

We Got The Goods and We Want Your Trade

We are willing to hang out the necessary inducements to get it.

Our stock of MEN'S SPRING CLOTHING will appeal strongly to all who know what good, stylish, well-made, perfect-fitting clothing is. They are "Progress Brand," which is the best for the money in this country.

We know if you get ours you will have as good as there is to be had, and at less price.

We are all ready for the stream drivers with all kinds of Boots or Shoes, Long Socks, Long or Knee Pants, the kind that will stand all kinds of abuse; Sweaters, the kind that will see you through, and something left over for another occasion; greasers, both long and short, to keep the wet out.

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.

FIFTY TWO PER CENT INCREASE UNDER MR. HAZEN

(Continued from page five.)

in the State of Maine are shipped through the port of St. John and also large quantities of lumber from Quebec pass through St. John. About 70,000,000 feet are cut annually on the New Brunswick Railway Company lands but only about 15,000,000 of that amount passes through St. John, a great deal of the balance being shipped by rail. Trans-atlantic shipments, it could therefore be seen, were no guide as to the total cut. They had decreased somewhat according to the returns which he had during the last few years. The statistics gathered by the Canadian Forestry Department had been commenced in 1908 and showed the cut that year in this province to have been 308,400,000 and in 1909, 398,203,000. The returns for 1910 were not complete as yet but according to a telegram he had received from Superintendent Campbell at Ottawa, the production last year in this province was about 435,000,000 feet. These figures indicated an increase in two years of about 126,000,000 feet and MORE THAN MADE UP FOR THE INCREASE IN STUMPAGE COLLECTIONS.

The figures that he had quoted showed that the statements of the hon. gentlemen opposite are not to be relied upon and are not borne out by the facts. Much of an unfair nature had been said regarding the lumbermen of this province and there may have been cases under the old government when the lumbermen escaped without paying all the stumpage. But there may be, and he believed there are some cases under this administration where lumbermen escape and he believed that there were also some cases where lumbermen paid more than they should. He was willing to give the Surveyor General credit for trying to make as good a showing as possible in stumpage collections, but the Crown Lands should not be handled with that sole purpose in view.

He quoted from an article written by Proff Miller, of the Forest School at the University of New Brunswick in which that gentleman declared that it was "beating the tom toms at our own funerals" if the Crown Lands are managed with the object of having them produce a larger revenue from year to year. Prof. Miller is without any political interest in the matter and is deeply interested in the subject.

He thought, therefore, that it was only right for him to sound a note of warning. He was willing to give credit to the government for trying to get an honest collection of the stumpage, but it is unfair to say that the old government stole the stumpage money from the province. And reckless exploitation of our Crown Lands for swelling the revenue is mortgaging the future of the province by depleting our greatest asset, merely that the government may at the present make a good financial showing.

The regulations in regard to cutting lumber are not being observed in some sections and logs are being cut below the regulation size. THE FORESTS ARE BEING LITERALLY MOWED DOWN. The government should preserve the forests because if they are not guarded THERE WILL HAVE TO BE AN APPEAL TO DIRECT TAXATION UPON THE PEOPLE OF THIS PROVINCE TO PRODUCE THE REVENUE NECESSARY TO KEEP UP WITH THE EXPENDITURES.

The chief revenue from the Crown Lands comes from counties on the North Shore. This province is taking much money from those counties and spending it elsewhere and the province owed to those counties a debt of gratitude. That is one reason why he felt that this House did well to pass the bill giving aid to Campbellton. The County of Restigouche has paid enough money into this province also to deserve the building of the International Railway, which is now completed, and which, he understood, will probably be taken over as a branch of the Intercolonial.

