

A Special Offer For This Week

We will allow a Special Discount of TEN PER CENT. on all our new Spring Suits, during this week.

They are as good as can be shown in every particular, and lower in price.

This Special Discount will bring them away down below what you will be called upon to pay for your Spring Suit.

And bear in mind whether you pay \$10 or \$18 you are sure of getting a perfect fit, if not, we don't want to sell you

Lucy & Co., Ltd.

When you Order Your NEW SPRING SUIT

CALL ON
W. E. SEERY, 550 QUEEN STREET

Great variety of patterns to select from.

Style, Fit and Finish first-class.

1911 ENGLISH BICYCLES

We will again handle the English wheel which was such a seller last year.

They are better than ever. Call and inspect them.

Wm. C. Burt - F'ton. N. B.
Gas Engine Repairing - - - Bicycle Storage

Now for the Lovely New Wall Papers

Wall paper time is here again — time to make the home fresh and bright at a trifling cost.

For weeks we have been preparing for the Wall Paper season, and now there is ready here a wonderful display. EVERYTHING IS NEW.

There has been a great change for the better in Wall Paper designs and colorings ever since last season, and we have stocked the very choicest of the new styles.

Do not plan your decorating until you see these Wall Papers for they are brimful of fine suggestions.

Come early while the stocks are complete; at our low prices every pattern is sure to go fast.

ST. MARY'S DEPT. STORE

At End Passenger Bridge
F. S. WILLIAMS Proprietor

SPRING MILLINERY

Goods arriving daily from Paris, London and New York

MISS MORGAN

York St.

A Few Snaps in Spring and Summer Garments for this week

32 inch Covert Cloth Coats, at \$5.00.
54 inch Covert Cloth Coats, at \$8.50.
32 inch Black Cloth Coats, at \$4.00.
Venetian Cloth Suits at \$10.00.
Fine Serge Suits at \$12.00, \$13.00, \$15.00, etc.
Ladies' Skirts at \$2.25, \$3.00, \$5.00, etc.
Middy Blouses at 75 cts., \$1.00, etc.
Children's Middy Suits at \$1.50, \$2.25, etc.
New Dollar Waists always arriving.

R. L. BLACK - York Street.

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.

FLEMMING'S OWN STATEMENT

At the public meeting at Meductic on Saturday evening, Hon. J. K. Flemming, Provincial Secretary, stated that the Hazen government has no intention of proceeding with the Valley Railway project along lines such as are laid down in Part 2 of the Valley Railway Act and will not consent to Intercolonial operation of the road.

Mr. Hazen said further that if the Hazen government ever does enter into a contract for the construction of a road down the Valley it will be under Part 3 of the bill, a contract for a low standard road running only from Andover on the Canadian Pacific to some other point on the Canadian Pacific.

Moreover, he said that he hoped to see the road well under construction in — when? FIVE YEARS!

Mr. Flemming's statement has cleared the air. It puts the issue definitely before the people. Let us examine it.

Part 2 of the act is made up of the sections which provide for the construction of a high class competing road from Grand Falls to St. John connecting with a transcontinental line at Grand Falls. These sections provide also for operation of the road by the Intercolonial.

Part 3—the part under which Mr. Flemming says the Hazen government will act, if it acts at all—provides for the construction of a road of low standard; provides no guarantee whatever of trunk line connection, no guarantee even of operation after the road is built; and contains a provision that the road, if it should become a reality under Hazen efforts and if it should be operated at all may be operated as an electric trolley line.

We are examining, it should be remembered, the official statement of the Provincial Secretary of the Hazen administration. The Mail has given the gist of Mr. Flemming's statement at Meductic and is examining it in the light of what is in the Hazen legislation.

Mr. Flemming's statement has made the issue clear cut before the people of York and the other Valley counties. If the people continue to repose confidence in the Hazen government they MAY SOME DAY, certainly not before five years, according to Mr. Flemming's own statement, see a branch line running through part of the Valley. They may see a road built and never operated for, as stated above, Part 3 of the Hazen Act has no provision ensuring the operation of the road if it should be built. They may see a road built, and operated as a branch of the Canadian Pacific. They may see a road built and operated as an electric branch of the Canadian Pacific. They CANNOT hope to see a road running the length of the Valley, making direct transcontinental connections at Grand Falls, entering the Winter Port of Canada and operated as a part of the Intercolonial system. This they CANNOT have under Part 3 of the Hazen Act since that portion of the act contains specific, hard and fast provisions which make a high grade road from Grand Falls to St. John impossible. Yet it is under this part of the act that Mr. Flemming said at Meductic the provincial government HOPES to proceed.

