

MANY WILL GO TO CHICAGO  
JR EUCHARISTIC CONGRESS

Largest Special Passenger Traffic  
Movement in History of Canadian  
Railroads is Looked For.

According to advices received by Passenger Traffic Officials of the Canadian National Railways, one of the largest special passenger traffic movements in the history of Canadian Railroading will take place in June next in connection with the Eucharistic Congress at Chicago.

Preparations are being made in Chicago for the reception of more than a million pilgrims during the Congress which will be held from June 20th to June 24th, and the problem of transport for this multitude is already engaging the close attention of both American and Canadian Railroad Officials.

The Canadian Delegation will, of necessity, be a very large one, and will be thoroughly representative of the whole Dominion. Already the Canadian National Railways have contracted with various Organizations for ten special trains from the Maritime Province as far west as Alberta. Most of these specials will be operated from Quebec and Ontario, but already enough travel is assured from the Maritimes for a special train to leave Moncton at or about 2.30 P. M., on Friday, June 18th. This train will reach Chicago early Sunday morning. The train equipment will be of the very best, and standard C. N. R. diners will serve meals enroute. The return trip will be made by special leaving Chicago Thursday, June 24th, allowing side trips to Niagara Falls and Ste. Anne de Beaupre, reaching Moncton on Monday, June 28th. Delegates from Saint John and all Maritime Provinces points, outside of Moncton, will make their connection with the special train by the regular C. N. R. train services.

This tour includes five days in Chicago, and a half day side trip to Niagara Falls. There will be one whole day at Montreal, and one at Quebec or Ste. Anne de Beaupre. It will be a notable tour under the very best auspices, and in the Railway Service there will be nothing lacking.

All applications for transportation, fares and reservations on this special train should be made to Reverend J. E. Brown, Secretary of the Congress Pilgrimage, care Bishop's Palace, St. John, N. B.

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FREDERICTON, N. B.

Advertise in the Mail

## Where An American Hangs His Hat

Once a hat was not just a hat; it was also a badge of sectionalism. That was when the broad-brimmed Stetson and the nobby derby seldom met. When South, East, North, West lived differently, dressed differently, and thought differently. When a traveling American could feel like a stranger in his own land.

Before advertising—

But now Mrs. Green of Boston and Mrs. Brown of El Paso use the same vacuum cleaner, face powder, soap; Adams of Boston and Sims of Seattle are alike in the cut of their clothes. And where an American hangs his hat, within the borders of these United States, he feels at home. Advertising did that.

Advertising is still at work helping to make these states united. Here is a better bed, a handsomer shoe, a more delicious food. Let it be known from Maine to California, from Washington State to Florida! Here's a healthier way to live, another safeguard for your family, a new service of self-improvement. Spread the news everywhere!

Advertisements.

Read them. They are Couriers of Progress and Unity. Without them you'd lack half the comforts you now have. Ignore them and you'll miss many a good thing to come.

TO KEEP PACE WITH THE TIMES, READ THE  
ADVERTISEMENTS EVERY DAY

## HON. MR. RICHARDS TAKES PART IN DEBATE ON THE BUDGET

(Continued From Page 2)

confining the expenditures to the estimates; the disregard of necessary obligations had caused a most deplorable situation. One year ago the then government presented estimates showing a surplus for the past year. In the face of the fact that they knew no provision was made for the Valley Railway interest, nor for over-expenditures, which on current account alone ran to \$487,000. Under the late government it was only a farce to pass estimates in the Legislature, for afterwards members of the government went back to their departments and spent what they pleased, regardless of legislative authority. The Hon. Minister of Public Works was the greatest spendthrift of that spendthrift government. It was his habit every year but last year he exceeded himself on account of the elections. When we looked at the special warrants issued last year we found they amounted to \$563,000 beyond legislative enactment, and then on capital account special warrants amounted to \$1,705,000. He did not suggest this money was all wasted and he knew that a certain latitude must be allowed any government, but this principle of continually over-expenditure above legislative sanction could not be justified. Everybody in the House now knew the debt had increased in the last eight years from sixteen millions to over thirty-two. He had been inquisitive as to what portion of this increase was made up of deficits, and the Comptroller General had furnished him with a report showing that the deficits from 1918 to 1922 had been bonded to the extent of \$800,000 and in 1925 there was further accumulation of deficits amounting to \$709,113.86. Then from 1920 to 1925 the Valley Railway deficits were bonded to the extent of \$1,271,000 and there yet remained about \$269,000 to be provided for. The total accumulation of deficits made by the late government amounted to \$3,049,113.86, an average deficit of over \$381,000 and yet they came here finding fault with this government for trying to put the province on a proper financial basis.

### A Large Revenue.

It should also be remembered that while these deficits were yearly recurring the government had the largest revenues ever known in the province, and yet absolutely no provision was made for taking care of the expenditure. These are the people who now condemn the present government for trying to place its affairs on a sound business basis.

