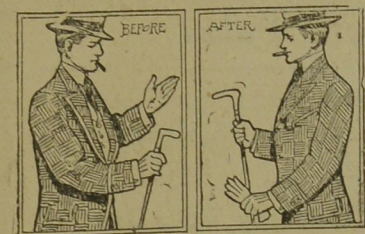


Millinery Opening

AT THE PARLORS OF
MISS S. C. KELLY
QUEEN STREET.

Tuesday, at 2.30 p. m.
AND FOLLOWING DAYS. ALL ARE INVITED.



CLEANING PRESSING.

BACK INTO SHAPE

We press your Suit, Overcoat or Gloves, and we clean them so as to look like new before giving them the final press. Cleaning and pressing ladies' and gentlemen's wardrobes is our particular business, and we have made a reputation doing this in first-class style, delivering the goods promptly and making but a reasonable charge for the service.

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SCIENTIFIC LIGHTING AND WIRING
ESTIMATES GIVEN ON ALL BRANCHES OF ELECTRICAL CONSTRUCTION AND SUPPLIES

QUEEN STREET TELEPHONE CONNECTION AT OFFICE AND RESIDENCE

Easter Opening

Tuesday, March 22nd, at 3 p. m.
IN OUR NEW STORE

Edgecombe Block, York Street

MISS MORGAN

SPRING STYLES **McKAY & CO.** SPRING STYLES

Up-to-Date Footwear

From your point of view we feel sure you cannot help but be pleased with our showing of Spring Footwear

1910

THE ASSORTMENT IS LARGE
THE STYLES ARE VARIED
THE PRICES ARE LOW

1910

And time will tell you that our shoes will give you the best satisfaction. It's about time to make Easter selections. We would be pleased to show you our goods.

McKAY & CO.
306 QUEEN STREET

Easter Millinery Opening

Tuesday, March 22nd
AND FOLLOWING DAYS

Miss M. E. Flanagan

484 Queen St.

WATCH FOR IT

The Mail's New Serial Story

"A Million a Minute"

A Romance of Modern New York and Paris
BY HUDSON DOUGLAS

Opening Chapter Will Appear Next Week

VALLEY RAILWAY

(Continued from page three.)

would be no trouble in getting money enough to build any number of railways. If Mr. Pugsley and Mr. Carvell were such bad men why was it this government had adopted their policy for the road as in part two of the bill. The member for York (Pinder) last night said that the road was all politics and all who knew politics in this province knew they were not what they should be. If this road was all politics, God help the people of this province. If Mr. Flemming and Mr. Carvell had had a school-house quarrel, this was not the place to discuss it. Hon. Mr. Flemming had said that Mr. Carvell was the most expensive man the country had to keep in politics. He didn't know anything about that but he did know that the provincial secretary was the most expensive man this province ever had to keep. The provincial secretary now looked worried and perhaps it was because it cost him more to run the province than it ever took before. The hon. member for St. John city (Hatheway) had been sent to this House by the labor people of St. John city, and now he favored electricity for the road because it would save a large amount of labor. The government was justified, he felt, in the guaranteeing of the bonds to the extent it went on account of the feelings of the people of the valley, but there should have been a survey made during the past year so that something definite could have been placed before the House. They were going ahead in the dark. Part two of the bill was the one adopted to his side of the House, but the government apparently had no intention of adopting it. Sir Wilfrid had made his offer and he was ready to carry it out. What Mr. Carvell had said about the cost of building the railway had nothing to do with these terms. The province was safe under the federal government proposal. The road could not be built under part two of the bill which had been framed with that purpose in view. The road would start nowhere under part three and end nowhere. Mr. Gould who was the promoter, had said that to get into St. John the road would either have to get running rights over the C. P. R. or else build a line of its own from Westfield or Welsford. This Mr. Lowell said would cost another million of dollars. If the promoter had no information as to how he was going to get into St. John with the railway, it was a very important matter. The House didn't even know how many miles long the railway under part three would be as part of the route had never been surveyed.

He believed that the C. P. R. was behind the proposition and would gobble up the road and the people would have no protection. By ringing the heart's blood out of the people and by charging high rates, this corporation had become great and was able to pay dividends. Legislation to prevent fires and against nuisances had caused some of the railways of the United States to use electricity in running their lines out of some of the big cities. Part three of the bill should not be passed until the people are consulted. It involves an expenditure in five years that is equal what has been spent in the past thirty years. The interest on the bonds each year would amount to \$200,000.