The hon. gentlemen opposite have had a good deal to say about the expenditures of their predecessors and they have not always been fair in their statements and their comparisons. The best test of the expenditure record is to consider the ordinary expenditures of the year and the addition made to the net debt of that year with the resulting total. He had prepared a statement showing the record of the former government from 1898 down to its defeat and a similar record showing the position of the present administration from the time it took office down to March 1st last. In 1898 the old government had an ordinary expenditure in round figures of \$727,049. The increase in the net debt in that year was \$133,239, making a total of \$860,339. In 1899 the ordinary expenditure was \$749,644 and the debt increase \$114,430, making a total of \$864,075. Next year, 1900, the ordinary expenditure was \$794,476, with a debt increase of \$114,788 or altogether \$909,264. 1909 saw an ordinary expenditure of \$910,345. In that year

there was a reduction in net debt of \$74,822. That was the year of the settlement of the Eastern Extension Claims, when the province received \$276,000. Hon. gentlemen opposite in referring to this matter say that the former government on receiving this sum, used it all in the one year, but they did not say what in fairness they should say, namely, that the old government paid for everything that year and reduced the debt by nearly \$75,000. In 1902 the ordinary expenditure was \$854,637 and the net debt was increased by \$299,876. The total expenditure was thus \$1,154,513. That, however, was the year of the big freshets, which necessitated considerable unusual outlay.

TAKING THE FIGURES FOR THESE FIVE YEARS IT IS FOUND THAT THE TOTAL AVERAGE YEARLY EXPENDITURE FOR ALL PURPOSES IN THOSE FIVE YEARS OF THE OLD GOVERNMENT WAS \$922,943.40.

Taking the next five years, the ordinary expenditure in 1905 was \$816,294. The increase in the net debt was \$137,805, making a total for the year of \$954,100. In 1904 with an ordinary expenditure of \$885,457 and a debt increase of \$201,688, the total expenditure was \$1,087,146.

In 1905 the total expenditure was \$941,903, which was made up of an ordinary outlay of \$874,419 and an increase in the net debt of \$77,484. In 1906 the ordinary expenditure was \$879,065. This was the year of the change in the valuation of the Central Railway and there was a reduction in the net debt of \$182,777, making a total of \$696,287. In 1907 the total expenditure was \$1,240,649—an ordinary expenditure of \$960,093, and a debt increase of \$280,556. THE AVERAGE OF TOTAL YEARLY EXPENDITURE FOR ALL PURPOSES IN THE LAST FIVE YEARS OF THE OLD GOVERNMENT'S RULE WAS THUS \$986,017.

It is not a fair method to take just one year and base comparisons upon what that year shows. He thought, however, that the method he was following of grouping a number of years under both administrations and instituting comparisons is a fair one to all concerned. In 1906 there was a \$75,000 subsidy to the International which shows as a net debt. Yet we have a mortgage and this outlay will never cost the province a cent. In 1907 the old government purchased 50,000 acres of land. It was placed in the assets as \$36,000. Yet everyone knows that it is worth much more and it is even estimated to be worth a quarter of a million. In 1910 the return from this Blue Bell tract, as shown by the Crown Land figures, was \$10,000, or 4 per cent, on \$250,000. The action of the old government has given the province full benefit of this transaction. Together the profit from the Blue Bell deal and the International subsidy was at least \$200,000.

Now in the words of Shakespeare "Look you on this picture and on this" In 1908 the total ordinary expenditure was \$1,042,196. This with a net debt increase of \$408,877 made a total expenditure of \$1,451,074. Hon. gentlemen opposite say of course, that in 1908 they funded \$200,000 of debts belonging to the old government. Expenditures always will be carried over but the expanding revenues of the province should have made it possible to meet this payment out of revenue and the present government should not have put this burden on the province for all time to come, simply that they might pay tribute to their partisan friends. In 1909 the total expenditure was \$1,472,873 with a debt increase of \$217,491 and an ordinary expenditure of about \$1,250,000. 1910 saw ordinary expenditure of \$1,317,876 which with a debt increase of \$185,227 made a total of \$1,503,156.