On the other hand, it is under Part 2 of the act that the Dominion government has definitely offered to operate the proposed road as a part of the Intercolonial. It is under Part 2 of the act that the Quebec and New Brunswick Railway Company has offered to enter into a contract to build the road, giving the necessary security for the completion of its contract, and hand over the road when finished to the Intercolonial for operation. It is under legislation such as this that the road would be built from Grand Falls to St. John—a portion of a trunk line system, not merely a branch of the Canadian Pacific. It is under such legislation that, according to the statement of the Chief Engineer of the Hazen government's Valley survey, the road of the best standard would be secured.

The Valley Railway question is now before the people of York in the most definite form in which it has ever been before them. They must make their position plain.

The construction of the road as a line with direct transcontinental connections at Grand Falls means the construction of a road which will be more than a local branch. It will mean the construction of a road that will be of a standard to give service of the highest grade for both freight and passenger traffic and will prove a paying proposition which will safeguard the province against having to meet the interest charges on the bonds.

More than this, the construction of such a road and its operation by the Intercolonial will mean LOW FREIGHT RATES and LOW PASSENGER RATES as against the HIGHER RATES WHICH ARE CHARGED ON THE CANADIAN PACIFIC AND OTHER COMPANY CONTROLLED ROADS. It will mean a road operated in the interests of the people and NOT IN THE INTERESTS OF DIVIDEND-SEEKING SHARE-HOLDERS. It will mean COMPETITION in the place of the monopoly which now exists in parts of the Valley.

The issue is before the people of York. Their own interests are at stake. They will vote on Thursday for or against the Hazen government's electric-trolley-branch-line policy.

By voting for Dr. Morehouse, the Hazen candidate, they would declare that they were willing to wait five years for the road and that they were willing that if the road should be built under the Hazen ministry it should be an electric branch of the Canadian Pacific, since this is what Mr. Flemming's own announcement at Meductic has set forth.

A vote for Dr. Morehouse, the Hazen candidate, would be a vote in the interests of a corporation and a vote against the interests of the people of York.

By voting for Mr. Burden the people will declare in favor of the immediate acceptance of the Quebec and New Brunswick offer and the consequent early construction of a high-grade, competing, transcontinental road with operation by the low-tariff Intercolonial.

A vote for Mr. Burden will be a vote against the interests of a powerful corporation which seeks to control governments for its own purposes and a vote in favor of the interests of the people who want and MUST HAVE a high-grade competing road operated under a system on which the LOWEST FREIGHT and PASSENGER RATES CHARGED ON ANY RAILWAY SYSTEM IN THE DOMINION WILL BE IN FORCE.

It is the people's own interests that will be at stake on Thursday, March 30th.

A DARING LADY AERONAUT

It is a curious fact that the Hon. Mrs. Assheton Harbord, who recently placed another long balloon voyage to her credit by making an aerial voyage to France, became a balloonist by accident. In 1906 she went to see some friends of who were making an ascent and at the last moment they suggested that she should go with them. She went, and returned to the earth an enthusiastic aeronaut. Since then she has made more than a hundred voyages on her own balloon, and has been entertained by members of the Aero Club in token of their appreciation of her pluck. She has made four voyages across the channel, and on one occasion, when making a descent in a storm was pitched out of the car as it bumped on the ground. "I can claim, therefore," humorously remarks Mrs. Harbord, "to be the only woman who has landed in France on her head."

LOWER HAYNESVILLE

March 21—We are having very changeable weather at present. One day it is warm and springlike and the next it is down to zero.

A number of people are anxious for rain in order to fill their wells, which have gone dry.

Mr. Arthur Chute, Frank White, Miss Ruth White and Mrs. R. Forman, attended the R. B. Quarterly meeting at Woodstock on Saturday and Sunday of this week.

Mr. and Mrs. H. S. Haines of Central Hainesville spent Sunday with Mr. and Mrs. E. Haines of this place. Mr. and Mrs. Elwood Haines were calling on relatives here today, on their way to their home on Tripp Settlement.

The friends of Mrs. Hall Wallace will regret to learn she is quite sick. Dr. Morehouse was in attendance.

A horse belonging to R. Forman died on Saturday.

All we can hear now is the bye-election and reciprocity.

SHELDON CAUGHT AFTER EXCITING CHASE

Pittsburg, Pa., March 27—Charles D. Sheldon alias Charles D. Washburn of Montreal, who is wanted in that city on charges of embezzlement said to involve nearly \$2,000,000 was arrested here late today at Fourth avenue and Smithfield streets in the local financial district by a private detective from the east. Sheldon who was also known here as C. W. Ross, admitted that he was a fugitive from Canada. Information received by local authorities charged him with embezzlement and receiving money by false pretences in the sum of \$500,000.

