

# Spring Opening and Display

OF

Clothing, Neckwear, Hats  
and Men's Furnishings

AT

## The Broadway Store

Opposite Normal School

Everything New and Stylish, All the Latest Ideas in Clothing,  
All the Novelties in Furnishings.

25 Dozen 'HAWES' Celebrated \$3.00 HATS just opened.  
Latest New York Styles.

Come and see us before you purchase for Spring

# W. E. FARRELL

The Broadway Store - - Opposite Normal School

# THIS SPACE

WILL IN FUTURE BE OCCUPIED BY  
**Lawlor & Cain**

Wholesale and Retail Hardware.

Tinware, Stoves, Ranges and Sporting Goods

Don't forget the Place

The Peoples Hardware Store  
TEL. 264 Opp. Post Office.

Our Line of  
**Talcum Powders** Babcock's, Corylopsis  
Colgate, Violet, Cashmere and Dactyles. Nadruco,  
Nyals, Sanitol, Albert, Sovereign, and Armours  
in 5 different odors

CENTRAL PHARMACY **ARTHUR J. RYAN**  
Corner Queen and Carleton Sts.

# Oranges

By the Dozen  
Peck or Case

Bananas, California Celery, Cabbages, Seal  
Shipt Oysters.

**E. G. HOBEN** GROCER YORK ST.

# Burpee's Seeds

FOR 1911

I have just received from W. Atlee Burpee a number  
of Seeds for early planting, including Tomato, Cabbage,  
Cauliflower and Cucumber Seeds.

For Sale by

**R. T. MACK** Chemist and Druggist  
386 Queen St. Fredericton, N.B.

# LADIES DON'T MISS THIS SNAP FOR SATURDAY, MARCH 18th

You will require them and we guarantee to save you money on them

## 1 Case Hamburg Embroideries

Direct from manufacturer; very wide; no such value has ever been  
offered.

Choice of Lot 5 cents

Not more than 10yds. to any one customer; come early and avoid the  
rush

**PETER FARRELL & CO**

# Dominion Parliament Gives First Reading to Bill For I. C. R. Operation of Valley Line

(Continued from page one)

HAND TO THE PROVINCIAL GOVERNMENT, AND GAVE THEM AN OPPORTUNITY TO SAY THAT IF THEY THOUGHT THE TERMS TOO ONEROUS, IF THEY THOUGHT IT WOULD NOT BE POSSIBLE TO GET THE COMPANY TO BUILD, AND PROVIDE INITIAL EQUIPMENT FOR THE ROAD, THEN LET THEM COME TO THE FEDERAL GOVERNMENT AND SUGGEST SUCH MODIFICATIONS AS THEY MIGHT REQUIRE.

"I left a way open there for negotiations. The provincial government was so anxious to prevent Dominion operation of the St. John Valley Railway that they had asked the legislature to absolutely tie their hands so that no matter what modification the minister of railways might be willing to agree to, the provincial government would not be able to act. IT WAS THE MOST EXTRAORDINARY ACTION I EVER KNEW A GOVERNMENT TO TAKE, THEY BEING ONE PARTY TO A PROPOSED BARGAIN, WE BEING ANOTHER, AND WE SUGGESTING CERTAIN TERMS, THEY DECLINED TO ASK THE LEGISLATURE TO LEAVE IT TO THEM TO NEGOTIATE; THEY DECLINED TO ASK THE LEGISLATURE TO URGE A RECONSIDERATION OF THE CONDITIONS, BUT THEY ASKED THE LEGISLATURE WHOLLY TO TIE THEIR HANDS SO THAT UNLESS THE CONDITIONS WERE COMPLIED WITH IN THE MINUTEST PARTICULAR THEY COULD NOT GUARANTEE THE BONDS.

"But, sir, they will be obliged, if they want this road built, as they know now from the report of their engineer, THEY WILL BE OBLIGED TO GO BACK TO THE LEGISLATURE AND ASK THAT MODIFICATIONS BE ENACTED, OF THEY WILL NEVER GET A ROAD, SUCH AS THE PEOPLE OF NEW BRUNSWICK ARE DEMANDING AND WHICH IS NECESSARY FOR THE PROGRESS, PROSPERITY AND DEVELOPMENT OF THAT BEAUTIFUL ST. JOHN RIVER VALLEY.

