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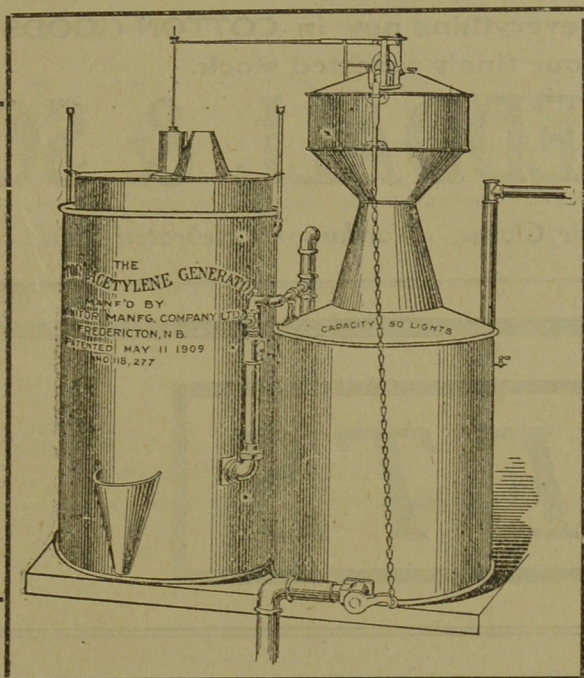
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**THE HOG SUPPLY
IS FALLING OFF**

(Trade Bulletin)

We have repeatedly referred to the shortage in the hog supply of Canada owing to farmers giving up the raising of the most profitable of all live stock. The same applies to the United States as will be seen by the carefully compiled table by the Cincinnati Price Current, which shows the number of hogs packed from Nov. 1st last to the end of last month and also the fact that in all the twenty-one points within which returns were made there was a shortage in the packing, the grand total being 17,135,000 hogs, against 22,803,000 hogs for the same period in the previous season, showing a decrease of 5,668,000 hogs, or nearly 25 per cent. Therefore it no wonder that the price of bacon, hams and barrelled pork have advanced in price. As regards the later article the supply of hogs in Canada has fallen off to such an extent that we are largely dependent upon the United States for our barrelled pork. Considering the export demanded for hog products in the United States from Great Britain and Canada, along with the big home consumptive demand, it would simply miraculous if prices were not high, in the Republic to the south of us, as well as on this side of the line. The advances in the price of food-stuffs and other commodities however are not by any means confined to the United States and Canada, but are world-wide. The supply of hogs

**BAVARIAN PEASANT
AVENGER OF CHILD**

Munich, March 17.—Investigation into the death of the Argentine consul Georger and four friends who were killed in an automobile accident appears to show that the car in which they were riding after nightfall crashed into a tree which had been deliberately felled so that it lay across the road. A series of accidents have occurred in the suburbs recently, automobilists driving into logs and other obstructions placed in their path. The police have evidence indicating that the accidents were planned by a peasant who sought at once to avenge the death of a child who had been killed by a machine and to impress the government with the necessity of adopting more stringent ordinances against fast and inconsiderate driving. The peasant has not been arrested yet.

"Father," said little Rollo, "what is 'billingsgate'?"
"It is a term, my son, that the other fellow applies to your plain, unvarnished expressions of justifiable indignation."

hes evidently not kept pace with the increase of population, and consequently the demand could not be filled at former rates with the inevitable result that the advance in prices was caused by the law of supply and demand, aided of course by the largely increased gold production.

EXPORT OF PULPWOOD

(Continued from page 2.)

wood business to the lumber business was one of many sides. The lumbermen say that the pulpman are not needed. The lumbermen's interests are in obtaining the absolute control of the forest. The pulpman, on the other hand, says that he uses a portion of the forest which the lumberman neglects, that he spends a lot of money and that they both can get along together all right.

There are districts in the province where the trees will never grow to a sufficiently large size to be manufactured into merchantable lumber. There are also densely wooded forests which need to be carefully pruned and the only market for this small wood is for pulp. He believed that there was room in the province for both industries and that they could be so arranged as to ensure to the benefit of both.

Great Britain has been made what she is today by her deposits of coal and iron and her great shipping facilities. The maritime provinces have great deposits of coal and iron. They have water powers in fact all the resources to make them the manufacturing section of Canada.

But why should not the same rule regarding the exportation of pulp wood refer to unmanufactured or partly manufactured lumber? He would favor any resolution that would cause the manufacture of our products in this country. That was what was needed to not only keep at home our own population but also to attract others. The validity of the law against the exportation of pulpwood had not been questioned, and in his opinion could not be successfully questioned, so why not have a law of that kind in this province? New Brunswick ought to be able to compete in the markets of the world as with the available powers the manufacture of pulp and paper ought to be carried on chiefly in this province.

