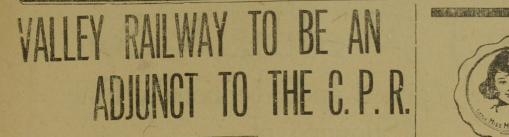
THE DAILY MAIL, FREDERICTON, N. B., TUESDAY, MARCH 21, 1916



Fion. Robert Rogers Practically Admitted This in Parliament Yesterday in Reply To Mr. F. B. Carvell---Government Trickery Exposed by the Member for Carleton's Able Speech---Hazen Dodged The Issue.

The Province of New Brunswick, The Province of New Brunswick, after entering into an obligation of \$6,096,000 in bond indebtedness to se-bonds and was to receive in return \$6,006,000 in bond indebledness to se-St. John to Grand Falls, is to be left operation. St. Jehn to Grand Falls, is to be left vith an incomplete line ending at entreville instead of Grand Falls, and t Westfield instead of St. John. Mr. Carvell, Hon. Dr. Pugsley and Mr. Carvell, Hon. Dr. Pugsley and had up to the present refused to lease the completed sections of the road. Furthermore, though the Government had announced its intention of build with an incomplete line ending at Centreville instead of Grand Falls, and at Westfield instead of St. John.

the distinct pleage that it would us investigation account of the bridges would not carried through from St. John to a river bottoms, the bridges would not be built, having been reported against by Engineer C. N. Monserrat. Mr. Carvell said Mr. Monserrat had never made any borings and really vince on that pledge, how the provin knew nothing about the matter. cial government, with the connivance of the Federal government had deliberately plotted to thwart the original plan for the benefit of the C. P. R., and how finally the last move was be ing made to consummate the plot.

Dr. Reid, the acting Minister of Rail-

the reactional Transcontinential, the point on the A. T. R. Otherwise, it government did not now consider it necessary to build the line from Cen-treville to Grand Falls. As to the change of the route to St. John, he change to the route to st. J treville to Grand Palls. As to the charge of the route to St. John, he declared that it had all been done of the route to St. John, he distant it had all been done of the route to St. John, he declared that it had all been done of the route to St. John, he declared that it had all been done of the route to St. John, he declared that it had all been done of the route to St. John, he declared that it had all been done of the route to St. John, he declared that it had all been done of the route to St. John, he declared that it had all been done of the route to St. John, he declared that it had all been done of the route to St. John, he declared that it had all been done of the route to St. John, he declared that it had all been done of the route to St. John, he declared that it had all been done of the route to St. John, he declared that it had all been done of the route to St. John, he declared that it had all been done of the route to St. John, he declared that it had all been done of the route to St. John, he declared that it had all been done of the route to St. John, he declared that it had all been done of the route to St. John, he declared that the route of the route to St. John, he declared that the route the proceeds. Mr. Carvell said the proceeds. Mr. Carvell said the proceeds of the proceeds of the sole of the bonds were in the Pruden, that Trust Company in Montreal, and Ir. Carvell "only hoped and prayed" the wont on to state that though the bond guarantee had been on the condition that the road would connect of the wont or state that though the bond surantee had been on the condition that the road would connect of the route surface. The problem of soldiers blinded to batte. The problem of soldiers blinded to batte. The problem of soldiers blinded to batter. The problem of soldiers blinded t

Ottawa, March 20 .- According to tal at Grand Falls to St. John an agree Ottawa, March 20.—According to the official government statement of the latest plans for the St. John Val-varied by the present administration the latest plans for the St. John Var ley Railway as told to parliament to-day by Hon. Mr. Rogers, the road is to continue to be merely an adjunct of the C. P. R. very Brunswick. Yaried by the present authinistration with the New Brunswick authorities. The proposition was that the road should be built and that the Interco-lonial Railway would enter into lease of operation of different sections after the provincial

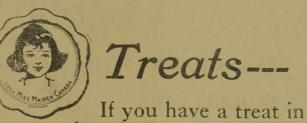
cure the construction of the road from 40 per cent. of the gross proceeds of

Mr. Carvell, Hon. Dr. Fugsley told other New Brunswick members told ing three important bridges on the line—at Andover, near The Mistake the story of the road to parliament today—how it had been begun with the distinct pledge that it would be

Delusion and Deceit.