When the detective approached Sheldon he made a sensational attempt to escape and was captured only after an exciting chase. When brought to the central police station asked permission to use the telephone. He called up a local stock broker and gave orders to close out his deals on the local stock exchange.

Sheldon according to the police to night disappeared from Montreal last October. His stock operations there are said to have excited the suspicion of the authorities and a Montreal newspaper, Sheldon maintained that he was doing a legitimate business and offered to submit his books to the crown prosecutor for complete investigation. On October 13, he suddenly disappeared before the officials had an opportunity to investigate further. It was then learned he had closed his accounts at several banks. Sheldon came direct to this city. Apparently he spent all his time around the local stock market, but maintained no office nor has it been learned where he made his home while he remained here. The prisoner is of distinguished type. He is 58 years old, five feet nine inches tall, and weighs 200 pounds.

Tonight after asking about the extradition treaty between the United States and Canada, Sheldon said: "Well, I am the man wanted and I guess the best thing for me to do is to waive all extradition rights."

Following Sheldon's departure from Montreal a newspaper which had questioned his financial transactions, offered a reward of \$10,000 for his arrest.

About three years ago Sheldon opened an office in Montreal, and carried on an investment and brokerage business. He advertised extensively for a time it is said, he paid from 25 to 50 percent on these investments monthly. In a short time money came pouring into his office from all parts of Canada. The fact that large dividends had been paid to a number of his customers attracted widespread attention and, it is said, investors fell over each other to give Sheldon their money. Agents were employed in many towns and cities to solicit and collect money for him on a 10 per cent commission. About this time the newspapers became suspicious and commenced an investigation. For a time Sheldon fought the newspapers through advertisements in other papers. Then, it is said, when the authorities were about to examine his books he fled.

Cook's Cotton Root Compound.

The great Uterine Tonic, and only safe effective Monthly Regulator on which women can depend. Sold in three degrees of strength—No. 1, \$1; No. 2, 50c; No. 3, 25c. For special cases, \$5 per box. Sold by all druggists, or sent prepaid on receipt of price. Free pamphlet. Address: T. H. Cook Medicine Co., Toronto, Ont. (Formerly W. J. Windsor)

CUBAN POLITICIAN HAD NARROW ESCAPE

Havana, March 28.—Col. Orestes Ferrera, the Liberal leader and president of the House of Representatives, had a narrow escape from death or serious injury yesterday. He made an ascent in an aeroplane with the French aviator, Roland Carros. During the flight the engine stopped and the machine fell fifty feet. Col. Ferrera's wrist was sprained, but apparently he sustained no other injuries. Carros was unhurt.

NOTICE

The members of Court Frederickton No. 773 Canadian Order of Foresters will meet in their Lodge Room in the Oddfellows' Hall on Queen Street on Tuesday evening March 28 at 8 o'clock.

By Order of the Chief Ranger
C. H. Burt Sec.

◆◆◆◆◆ A POINT TO BE CONSIDERED. ◆◆◆◆◆
◆ In 1907 it cost \$528 to collect the Succession Duties or less than 4 per cent. of the amount collected. ◆
◆ In 1910 it cost \$1,600 to collect the Succession Duties or nearly 5 per cent. ◆◆◆◆◆

AMUSEMENTS

UNIQUE

TO-DAY
Toney the Greaser

A Thrilling Story from the recruit not in Mexico.

The Test of Friendship
Edison

Love under Difficulties
Pathe

Vonder & Bellmare
Comedy Acrobats

Afternoons 3 to 5.15
Evenings 7.30 to 10.30

Bijou

TO-DAY
SOCIETY AND THE MAN
VITAGRAPH

HIS BOGUS UNCLE
LUBIN

JIM BRIDGERS INDIAN BRIDE
KALEM INDIAN FEATURE

Daily Matinee 3 to 5
Evenings 7.30 to 10.30

ORCHESTRA
5 and 10c

Opera House

Thursday Night
March 30th

BY SPECIAL REQUEST

**American Crystal
Palace Film Exchange**

PRESENTING

The Best that is manufactured in Latest Feature Films

CITY ORCHESTRA
5 & 10c

NOTE—Returns of the Election
Read from the Stage.

FREDERICTON BRASS BAND

**ANNUAL CONCERT
OPERA HOUSE**

Tuesday, March 28th

The Fredericton Brass will
at this concert be 40 strong
and will be assisted by a

MALE QUARTETTE

and vocal solos by the best
Local Talent.

Plan of Hall at McMurray &
Co's will open Mon., Mar. 20

R. H. O'Brien Pres. George G. Parker Secretary

GEM

Gem's Own Orchestra in Popul
Spring Airs

The Dream and Showing
the Results of It (Imp Film)

Paganini
(An Italian Drama)

In the Land of Cactus
A Good Story of a Young
Mining Engineer. A Thou-

Feet of Film.