"Dr. Pugsley said the government's resolution provided that while the initial equipment of the road with rolling stock was to be provided by the company, the Dominion would provide all future rolling stock for the 99 years it was to operate."

Mr. Crockett—"I will give an undertaking that the New Brunswick legislature, which is in session, will amend the act so as to allow the Dominion to provide the initial equipment of rolling stock."

Mr. Graham—"Then you admit that the New Brunswick act does require the initial rolling stock to be provided by the company. I AM WILLING TO ACCEPT ANY AMENDMENT TO CARRY OUT THE INTENTION WE HAVE OF PROVIDING ROLLING STOCK AFTER THE INITIAL EQUIPMENT, WHICH THE PROVINCIAL ACT REQUIRES THE COMPANY TO MAKE. WE WANT THE ROAD TO BE BUILT AND THE PEOPLE GET THE BENEFIT."

Dr. Pugsley—"The local government's proposal was generous. A rental of forty per cent. was high. The Grand Trunk in Ontario leased branch lines at from thirty to thirty-five per cent. Not only would the government be giving a high rental, but as the road would not begin paying for five years it would mean an expense of at least \$1,000,000 before the revenue overtook expenses.

"Mr. Crockett complained of the high standard of construction required. 'Well,' said Dr. Pugsley, 'the reason I suggested a high standard in my letter offering Intercolonial operation was because I BELIEVED AND STILL BELIEVE THAT THIS VALLEY RAILWAY WILL CARRY THE TRAFFIC FOR THE GRAND TRUNK PACIFIC DOWN THE VALLEY OF THE ST. JOHN RIVER FOR EXPORT FROM ST. John. THAT WAS THE REASON THE STANDARD WAS FIXED AT THE NATIONAL TRANSCONTINENTAL STANDARD."

Hon. Dr. Pugsley read the correspondence showing that when President Chestnut had called his attention to the fact that Premier Hazen was complaining of the high standard required, he had suggested that the standard should not be specified in the provincial act but should be left to the provincial government, so a modification might be agreed upon with the federal government. On the contrary the New Brunswick government had framed a statute which tied its hands only to aid a railway of the highest standard and add heavy interest charges during construction.

"There was a third part to the provincial act, which is interesting. It provided that the provincial government would give aid to a road built from one point on the C. P. R. to another point on the C. P. R. and which might be an electric road WHAT WAS THE NATURAL DEDUCTION? THE DEDUCTION MADE

BY THE PEOPLE OF THE ST. JOHN VALLEY WAS THAT MR. HAZEN WAS DETERMINED THAT THE INTERCOLONIAL SHOULD NOT HAVE A CHANCE TO OPERATE THE ROAD, BUT THAT HE AND HIS GOVERNMENT WERE TIED UP TO THE C. P. R. OR TO A COMPANY WHICH HAD ELECTRIC POWER TO SELL.

"This was not the sort of road the people desired or the splendid production of the St. John Valley warranted. The provincial government had a survey of the road made by Mr. D. F. Maxwell, a competent surveyor. His report did not give much comfort to the Hazen government, which did not want to build this line. MR. MAXWELL FOUND THAT THERE WAS A SPLENDID ROUTE THROUGH MAGNIFICENT COUNTRY, AND THE TRANSCONTINENTAL GRADE COULD BE MAINTAINED AT ALL BUT ONE POINT. HE HAD REPORTED THAT THE ROAD COULD BE BUILT TO TRANSCONTINENTAL STANDARD AT A COST OF ONLY \$43,980 A MILE, WHICH HE ESTIMATED AT ONLY \$3,600 MORE THAN IT WOULD COST TO BUILD A SECOND CLASS ROAD WITH LOWER GRADES OVER THE SAME ROUTE. With this slight difference who was there who would not insist on the high-grade road being built.

"Mr. Crockett had said that Mr. Malcolm's offer to build was a bluff. No one who looked into the possibilities would say that the offer was a poor one.

Dr. Pugsley said SIR WILFRID LAURIER, MR. CARVELL AND ALL OTHERS ON THE LIBERAL SIDE RECOGNIZED THE NEED OF PROVIDING THE ST. JOHN VALLEY WITH A RAILROAD TO WHICH IT WAS ENTITLED, AND THEIR EFFORTS SHOULD MEET WITH HEARTY APPROVAL. HOWEVER, HE REGRETTED TO SAY THAT THERE WERE SOME PEOPLE AND AMONG THEM MR. CROCKET, PREMIER HAZEN AND HIS ASSOCIATES, WHO HAD CRITICIZED THEIR EFFORTS AND SOUGHT IN EVERY WAY TO THWART THEIR EFFORTS. HOWEVER, THEY WOULD BE DISAPPOINTED. THE ROAD WOULD BE BUILT AND A GREAT TRAFFIC WOULD SOON BE MOVING OVER IT.