The hon. member for Gloucester said that before direct taxation was resorted to every means to raise a revenue should be tried. Perhaps he had in mind the words of his then leader, Hon. W. E. Foster, when he said that he had provided a means of avoiding direct taxation by putting a tax on liquor export houses, and that was at a time when the debt was not half what it was today.

### Dishonest Estimates.

This government had to provide for reasonable public service, and when the estimates showed a probable shortage of \$666,000 and for which it was not accountable, it was an honest presentation and not a dishonest one, like the estimates prepared by the late government during preceding sessions. This government was trying to deal honestly and fairly with the House. Had there been an honest presentation of estimates last year there would have been a deficit shown of at least \$700,000. The difference between the two governments was honest vs. dishonesty. There were two items in the present budget that accounted for nearly the whole of the estimated deficit, viz: the Valley Railway and the loss of revenue from the enforcement of the Prohibitory Act.

### Must Stand Firm.

The opposition had made a great cry against making a provision for this deficit. Every effort had been made to get more revenue without resorting to assessment on real and personal property. Strong objections had been made by the banks, insurance companies and other interests, but the government felt it had to be firm and that the matter must be dealt with strongly, and definitely so that deficits might be ended for all time. He felt the good sense of the people would back up the Hon. Premier and the government in this course.

### Stumpage Reduction.

The opposition had moved an amendment that this House should not vote supply until the government had given assurance that the stumpage would be raised to \$4 a thousand. He considered this point entirely irrelevant to the situation. The deficit was for the current year; the stumpage was already fixed for that year; the previous government having reduced it \$1 per thousand and had done twice as much to reduce the revenue from the Crown Lands as the present government.

MR. VENIOT suggested that the resolution had better be read.

MR. RICHARDS read the resolution, whereupon Mr. Veniot claimed that the resolution had no reference to the deficit.

HON. MR. RICHARDS said that was the point he was trying to make and that it was absurd to ask the House to withhold supply until the government declared its stumpage policy for the future. That policy would have to depend upon conditions, and no reasonable business man today would expect the government to say what the stumpage was going to be in future years.

The House took recess until eight o'clock.

### After Recess.

HON. MR. RICHARDS on resuming after recess said the hon. member for Gloucester had pointed out

what this government might do in the way of economy and incidentally referred to the short-comings of the late government during the past few years. The total estimate of expenditures as presented would indicate that there had been some material reduction in the expenditure over last year. It amounted to the sum of \$60,000. That should be borne in mind because it indicated some disposition on the part of the government to economize taking into consideration the position they found themselves in at the present time. The member for Gloucester had severely criticized the increase in the number of game wardens. He (Richards) would point out that the game wardens varied from time to time, depending upon the character of the season, and the average would probably be much the same throughout the year as in preceding years. They had received urgent requests from different parts of the province for protection of the game, and had been endeavoring as far as possible to meet those demands.

### A Change of Heart.

Passing on to a further consideration of the stumpage, the reduction made by the preceding administration and the reduction made by this government, in order that there might be no misapprehension in the minds of the people, he wanted to be clearly understood as holding no brief for the lumbermen of the province or any group connected with that industry. He had been considerably amused at the change of heart experienced by the hon. leader of the opposition in connection with stumpage matters. To one who had been accustomed to hearing his hon. friend in the House during the past four or five years there was some justification for coming to the conclusion that he was one who could do no wrong, one who could make no mistakes and yet we found this hon. gentleman coming to us at this time with repentance for one of the most important Acts of his administration, which did not agree with his conduct during the past few months. He knew the circumstances surrounding the reduction in stumpage. The lumbermen asked the late government for a substantial reduction, to be retroactive for the years 1924 and 1925, and it was said they also asked for long term leases.

HON. MR. VENIOT—They did not.

HON. MR. RICHARDS said perhaps not, but that is not very material.

### Reduced By Old Government.

We should assume that the late government gave the matter very great consideration, and as a result or some reason that satisfied them at the time, they made a reduction in the stumpage rate for spruce from \$4 to \$3. An election came on and during that period the stumpage rate was very generally discussed throughout the province. So far as he had been able to follow the non-leader of the opposition or any of his followers, he could not find where they had receded from the position they had taken on the reduction of the stumpage.