In the four months of the present fiscal year which have so far elapsed, there has been an ordinary expenditure of \$462,546 with a net debt increase of \$150,992 or a total of \$613,538 and these figures do not include expenditures for roads and, no doubt for some other things. IN THE THREE AND ONE-THIRD YEARS OF THIS GOVERNMENT'S RULE, THERE HAS BEEN A TOTAL OUTLAY OF \$5,040,640 OR AN AVERAGE YEARLY OUTLAY OF \$1,512,192. IN OTHER WORDS, THERE IS AN INCREASE OVER THE EXPENDITURE OF THE LAST FIVE YEARS OF THE OLD ADMINISTRATION OF 52 PER CENT.

With the growing revenues the province might surely get along without so large net debt increases and, indeed, with none at all. British Columbia has on deposit \$7,500,000 and by the end of March will have enough cash to pay off all its debt. The present government in this province does not seem to think that there is any necessity to think seriously of this debt matter and the future of the province, but, surely, that is not the proper attitude.

He had been attacked unwarrantably regarding the plan which he had formed when premier regarding the establishment of a sinking fund to

wipe out the debt. Hon. gentlemen had said that he had abandoned that plan but their statements were absolutely incorrect. His government had never received one full payment of the increased subsidy. They had received one-half yearly payment, and on receiving the second, they would have started the fund.

He wished to make some remarks regarding the sale of inscribed stock made by Mr. Flemming. This was the \$2,190,000 worth of 4 per cent. stock which sold at 102. There were other expenses in connection with the loan, a total in 1909 and 1910 of \$54,554. The net receipts from the stock were thus \$2,179,505 or less than par. Compare that issue with the loan made by Hon. Mr. Tweedie, the 3 per cent. loan at 96. The interest and commission on the Flemming loan was \$88,299 or 5.05 per cent. on the money received. The government seemed to have played too much into the hands of the Bank of Montreal and no government should do that no matter how excellent an institution that Bank might be. He wished to point out that in the case of the previous loan the average rate of interest on the amount received was 3.12 per cent. Taking the two loans, the difference in the interest was .93 per cent. Hon. gentlemen should consider what this meant. They say that the New Brunswick stock sold as well as that of other provinces. The old government was urged to make a loan before it did in 1907 and had they yielded to the solicitations they would have been accepting a ruinous rate. If HON. Mr. Flemming had waited a while and if he had followed the tender system, of which this government formerly said so much, he might have done a good deal better and saved money to the province. Contrasting the two loans there was a loss per annum in interest in the case of the latter of \$20,269.39. IF THIS AMOUNT HAD BEEN SAVED TO THE PEOPLE BY AS JUDICIOUS A LOAN AS THAT MADE BY THE FORMER GOVERNMENT AND USED AS A SINKING FUND AT 3 PER CENT. FOR FORTY YEARS, IT WOULD AMOUNT TO THE ENORMOUS SUM OF \$1,528,000. The hon. gentlemen talk about saving in this way and that but at the end of the years there is no evidence of the saving. It is a pretty expensive government and in this one matter of the loan is costing the people \$1,528,000. These facts cannot be contradicted. The Provincial Secretary says he (Flemming) could not have done any better. The former government did better and called for tenders twice before making the loan.

Some days ago the premier charged him with taking up picaresque matters. He would say to the House that in his position as a member of this Assembly, no matter what any person called to his attention and sought for information or investigation would be too picaresque for him to endeavour to take up. He had made some reference before to the rails of the Albert Southern Railway. The premier had said the province had no lien on the rails of that road and could not prevent Mr. Trueman and Fowler and Jonah from removing the rails. He thought the facts showed a good lien. The premier had quoted a letter from Mr. Trueman whom he (Hazen) had said was a supporter of the opposition. Mr. Robinson said that he would read a letter written by Mr. Trueman on Oct. 22 last to Mr. Charles McAnulty, one of the creditors of the road. In this letter MR. TRUEMAN SAID THAT ATTEMPTS TO REMOVE THE RAILS IN THE DAYS OF THE OLD GOVERNMENT HAD BEEN FORBIDDEN EMPHATICALLY. He (Trueman) went on to say that meantime a change of government had come and it was thought that the matter might be got through. FOWLER & JONAH HAD BEEN RETAINED FOR SEVERAL REASONS AMONG THEM BECAUSE IT WAS SUPPOSED THAT THEY HAD INFLUENCE WITH THE GOVERNMENT IN THE WAY OF OVERCOMING OBSTACLES.