Dr. Pugsley said it was an extraordinary thing that no direct communication in regard to the construction of this road, no proposal of any sort had ever been made by Premier Hazen or the provincial government to the Dominion Government, to Sir Wilfrid Laurier, to the minister of railroads or to himself.

Dr. Daniel followed, and in brief and non-committal remarks endorsed in a general way the views of Mr. Crockett, whose amendment he seconded.

MR. CARVELL

Mr. F. B. Carvell, of Carleton noted the promise given by Premier Hazen to the deputation that if the federal government would agree to operate the road when constructed and give forty per cent. of the gross earnings to pay interest on the bonds, then the provincial government would guarantee the bonds up to \$25,000 per mile. Then the deputation came to Ottawa. But before seeing the government the deputation had to wrestle long and hard with Hon. Mr. Flemming in order to get him even to consent to the very thing for which they had come to Ottawa.

He (Mr. Flemming) had objected to building the road beyond Centreville in Carleton County, because he feared that if built through to Grand Falls the C. P. R. would suffer.

"I said a year ago I knew of a man who would build this road is the aid proposed was given. I was laughed at then by Mr. Hazen, Mr. Crockett and their friends. THE OFFER HAS NOW BEEN MADE AND THE ROAD WILL BE BUILT UNLESS MR. HAZEN AND HIS FRIENDS BLOCK THE PURPOSE BY MAKING THE AID CONDITIONS IMPOSSIBLE.

"The New Brunswick government had endeavored to make its offer impossible of acceptance. It provided that an agreement to give aid could not be signed until the federal government had guaranteed a subsidy of \$6,400 a mile. That was an impossible condition, though the subsidy would be given. It was impossible because the federal subsidy aid did not allow the maximum subsidy of \$6,400 to be given unless a road cost \$21,400 a mile or over. It would cost this but the aid had to be conditional on its costing that.

Mr. Crockett-You are very technical tonight.

Mr. Carvell-IT IS NECESSARY TO BE TECHNICAL IN DEALING WITH SUCH A THING AS THE NEW BRUNSWICK ACT, WHICH WAS DRAWN IN A TECHNICAL WAY FOR THE PURPOSE OF PREVENTING THE VALLEY RAILWAY BEING BUILT TO BE OPERATED BY THE INTERCOLONIAL OR BUILT AS ANYTHING BUT AS A CHEAP BRANCH OF THE C. P. R.

Provincial Secretary Flemming had insisted that the road should not be built beyond Centreville or it would compete with the C. P. R. MR. FLEMING HAD COME TO OTTAWA WITH A DELEGATION BUT HAD COME IN SIR WILLIAM VAN HORNE'S PRIVATE CAR AND HAD EMERGED A RAPID CHAMPION OF THE C. P. R. AND HAD REMAINED SO EVER SINCE EXCEPT FOR A FEW HOURS AFTER HE HAD BEEN ABUSED BY HIS FRIENDS ON THE DELEGATION, AS A MAN WAS NEVER ABUSED BEFORE, AND HAD TO WIRE PREMIER HAZEN THAT HE WOULD HAVE TO CONSENT TO THE LINE RUNNING DOWN THE WHOLE LENGTH OF THE ST. JOHN RIVER.

Mr. Carvell said he had no complaint to make against the C. P. R., but he did object to THE ATTITUDE OF THE NEW BRUNSWICK GOVERNMENT WHICH DESIRED TO HAND OVER TO THE GREAT RAILWAY CORPORATION THE WHOLE TERRITORY WEST OF THE ST. JOHN RIVER FOR ALL TIME.

The people of New Brunswick would learn with surprise that the federal government had offered to remedy the specifications to meet the complaint of the New Brunswick government, that the specifications were so high as to be impossible and the New Brunswick government had declined to do so, but had shackled themselves by legislation which would have to be modified before the New Brunswick government could sign a contract to give a bond guarantee.