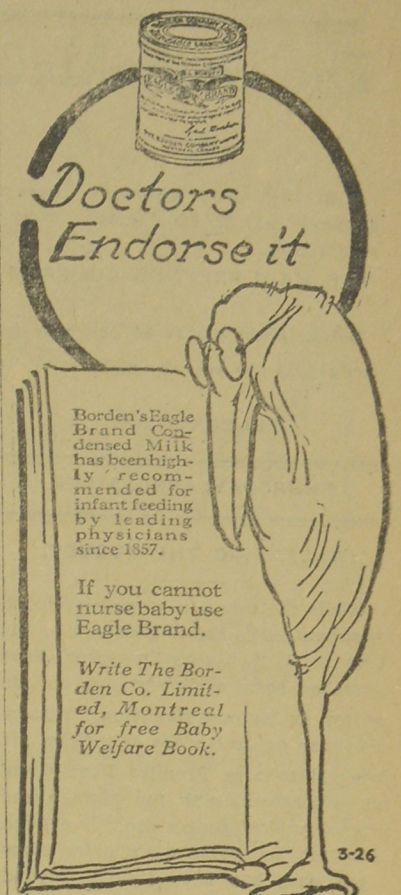
After a very full and careful consideration, the government came to the conclusion, taking into account the condition of the lumbering industry and the possibility that there would be considerable decrease in cut affecting not only the lumbermen themselves but a considerable number of the people, particularly in the northern sections of the province and felt that a reduction of fifty cents for this year should be made. He thought this was a fair explanation of the matter.

If his hon. friends were right in making a reduction from four to three dollars, was the difference of fifty cents so great that it was going to make such a great distinction between what was right and what was wrong. The reduction of fifty cents only referred to spruce. No reduction was made in fir, and in some other respects slight increases were made.

### Conditions in Quebec.

Considerable had been made during this session by his hon. friends opposite with respect to conditions in the province of Quebec. The figures given had not been entirely accurate and he would therefore give some figures bearing on stumpage, cost of scaling and fire protection in comparison between New Brunswick and Quebec. In Quebec the stumpage rate on spruce last year was fixed at \$2.70, but an order-in-council lowered it to \$2 on saw logs. Our corresponding figure here would be \$2.50. His hon. friend had said the total cost of scaling and fire protection in Quebec was borne by the licensees.

He in New Brunswick he had said that this was not the case. In the province of New Brunswick the licensees paid \$3.20 per sq. mile, which brought in about \$32,000. The government contributed the balance, about \$16,000. The system in Quebec was somewhat similar to ours, the government paid a proportion of the fire-fighting costs. The cost was about 38 cents per thousand for the licensees, and the same amount for the province. As against the cost in New Brunswick was 20 cents per thousand. This showed that the statement made by the leader of the opposition was not borne out by the facts. Then in regard to scaling, in this province the licensees had their own scalers, whom they paid. The government had its staff, paid by the province to measure the logs cut on crown lands. These scalers reported twice a month, and were used as a check on the



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## Notice of Legislation

Notice is hereby given that application will be made at this Session of the Legislative Assembly of New Brunswick by the City of Fredericton, for the passing of an Act relating to the assessment of rates and taxes in the said City.

Dated at Fredericton this sixteenth day of March, 1926.

C. FRED CHESTNUT,  
City Clerk.

## VACATIONING IN CANADA.

Those who most enjoy a holiday are those who truly earn it—earn it by attention to business detail or household cares, earn it by planning and saving for it. Canada is the greatest vacation land on the globe—from Halifax, guardian of the East to Victoria on the Pacific, there is scarcely a mile of country but has its own charm. Nova Scotia and New Brunswick, "The Grey Old East," with their lakes and rivers, their modest hills and valleys, pleasant farms and comfortable homes, where life is easy, and rest and peace.

The Province of Quebec, simply another spelling of romance, with its tiny strips of farms, running back from the road in the old French fashion, its great churches with gay roofed cottages grouped round about to form a village—its great elms, noble river and unguessed possibilities for development along many lines. A leisurely jaunt through the province will well reward the traveller.

Farther on Old Ontario where almost every lake or river means pleasure. Ottawa, Toronto, Hamilton London, hundreds of towns familiar by name from childhood and in the newer Ontario, Sudbury, North Bay, Port Arthur and Fort William, any and all of them worth discovering. By rail or lake, get acquainted.

On West across the spreading prairies, Winnipeg and Calgary then on into the Mountains. Banff, with its thousand and one points of interest; lovely Lake Louise, and Lakes in the Clouds, side trips by motor to Windermere and the Okanagan and the Kootenay, visits to charming bungalow camps and magnificent hotels; Field, with the floating glaciers in the vicinity and fairy-like falls; the noble range of the Selkirk and adown the slope to the Pacific. Vancouver, the great Gate on the West by boat to Victoria, regal in situation and dignity, Vancouver Island. The whole a journey of never-ending interest and new delights.

And from Vancouver, by splendid steamer up to Alaska, the Land of the Midnight Sun, through the sheltered seas, where sheer precipices frown down upon you, and gaudy totem poles make a dash of color and romance. Such a trip can only be realized by the taking. Any Canadian Pacific Railway Agent can map it out for you, give you details fares, train schedules any of the many little matters which make the trip a pleasure.

Summer Tourist Fares are effective from May 15 to September 30 and by planning early, the trip will be a possibility and then anticipating the wonders and pleasures of it all makes it doubly dear. Get hold of some of the charming folders the Canadian Pacific publishes see the photographs men make your call at the office

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