.00

Expenses for year ending April 30th, 1911, 186.00

Salary of Clerk, 1911, 600.00

For year ending April 30th, Expenses for year ending

April 30th, 1911, 124.85

Reply to notice of enquiry No. 35. For Friday, March 22nd, 1912.

By Mr. Bentley:

1. What are the estimated amounts for stampage in the year ending October 31st, 1912?

Ans. It is too early to make any accurate statement.

2. What amounts for spruce, pine, cedar, and hardwood respectively?

Ans. The scalars final returns are not yet complete.

3. What quantities of pulp wood have been cut from crown lands since October 31st, 1911?

Ans. Answered by No. 2.

Mr. Labllois presented a petition in favor of a bill relating to the County of Restigouche.

Hon. Mr. McLeod presented a petition in favor of a bill to incorporate the St. John River Hydro Electric Co.

Mr. Pinder presented a petition in favor of a bill relating to Agricultural Society, No. 34, York County.

Hon. Mr. McLeod presented a statement of valuation of real and personal property, assets and liabilities of the town of St. George.

Mr. Upham presented a petition in favor of bill to amend Cap. 86 Acts of Assembly 1895.

Mr. Pinder presented a petition in favor of a bill to amend the Act incorporating the Central and North-eastern Railway Co.

Hon. Mr. McLeod introduced a bill to amend the act respecting the solemnization of marriages.

Mr. Slipp presented a petition in favor of a bill to amend the Act incorporating the Fredericton and Grand Lake Coal and Railway Co.

Mr. Baxter presented a petition in favor of the bill to amend the Act incorporating the Fernhill Cemetery Company.

The House went into committee with Mr. Byrne in the chair and agreed to the bill relating to the election of wardens and vestrymen of Trinity Church, St. John with certain amendments.

The bill to provide for the government of St. John city by an elective commission was then taken up.

Mr. Baxter said that amendments had been made were all desirable and had the approval of the chairman of the charter committee, Mr. W. H. Barnaby, and the other promoters of the bill.

The bill was agreed to as amended. The House took recess at 6.15 o'clock.

ST. MARY'S VALUE HOUSE DRIVING BOOTS (Boyer's Make) THAT STAND WATER. James R. Monteith

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FOR SALE

FOR SALE—House and Barn and Lot in the Village of Stanley next below Dr. Moore's residence, also One Building Lot in Stanley Village.

And One House and Barn and Lot in the City of Fredericton, on the south side of Brunswick Street, known as the D. Lucy house, No. 618. This property is Freehold, the house is heated by a furnace and has all modern improvements. Full information by calling on the owner on the premises.

B. McMENNAMIN.

147—22 March.

TO LET—Houses to let on King Street and Court House Square. Apply to

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Notice to Water Consumers

All persons in arrears for water rates, including the current term, are hereby notified that unless settlement of same is made not later than Monday, April 1st next, that the water supply will be shut off without further notice.

G. R. PERKINS, Collector Water Rates. City Hall, March 22, 1912. 154—March 31.

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I.C.R. DEPARTURES.

No. 303—Mixed for Loggieville, 6.45

No. 317—Suburban for Gibson and Marysville, 6.15.

No. 321—Suburban for Gibson and Marysville, 11.15.

No. 323—Suburban for Gibson and Marysville, 16.20.

No. 301—Express for Loggieville, Chatham, Campbellton, Quebec, Montreal, etc., 18.30.

No. 327—Suburban for Gibson and Marysville, 18.40.

No. 329—Suburban for Gibson and Marysville, 22.00.

I.C.R. ARRIVALS.

No. 318—Suburban from Marysville 8.15.

No. 302—Express from Loggieville, Chatham Junction 13.20

No. 322—Suburban from Marysville 13.45.

No. 304—Mixed from Loggieville and Chatham Junction 16.30

No. 326—Suburban from Marysville 18.20.

No. 328—Suburban from Marysville 19.15.

No. 338—Suburban from Marysville 22.35.

C.P.R. DEPARTURES.

6.20 a.m.—Express for St. John, Portland, Boston, Woodstock, etc.

7.45 a.m.—Mixed for Woodstock and points north. Leaves St. Mary's at 8.15.

9.45 a.m.—Express for St. John and points east.

4.00 p.m.—Mixed for Woodstock via Gibson branch. Leaves St. Mary's at 4.30

5.45 p.m.—Express for Montreal, Boston, Woodstock, St. Stephen, etc.

9.00 p.m.—Express for St. John and points east.

C.P.R. ARRIVALS.

9.10 a.m.—Express from St. John and points east.

12.30 p.m.—Mixed from Woodstock via Gibson Branch. Arrives at St. Mary's at 12.05 p.m.

11.50 a.m.—Express from Montreal, Boston, etc.

7.55 p.m.—Express from St. John and points east.

8.55 p.m.—Mixed from Woodstock and points north. Arrives at St. Mary's at 8.25 p.m.

10.10 p.m.—Express from Boston, Portland, Woodstock, St. Stephen, etc.

ARRIVALS

9.10 A.M.—From St. John and East

11.50 A.M.—From Boston Montreal, St. Stephen, Woodstock, and North and Houlton.

12.30 A.M.—From Woodstock and North via Gibson.

8.5