MR. MUNRO, OF CARLETON.

Mr. Munro said, as representing one of the counties most deeply interested in this legislation, he felt the responsibility of the position he was taking when he asked the government to incur the expenses proposed to furnish the people of the valley with facilities they had been seeking for many years. The idea of the government was to have a road built from a point on the C. P. R. at Westfield up to Andover. Another transportation company was wanted in the district of Woodstock. The people of that district desired to be free from the yoke of the C. P. R. For his part he would prefer to see the road constructed under part two. The people of New Brunswick had been looking for this railway for many years. There had been a lot of delay and it was only about election times that the question became at all a live one. People now feel that they had put up with this sort of thing, long enough and they now see a prospect through this legislation of getting their wants satisfied. Part three of the bill means that failing the construction of the road under part three, and for that reason he (Munro) would support it. It would give the transportation facilities they had wanted for so many years. It had been charged that the provincial government was taking too much of the earnings when it asked 40 per cent., but that was only a reasonable share and was the proportion which was paid by other lines, and if any concessions was to be made it should be made by the Dominion government out of its 60 per cent.

The consideration of the bill was then taken up section by section. On section 11 Mr. Robinson asked if there was to be any change in the terms of 40 per cent. to be paid the provincial government.

Hon. Mr. Hazen said he supposed his hon. friend meant that if the 40 per cent. came to more than the interest, the balance would be paid to

the company. That was the intention. At the commencement it might be found that the 40 per cent. might not be sufficient to pay the interest, but if afterwards a surplus should arise the deficiency previously incurred could be made up.

The section stands over for further consideration.

On section 16 Mr. Robinson said he thought it should stand over also. It provided no opportunity for variation in the grade in case the grade stipulated for could not be carried out. There was nothing in Mr. Pugsley's letter to say that there may not be any variation and it might perhaps be as well to leave a way open for negotiations. Some little latitude should be allowed by the government of New Brunswick. It would never do to have conditions so onerous that road could not be built, and he might say that he believed a four-tenths grade was practically impossible and if adhered to would actually prohibit the construction of the road. The whole of part two should be made as workable as possible.

Hon. Mr. Hazen drew Mr. Robinson's attention to Mr. Pugsley's letter which he said was not a hastily written one but had been well considered and in it he laid down in the plainest possible language the standard the road must come up to and this had subsequently been endorsed by Sir Wilfrid Laurier. The government, therefore, had no alternative but to accept the terms, otherwise they would leave it open to Sir Wilfrid to say he would have nothing more to do with it.

Mr. Tweeddale said it appeared to be the desire of both sides to have the Intercolonial operation and a road of the standard required by Mr. Pugsley would cost considerable more than that described in part three.

Mr. Byrne doubted whether it would be advisable to adhere too strictly to Mr. Pugsley's requirements without allowing some latitude for negotiation in case a four-tenths of one per cent. grade be found impossible and Mr. Robinson deserved the thanks of the house for drawing attention to it.

Mr. Slipp said upon referring to the Daily Telegraph of the 15th of February the last report would be found of a visit to Mr. Chestnut, president of the company, to Ottawa, to interview Mr. Pugsley, with a view of getting the conditions modified. In the same newspaper shortly afterwards would be found a reprint of a letter written by Mr. Pugsley to Mr. Chestnut in which he expressed his surprise that he (Pugsley) had been reported as willing to modify the standard of construction previously laid down by him, at the instance of Sir Wilfrid Laurier. No alteration whatever could be made in that. If, said Mr. Slipp, the government had proposed a standard lower than Mr. Pugsley stipulated for the opposition they would have been on to them like a shot. To leave the matter open for negotiations as had been suggested would only mean further delay.

Mr. Hatheway said the point was this. The grade referred to was difficult to attain and the opposition realized this and desired to get it changed. Why did they not get Mr. Pugsley to change his grade earlier in the session instead of waiting until the last minute.

Mr. Robinson made a further appeal, at the same time saying that he had had no correspondence with Sir Wilfrid Laurier, Mr. Pugsley or Mr. Carvell but to refuse to leave the question of grades open to negotiation was to shut the door to all possibility of I. C. R. operation. If the government refused this let them pass part two and add a part four, giving them power to alter previous parts so as to negotiate if need be.

Hon. Mr. Morrissey enquired if Mr. Robinson would take upon himself to say that the federal government would not withdraw from their offer if the standard was altered, but Mr. Robinson declined.