Instead of recommending Mr. Crockett to change his legislation Mr. Crockett was now skulking away from it.

MR. MALCOLM IS A COMPETENT RAILROAD MAN AND WITH THE PROPOSED AID WOULD BUILD THE ROAD AND WOULD MAKE MONEY OUT OF IT.

Mr. Crockett wanted to put in an amendment requiring the initial rolling stock be provided by the federal government. Why should he want this when a capable railroad man had offered to build the road and provide the initial equipment? He was willing to provide it himself.

Hon. Mr. Graham said that yielding to the urgent pressures from Hon. Dr. Pugsley and Mr. Carvell to agree to a large extension of the Intercolonial operation, he thought he was doing something which would benefit and therefore would please the whole of the people of New Brunswick. HE WAS SURPRISED TO FIND THAT HE HAD NOT DONE SO. INSTEAD HE HAD STIRRED UP A HORNET'S NEST IN THE PERSONS OF MESSRS. CROCKET AND DANIEL. IF HE HAD ANTICIPATED THAT HE WOULD MEET WITH SUCH OBSTRUCTION FROM THE VERY PROVINCE HE THOUGHT HE WAS BENEFITTING HE WOULD NOT HAVE SO WILLINGLY GIVEN HIS PROMISE.

Mr. Graham said he wanted to have the road built and wanted to agree with the New Brunswick legislation to enable them to do so. TO MAKE IT CERTAIN THAT HE WAS WILLING TO UNDERTAKE THE REAL BURDEN OF PROVIDING THE ROLLING STOCK HE WOULD AGREE TO AN AMENDMENT STATING THAT THE GOVERNMENT SHOULD UNDERTAKE "THE SUPPLYING OF ADDITIONAL ROLLING STOCK FROM TIME TO TIME TO HANDLE TRAFFIC, AS IT INCREASES."

Mr. Crockett moved that the word "equipment" should be put in the preamble to make it read that the province had offered to guarantee bonds when the federal government had agreed to lease the line and "for the operation, equipment, maintenance, up-keep and repair by the government of Canada."

TO MR. CROCKET'S UNPLEASANT

(Continued on page four)

For Your Summer Shirtwaist Suit

# Shepherd Check Dress Goods

54in. wide, 2 size checks.

39c per yard

Try some of it--others like it: Beautiful  
Goods for the money.

# Tennant & Holder.

## GOOD PIPES

THE SHIELD BRAND at 35c  
THE OXFORD at - - 50c  
H. B. B. SPECIAL at - \$1.25

Also a choice line of Silver Mounted Case Pipes in Briar  
Meerchaum and Calabash. Moreover every Pipe is guaranteed  
against cracking or burning.

**HUNT & McDONALD**  
DRUGGISTS - - - QUEEN ST.

# G. T. WHELPLEY

No. 1 Ontario Baldwin Apples (large bbls.)

No. 2 " " " " " "

Timothy and Clover Seed, Seed Peas, Corn  
Meal, Bran, Middlings and Cracked Corn

# G. T. Whelpley

508 Queen St. - FREDERICTON, N. B.

# IMPERIAL COLD CREAM

Our Imperial Cold Cream keeps the skin soft and beautiful  
during the cold weather. It is one of the most  
satisfactory toilet articles we handle

PRICE 15 and 25c.

**C. Fred. Chestnut** The Quality  
572 QUEEN ST. Drug Store

# 1911 OILCLOTHS and LINOLEUMS

We have just received a large shipment of Oil-  
cloths and Linoleums direct from the largest makers  
in the old country

Newest Patterns, Best Goods, Lowest Prices  
ALL WIDTHS UP TO 4 YARDS

**LEMONT & SONS Ltd.**

# A WORD IN PASSING

"A little nonsense now and then  
Is relished by the best of men."

But this isn't the sole reason why I advertise in the Mail.  
It is a gentle reminder that I am making

Sap Cans, Syrup Cans, Evaporating  
Pans, Honey Settlers, Scoops,  
Skimmers and Sap  
Carriers.

Get in your order and be Johnnie on the spot when the sap runs.

**D. J. SHEA,** TINSMITH AND  
METAL WORKER

Makes Home Baking Easy

# ROYAL



# BAKING POWDER

Absolutely Pure

The only baking powder  
made from Royal Grape  
Cream of Tartar  
NO ALUM, NO LIME PHOSPHATE