If the New Brunswick Government would produce the report of its own chief engineer, Mr. Maxwell, it would show the bridges were practicable. Mr. Carvell said the whole constru

Hon. Mr. Hazen was not in the House today, although he knew the subject was to be brought up. Hon ernment. The Federal government was subsidizing the construction of ernment.



store for the kiddies - remember Cowan's Maple Buds will delight them more than anything, they are safe and pure — not harmful.

nections with the American system of railways at Vanceboro. Mr. Carvell declared that this proposition was "uter nonsense." The C. P. R. connection from Fred

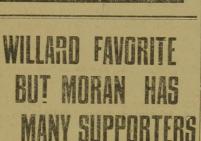
ericton, was, he believed, ample for all requirements. The cost of the pro-posed line to Vanceboro would, at a moderate estimate be \$1,400,000, and the interest on the capital outlay at 5½ per cent. per annum would be \$77,000 per year. Mr. Carvell estimat-ed the freight charges from Fredericton to Vanceboro at \$10 per car, and if the province got only 40 per cent the gross operating receipts i would require 175,000 cars to be mov ed each year from Fredericton to Vanceboro in order to pay interest charges. That meant 58 cars per day, and he doubted if the average traffic now offering would give more than eight cars per day. "The only conclusion to be drawn

from such a wild undertaking," de clared Mr. Carvell, "is that New clared Mr. Carvell, "is that New Brunswick is being driven to it to gratify the whim of Gutelius, who wants to have an independent connection for the I. C. R. with the Ameri can lines.

Mr. Carvell commented on the fact that although both Hon. Dr. Reid and Hon. J. D. Hazen knew that the question was to come up today, both of these gentlemen were absent from the house

Hon. Mr. Rogers.

Hon. Mr. Rogers replied for the Government, declaring that although Mr. Carvell had sought to blame Hon. New England city is also said to br. Reid, the acturg ways, was also absent. Mr. Rogers Confirms Reports. • Hon. Robert Rogers was the only member of the Government who deigned to listen to the arraignment of the New Brunswick Liberals, and he was put forward to give the an he was put forward to give the an he was put forward to give the function wwer. In brief, he declared that, ow wer is the Grand Trunk J. D. Hazen for fastening the burden National Transcontinental. The debate ended and Mr. Carvell's K.O.



The world's heavyweight championship bout between Champion Jess Willard and Frank Moran at Madison Square Garden, N.Y., next Sat-urday night is the talk of the fans. There are many fans who figure that Moran has a good chance but they are not betting much on their opin-

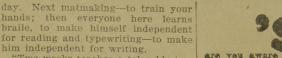
The latest odds quoted on the battle is three to one against Moran getting the popular decision, one to three that Willard wins by a knockout, and one to ten that Moran wins in the same manner. As there will be no referee's awards, the wagering must be settled by newspaper decisions.

Speculators will reap a big harvest out of the mill, for they are getting big prices for the seats they hold. A United States senator is said to have paid one thousand dollars for a box and a New York judge fifty dolhave paid a big price for a seat.

It is expected that at least fifteen thousand people will be in the garden next Saturday night and the promoters will probably clean up \$40,000. Willard appears to be the choice, of the majority of the fans on account of the advantages he has over Moran in height and reach and also owing to his improvement in boxing. Moran's friends believe he will

wear Willard down with right hand body punches and then put over a

BETTER TO BE BLINDED



be taught deep diving. Only I'm glad that I saw so much of the world when I was above ground with eyes to see."

MILINERY KINKS.

The outline of the high velvet toques

which have been the craze of the win-

ter season will be repeated in spring

toques made of supple straw and chip.

Soft straw will be draped like cloth or slik; one finds rough straw and crin-otherwise crinolene straw-clev-

erly twisted together on the same hat.

One of the very new ideas is the large conventional flower made of col-

ored beads surrounded by black vel-

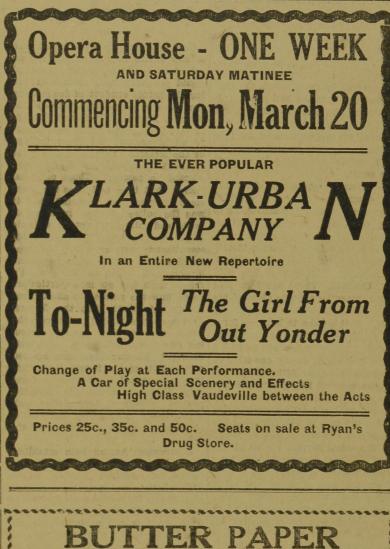
vet leaves.

"Two weeks teaches a tolerable typ-ist. In six months a man can master a trade. What would you like to learn? "Say, I laughed! Choosing like that made me feel independent. Suppose I'd lost my sight in a mine explosion-would anybody talk to me like that? Not so you'd poice it! ulcars, that have defied ulcers, that have defied all etger treatments, will yield to Zam-Buikt Mr. Geldert, of Lunenburg, N.S., suffered from a bad leg for ten years. Doctors could do nothing for him, but Zam-Buk cured him, Mr. Geldert writes: would anybody talk to me like that? Not so you'd notice it! "Well, sir, I says, I never had much schoolin' and I've no great liking for the land, an' it makes me feel blind to sit still. I was a miner by trade. "How would you like to be a deep diver? asks the director. Now a man's luck is like that. Mine is to work in the depths. Not but I'm thankful to be taught deen diving. Only I'm shad