Mr. Upham said to adhere to the four-tenths grade would destroy all possibility of part two ever coming into force.

Progress was then reported and the house adjourned at 2.50 a. m.



EASTER GLOVE SALE

FOWNES GLOVES

Black, Navy, Brown, Tan, White, and Green. Reg. \$1.00 for 79c.; Reg. \$1.25 for 98c.; Reg. \$1.35 for \$1.10; Reg. \$1.50 for \$1.20. Every Pair Guaranteed.

Special Sale of Bias Corsets at a 25 per cent. discount.

A. MURRAY & CO.

Easter Openings

- - Monday - -
2.30 p. m.

And following days

English, French and American Pattern Hats. Also numbers from our own work rooms.

We extend a Cordial Invitation to all.

The Misses Young



PURE FOOD BAKERY

Specials for this week.

HOT CROSS BUNS

As made on the Continent.

DUNBAR'S BAKERY

Regent St.

Phone 361-41

CRISIS IN ALBERTA

Edmonton, Alta., March 20.—The insurgents believe that with the return of Mr. Geuge to the House and the possible defection of the member or Innisfail, who is said to be lukewarm in support of Premier Rutherford, the parties will be of equal strength leaving the Government to depend for existence upon the vote of the Speaker.

The insurgents have carried their stand to victory in demanding that the Legislature adjourn until the report of the Royal Commission, which will investigate the Great Waterways deal, is ready for submission to the House. The Government has acquiesced in this, and on Saturday at 12.30 an adjournment was made until May 26. All the important legislation has been temporarily laid aside to await the result of the finding of the commission and the fate of the Government which will rest with that finding.

Temporary estimates were passed on Saturday aggregating \$1,448,539. During the interval both sides will wage a most vigorous campaign which for bitterness and activity will probably surpass even the last Provincial election. Almost every one of the members is going on the stump, and members of the Government are preparing for an extended tour of the Province giving their explanations of the matter at issue. A vast amount of literature is also being issued by both sides to the fight, the opposing speeches being printed and circulated broadcast. Just prior to the adjournment yesterday the Premier informed the House that he expected the C. N.R. line would reach Athabasca Landing this year.

MAKING SURE.

To the leader of a band in Omaha, joyfully spoken in that locality as "the worst in seven different states" there once came a man with a request that the band play at a cousin's funeral. "Is it a military funeral?" asked the leader. "Not at all," was the reply. "My cousin was no military man; in fact, he was never interested in matters military. Nevertheless, it was his express wish that your band should play at his funeral." "Is that so?" he asked. "Yes," responded the other; "he said he wanted everybody in Omaha to be sorry that he died."

PACKING COMPANIES

INDICTED BY JURY

Chicago, March 22.—Eight weeks after it had begun its investigation for alleged violation of the Sherman law federal grand jury has returned indictments against the National Packing Company and ten subsidiary concerns.

Immediately after the announcement of the indictments before Judge Landis the government filed a suit seeking the dissolution of the National Packing Company. The latter action is known as a suit in equity, and besides those indicted, sixteen firms and individuals are made defendants. In a statement issued on behalf of the National Packing Company Ralph Crews, its general counsel tonight, gives some inkling of a determination to fight the government to the limit.

IOWA TRAIN WRECK

Marshallton, Iowa, March 22.—Two more victims of yesterday's wreck died during the night bringing the list of dead to 44 and making the wreck the most appalling in the history of the state. Four more bodies were identified during the night, making the identified dead 37 and leaving 7 still unidentified.

Those who died last night were: J. S. Goodenough, engineer of the second engine of the double header and Mrs. Lizzie Anderson of Cedar Rapids. The dead who were unidentified last night were: William Ward, West Branch; Lizzie Purvis, Washington, Iowa; Mrs. Delyman, Cedar Rapids; Louis F. Biebuch, Muscatine, Iowa. All night a dozen undertakers, some of them from neighboring towns, were busy preparing bodies for burial and seeking information that would lead to identification.

TWO SIDES TO EVERYTHING.

A little boy was given too much underdone pie for his supper, and was soon roaring lustily. His mother's visitor was visibly disturbed. "If he was my child," she said, "he's got a sound spanking." "He deserved it," the mother admitted, "but I don't believe in spanking on a full stomach." "Neither do I," said the visitor, "but I'd turn him over."