HON. MR. BURCHILL,

of Northumberland, and other well known lumbermen were responsible for the statement that more lumber than the natural growth was being cut annually in this province. The cut depended on the market and the past three years were better than any three years in the last quarter of a century. The lumbermen do not say much about it when a big cut is being made as it would hurt the market. The lumbermen have not said that there has been a big cut this winter because they realize that if such statements reached the other side of the Atlantic the result would be injurious to good prices. He believed that there never was a larger cut in any three years in this province than the last three years and he believed that the cut in the last year was the largest in history. The provisions of the resolution if put into effect would not interfere with the small operators who could not be stopped from shipping the pulp wood out of their own land. He was pleased to record himself as in favor of the resolution.

The resolution then carried without a division.

MOTOR VEHICLES.

Hon. Mr. Morrissey introduced a bill to amend the Motor Vehicle Law. In explanation he said that there had been an agitation against the running of automobiles in different sections of the province. In some sections there were people who felt automobiles should be stopped altogether, while in other sections some felt that on special days they should be kept off the road. A committee of the house had been appointed to frame a law regarding this matter and in this bill were incorporated their views. Personally he was not in sympathy with stopping the automobiles on any day. But this bill granted to the municipal council the right to pass a by-law when it was deemed advisable to stop the automobiles running in any county on Thursdays. It also fixed the license fees for automobiles at \$5, \$15, and \$30 according to the size of the machine. The amounts received in license fees are to be used in making and repairing the roads of the province.

On the order of the day being called Hon. Mr. Flemming announced that there would be no supplementary estimates of supply.

Hon. Mr. Flemming introduced a bill to provide for defraying certain expenses of civil government of the province; also a bill to provide for the repair and improvement of roads and bridges and other public works services.

The House went into committee of the whole on bills, Mr. Sproule in the chair.

The bill relating to the duties of the trustees of Kingston Consolidated School district No. 1, King's Co., was agreed to.

BRIDGE EXPENDITURES.

The bill to make further provision for permanent bridges and works of a permanent character was then taken up.

Hon. Mr. Flemming, in answer to Mr. Murray, stated that the matter of rebuilding Perry Point bridge was being considered by the government.

Mr. Robinson said that the statement presented at the opening of the House showed that since the close of the fiscal \$30,000 had already been spent for permanent bridges. The government could not use as he understood it the funds of the \$350,000 of bonds issued under the Act of 1907 for the bridges amounting to

\$15,000 paid for last year and for which provision was made for in the Act as they were not named in the Act.

Mr. Bentley said that the bill gave the government authority not in the original act and that a line should be drawn between ordinary and permanent bridges so that the opposition could not even have a suspicion that ordinary bridges were being shifted to the permanent list in order to save having to pay for them from the ordinary revenue. In view of the large amount spent last year for bridges and the large amount of revenue which the government had to expend, he did not think that this bill should include more than the \$15,000 for the bridges which had been placed in a special list last year and he also thought that all the bridges should be named.

Mr. Tweeddale said that confessions were due the house from the government benches. The President of the Executive Council had told the people of St. John County that this government could not only pay for all the necessary public works from the consolidated revenue but that they would also have a balance which would be used to pay off the province's debt, and now with the revenue increased by more than \$250,000 above that available to the old administration, the government, wanted by this bill to increase the public debt by \$300,000. The bridges named in the original bill had not been constructed and the money was all gone, although a new bridge at Grand Falls between the main town and the station was badly needed. A contract which had been awarded had been cancelled and the old bridge still stands there as a discredit to this government.

Hon. Mr. Hazen said that the Act passed in 1907 provided for the building of a large number of permanent bridges which it was estimated would cost over \$800,000 and it only gave authority to expend \$360,000 for constructing certain bridges.

Mr. Tweeddale said the steel bridges across the St. John river were a credit to the old administration but he wished to call the attention of the Chief Commissioner to the fact that many of the steel bridges in the province were suffering from lack of paint.

Hon. Mr. Flemming said that the hon. gentlemen opposite appeared to have some misapprehension as to the way the government had dealt with the expenditure during the last fiscal year of \$15,679 and which was referred to in this bill. These bridges after construction were classified and reported by the Chief Engineer as permanent bridges and it was therefore unreasonable to expect that they would be paid for from the ordinary revenue of the province. Chapter 18 of the Acts of 1907 which had been referred to in addition to the permanent bridges referred to provides for the issuing of bonds for \$197,000 not one dollar of which was for permanent work.

Mr. Lowell wanted to know if the suspension bridge at St. John was one of those included in the list.

Hon. Mr. Flemming said that it was named in the list in the act of 1907 and that the Department was having a complete inspection made and in a short time expected to have all the necessary information to take some action.

The bill was agreed to.
The Speaker resumed the chair and after the bills were reported the house adjourned at 6.35 p.m.

DON'T WANT PROHIBITION

Boston, Mass., March 16.—The people of Massachusetts will not have an opportunity this year to ballot upon the question of amending the constitution of this commonwealth so as to prohibit the sale of intoxicating liquors. By a rising vote of 95 to 40, the house late today refused to substitute a bill providing for such a referendum for an adverse committee report and then, by a roll call vote of 137 to 59, accepted the adverse report.