"For ten years I suffered from a bad leg caused by a broken veta, which is the most stubborn sore to heal. I had treatment from several doctors, all of whom finally acknowledged that the case was acknowledged that the case was beyond them. I used many oint-ments, some of which did me good for a time, healing over the outer skin, but the sore always broke out again. Then I used Zam-Buk, and I could soon see an improvement. Zam-Buk penetrated to the root of the trouble, as the other ointments had failed to do. With persever-ance Zam-Buk completely and per-manently healed the sore." Zam-Buk is just as good for eczema, abscesses, blood-poisoning, piles, ringworm, chapped hands, chilblains, cold sores, cuts, burns, and all skin injuries. All druggists, 50c. box, 3 for \$1.25, or post free from Zam-Buk Co., Toronto.

3





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parently to be also saddled with the Railway.

stone around the neck of the province. It was being put through merely to gratify a whim of Mr. Gutelius.

No Justification.

otball for years past, and a frank open statement from the Government was now called for by the people of New Brunswick, who had already in-was for a branch line from a little curred liabilities of over \$5,000,000 in north of Fredericton to Vanceboro, a church. connection with the railway. As a re-sult of an agitation in 1910 for a rail-excuse for the extension of such a line You could put it over, maybe: road from the National Transcontinen- was that it would give the I. C. R. con-

connecting with the Maine Central, in-volving the expenditure of another million and a half, the province is ap-parently to be also saddled with the

cost of this. Mr. Carvell effectively demonstrated that this branch was absolutely unneited. Cessary and would mean another mill-would be no connection at all with the reach St. John at its other end. It would begin at Centreville, a country "town, and stop at Westfield, a sum-mer resort on the C. P. R. line. "At present," declared Mr. Carvell." "the road is only a branch line and a feeder for the C. P. R." Mr. Monserrat's report, declared Mr.

The whole question came up on a motion of Mr. Carvell for the engin-eer's reports and other official corre-spondence in connection with the condition of Mr. Carvell for the engin-data given him by others, and Mr. Monserrat himself had never made a boring in his life in the St. John river. All that the governments at Fred All that the governments at Fred-ericton and Ottawa were looking for road. The debate lasted during the greater part of the day. With the exception of Mr. Rogers' statement, which consisted mostly of the reading of correspondence between Mr. Gurtelius, Mr. Monserrat and the acting Minister of Railways, there was no attempt from the government side of the House at justification for the failure to carry out the original agreement. Which are to carry out the original agreement which has province had practically no hope of increasing its revenue from crown for the pleasing spectacle we'll see of man almost entirely free. Mr. Carvell's Motion.Province had practically no hope of
increasing its revenue from crown
ands or by other revenue sources
other than by taxation. Unless a halt
were called there would have to be a
large measure of direct taxation.And 'now if woman bives the
To gowns that button up the
The pleasing spectacle we'll s
of man almost entirely free.
HUMAN NATUREWr. So called, in New Brunswick.
'e road, he said, had been a politi-
othall for years past, and a frankThat Vanceboro Brand
other than by the called the said.
That Vanceboro BrandMr. So called the said.
HUMAN NATURE

per box at all dealers.



used to be a huaband's fate To tell wife if her hat was straight. He's free from this, you will allow

We like to see a notorious sinner

Taking candy from a baby Few have hardihood to try it

appears. You'll try Ferrozone, 50c would have been worse had I lost my

eyes at my trade. Firedamp destroys like shell fire; being a miner, I know "I saw the first battle of Ypres, and the return to Lens, and the great ad-vance. Hill 60 sent me to the hospi-tal. There I came round—and knew was blind.

"The first weeks were the worst. It takes a long time to get used to the lark. Somehow I felt I was the only blind man in the world. And I remem-bered the British tradition that the last home of a blind man is the work-house. Life ddin't seem worth living. "Better buck up, said the sister, for you're listed for the Happy Hostel. That's not a hospital, you understand. Every man is well before he goes there

Well, I came here to learn how to make the best of it. It was like a game of blind man's buff-just at first No one guides a fellow-the man whe loses his way is chaffed until he finds it. Self-confidence—that's what they

teach here. The only way to learn not to bump your nose is to bump it. That soon makes any one self-helpful. "After a while I saw that blindnes

ie merely a handicap—not an afflic tion. Why, the head of the hospital is blind, the chief mechanic in England we like to see a hotorrous sinus converted. But we don't like to see him start right in and tryito run the church. DANGEROUS JOB. blind, the chiel mechanic in England, the sixty teachers are all blind; for the blind are by far the best teachers of the blind. They know. "When I could pick my way by the carpet strips and the sounding planks, the blind director sent for me.

the blind director sent for me. "Now you will have the chance of

your life, he said—just like that. First you will be taught netting—that's only a paying hobby, to be learned in a

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