There might have been reason to take up the rails under certain condition but the creditors should all have been protected. There were creditors and CREDITORS, and he thought it was doubtful if the ordinary creditors ever get a single dollar.

He read a second letter written by Mr. Trueman to Mr. McAnulty in regard to the position of the ordinary creditors and he went on to say that BEFORE FOWLER & JONAH WERE GIVEN A FREE HAND THE PROVINCIAL AUTHORITIES SHOULD HAVE LOOKED INTO THE MATTER AND SEEN WHO THE CREDITORS ARE AND WHETHER OR NOT ALL WERE TO BE TREATED ALIKE OR FAVORED TREATMENT GIVEN TO TWO OR THREE. A DEAL HAD APPARENTLY BEEN PUT THROUGH BY FOWLER & JONAH IN THE INTERESTS OF THEMSELVES AND ONE OR TWO OTHERS.

Before passing from this matter he wished to draw the attention of the

(Continued on page seven.)

AMUSEMENTS

UNIQUE TO-DAY

Priscillas Engagement Kiss

Biograph

His mothers Thanksgiving

Edison

The Sheriffs Sister

Kalem

RIDDLE & RHYMES

The Singing and Dancing

Comedy Pair

Afternoons 3 to 5.15

Evenings 7.30 to 10.30

Bijou

TO-DAY

TINY WILLIAMS

IN NEW SONG HITS

WATER LILLIES, Vitagraph

Two REFORMATIONS, Western Essany

WILL IT EVER COME TO THIS

Lubin

EASY MONEY, Lubin, Comedy

Daily Matinee 3 to 5

Evenings 7.30 to 10.30

Opera House

Saturday Evening, Mar. 25

American Crystal Palace Film Exchange

PRESENTING

Everything in Moving Pictures that pleases old and young.

The best that can be got.

Ask any one about our Show

5 & 10c

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

Savage Girls Devotion

(Bison, Indian)

(Story True to Life.)

Bachelors Love Affair

(Imp Comedy)

Bobby's Sweetheart

(Roaring Comedy)

Parents of the Prodigal Son

(Comedy Drama)

MR. SHERMAN in Songs

The late Lady Meux was the possessor of the old Temple Bar, and it is hoped that the London Corporation will now be able to acquire this venerable historical monument.

INTERCOLONIAL RAILWAY

THROUGH SERVICE TO

MONTREAL

VIA THE ONLY

ALL CANADIAN ROUTE

301 EXPRESS CONNECTION FOR CANADA'S FAMOUS TRAIN.

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MARITIME EXPRESS

Leaves Fredericton 18.30

(Daily except Sunday)

Arrives Montreal 18.30

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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.

The Last Week of RINK

BAND

Monday,
Wednesday and
Friday Night and
Sat. Afternoon.



OPERA HOUSE

ONE NIGHT
ONLY

FRIDAY
March 24

The Paul Gilmore Company
IN THEIR COMEDY SUCCESS

THE MUMMY and

THE HUMMING BIRD

Carload of Special Seating

This is the Same Company

That Played the 3rd Degree

Prices 35c., 50c., 75c. \$1.

Seats Now on Sale at Ryan's

Marysville Train Will Leave

After the Performance

Statistics of pauperism in London for 1910 show a decrease as compared with the figures for 1909.