Mr. Sherman in Late Song Hits

INTERCOLONIAL RAILWAY

THROUGH SERVICE TO
MONTREAL
VIA THE ONLY
ALL CANADIAN ROUTE

301 EXPRESS CONNECTION FOR
CANADA'S FAMOUS TRAIN.

THE
**MARITIME
EXPRESS**

Leaves Fredericton 18.30

(Daily except Sunday)

Arrives Montreal 18.30

(Daily except Monday)

THROUGH PARLOR CARS AND
DINING CARS TO MONTREAL

THE MOST COMFORTABLE TRAIN
IN AMERICA

F. B. EDGECOMBE,

City Ticket Agent

Notice of Legislation

NOTICE is hereby given, that application will be made to the Legislative Assembly of the Province of New Brunswick at the present session thereof, for the passing of an Act to amend Chapter 77, 4 Edward VII being an amendment to Chapter 60 Victoria Chapter 83 the same being an Act incorporating the Upper South West Miramichi Log Driving Company, and for authority to increase the tolls on logs and lumber provided by the said Act.

Dated at Fredericton, N. B. February 8th, 1911.

MCLELLAN & HUGHES
Solicitors for Upper South
West Miramichi Log Driving Company

For Sale

The undersigned offers for sale his farm in Allendale Settlement consisting of three hundred and fifty acres one hundred and fifty cleared land, balance green woods, one hundred thousand feet of lumber and two thousand cords of pulp. Four miles from the Valley Railway and six miles from the growing town of Hawkeshaw.

For terms and particulars apply to
ROBERT O'DONNELL
Allendale, York Co.

NOTICE OF SALE

To Daniel McMillan of the Parish of Stanley in the County of York and Province of New Brunswick, Farmer, and all others whom it may in any wise concern:

NOTICE is hereby given, that by virtue of a Power of Sale contained in a certain Indenture of Mortgage bearing date the Fifth day of June in the year of our Lord one thousand nine hundred and five, and made between the said Daniel McMillan of the One Part, and William H. Murray, of the City of Saint John in the Province aforesaid, Lumberman, (now deceased) of the Other Part, and registered in York County Records in Book X-5, pages 2, 3 and 4; There will, for the purpose of satisfying the moneys secured by the said Indenture, be made hereinafter in the payment thereof, contrary to the provisions of the said Indenture, be sold at Public Auction in front of the Post Office in the City of Fredericton on Saturday the eighteenth day of March next, at the hour of twelve o'clock noon, the lands and premises described in the said Indenture of Mortgage as follows:

All that certain lot, piece or parcel of land situate in the Parish of Stanley in the County of York conveyed to James McMillan by the New Brunswick and Nova Scotia Land Company by Deed dated the 7th day of November A. D. 1887, registered in York County Records in Book F-4, pages 434 and 445, and therein described as follows:—Beginning in the Westerly angle of lot Number Eleven on the North East side of the "Williamsburg Road" hereinafter referred to one Arthur Seaboria, thence running by the magnet of A.D. 1874, North 54 degrees 45' East, 37 chains to the rear line of the "Centreville lots, thence North 41 degrees 45' West eleven chains and fifty links to lot number Thirteen hereinafter referred to one Donald Fullerton, thence South 54 degrees 45' West, eighty seven chains to the Settlement "Road" above mentioned, and thence along the same South 41 degrees 45' East eleven chains and fifty links to the place of beginning, being known as "lot number twelve on the North East side of the Williamsburg Settlement" and containing one hundred and thirty "a little more or less." (Selling and excepting thereout a small lot containing about one half acre conveyed by the said James McMillan and wife to the Trustees of School District Number Six in the Parish of Stanley by Deed bearing date the 18th day of August A. D. 1900, registered in Book O-5 of York County Records pages 469 and 470). The same lots, lands and premises conveyed by the said James McMillan and wife to the said Daniel McMillan by Deed bearing date the 25th day of April A. D. 1906.

Together with all and singular the buildings and improvements thereon and the privileges and appurtenances to the said premises belonging or in any wise appertaining.

Dated this twenty-fourth day of January A. D. 1911.
S'd A. J. GREGORY, L. S.
S'd J. FRASER GREGORY, L. S.
S'd E. S. RANNEY MURRAY, L. S.
J. GREGORY & WINSLOW,
Solicitors
Executors and Trustees of the
Last Will and Testament of
William H. Murray deceased.

VOTE FOR MOREHOUSE AND
THE WASTE OF THE PEOPLE'S
MONEY.