CHATHAM MERCHANT COMPROMISES

Toronto, March 16.—At a meeting of the creditors of E. S. Hoffman, of Chatham (N.B.), today an arrangement was made for a settlement at sixty cents on the dollar. The liabilities were said to be about \$50,000.

CROWN PRINCE OPENS ART EXHIBIT

Berlin, March 17.—Crown Prince Frederick William today opened the American Art exhibition. He came with a large staff to the galleries of the Royal Academy where there were several hundred persons distinguished in the artistic, official and social life of Berlin.

RAILROAD BUSINESS IS BIG

Chicago, March 17.—W. C. Brown, president of the New York Central lines, who is in Chicago, yesterday made the statement that the business of the companies over which he presided is the greatest in their history and that there is every indication that the tremendous tonnage will continue. Mr. Brown also declared that the railroads had nothing to fear from the present administration railroad bill, which in his opinion contains wise provisions.

**GOMPERS HAS FOUND
ANTAGONISM TO LABOR**

Washington, March 17.—The unusual unrest in the world of labor at the present time is attributed by President Gompers, of the American Federation of Labor, to a combination of forces antagonistic to the cause of labor, designed to crush the rights of working men.

While not divulging the plans of the labor organizations he said, in an interview today that everything possible would be done by them to protect the interests of the working masses. Although wages have not generally decreased he said, the enormous advance in the cost of living in the past five years had rendered conditions tantamount to a decrease in compensation of the working classes. He cited the court decisions, involving labor under the Sherman anti-trust law, and said that all means would be exhausted to meet the situation.

Referring to the court decisions in the West Virginia mining cases, that sympathetic strikers are unlawful, Mr. Gompers would not indicate the next step of the labor organizations in the contest, but said the fight was certainly not an academic one, and intimated that the matter would not be permitted to rest in its present status, but would be continued through all the avenues of appeal possible for a successful outcome from the standpoint of labor.

**UNIONS GET BETTER
TERMS FROM N. Y. C. R.**

New York, March 17.—Union employees of the New York Central system won a decided concession from the railroad at today's conference between representatives of the company and of the unions on the demands of the men for increased wages and better working conditions. For the first time in these negotiations which have been in progress since last December, President W. G. Lee of the Brotherhood of Railroad Trainmen and President B. Garretson, of the Order of Railroad Conductors, were recognized as the spokesmen of the unions and were admitted to active participation in the discussion. The recognition of the national officers of the unions is regarded by the men as an important concession for them. The conference was joined today by representatives of the unions from various cities in the middle west.

The conference continues its work along the lines of the tacit agreement reached yesterday calling for concessions on both sides with an increase in wages and changes in working schedules for the men.

CHINESE HOGS FOR ENGLAND

Montreal, March 16.—Word reached here from Liverpool today of the arrival there of a shipment of 7,000 carcasses of Chinese hogs. The meat has undergone a most rigid examination, and is said to compare very favorably with the English pig, although considerably fatter.

The Chinese pigs are fed almost wholly on rice, the same food as the natives eat, and, according to John Burns, M.P., the meat is very wholesome and savory.

A second cargo of Chinese pork is en route to Liverpool.

TWO POWER STANDARD CLEARLY DEFINED

London, March 17.—In order to clear up the obscurity which has surrounded the government's definition of its two power naval standard for Great Britain, the Pall Mall Gazette publishes the text of an official memorandum on the subject which was privately circulated by the admiralty in 1905 and has never before been published.

From the memorandum a fair definition of the two-power standard may be reasonably taken as that which will give Great Britain good hopes of success against a certain margin of superiority over the naval strength of any two powers.

BIG FIRE IN HAVERHILL

Haverhill, Mass., March 17.—The business section of Haverhill was threatened with destruction today by an early morning fire, which caused a loss of \$75,000 before it could be extinguished. Three wooden business blocks, the board of trade building, the Littlefield and Morse blocks on Merriman street, were burned out, and surrounding property was for a time in danger.

The loss on the buildings is estimated at \$10,000. The remainder of the loss, \$65,000, is divided among the firms occupying the structures. The Floyd-Taylor Clothing Company whose damage is set at \$20,000, is the heaviest individual loser.

TO BANQUET LEADER BORDEN

Halifax, N. S., March 17.—The Conservatives of Nova Scotia have invited R. L. Borden to a complimentary banquet in Halifax on Easter Monday. The affair is to be made a purely provincial one. The attendance will be limited to 250. Mr. Borden has accepted.

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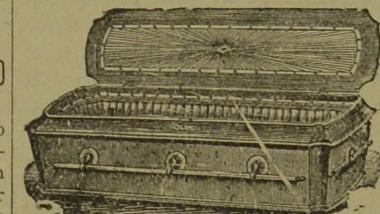
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