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THE BORDEN GOVERNMENT AND STEEL BOUNTIES

(Halifax Chronicle)

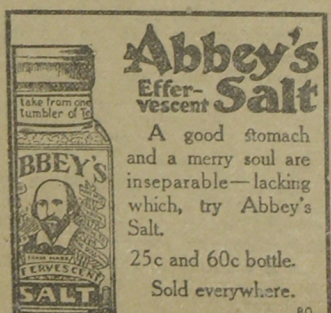
It is conceded that the steel men came away from Ottawa with the promise of the renewal of the bounties. At least that was the word which was given out among those "in the know," and was generally believed—so much so that Mr. Plummer went off to Europe to rearrange his financing and other steel manufacturers were happy in the prospect of receiving the concessions which they sought. This is not all mere hearsay. The question of the renewal of the bounties was submitted to the Government caucus at Ottawa, and a newspaper close to some of the most prominent members of the Government has told us what happened. The word came out from the caucus that the Government had acceded to the demands of the bounty-hunters, and Mr. Bourassa's paper related the remarkable story of how Tory members rushed from the caucus chamber to the telegraph offices to file messages to Montreal to buy "steel." Indeed it is said that "tips" came from certain Tory members to their friends throughout the country, that the bounties were assured and that steel was "a good buy." Many of them hastened to the stock brokers to turn an honest penny out of inside information, which for the first time in the history of Canada was available through leakage from the caucus room.

It is not quite clear yet what happened, but it is safe to say that the announcement of Minister White that the bounties were not to be renewed at least this session, came like a bolt from the blue, if not to the steel men themselves, at least to all those who had been assured that everything had been satisfactorily arranged with Mr. Borden. But the bounties did not come and the great steel industry of Nova Scotia must worry along as best it can without them.

It is now known that the failure of the government to fulfil its promise to the steel men was due to the active opposition and hostility of the Tory members from Ontario and the West. The Toronto Telegram has already told us how one Tory member, Mr. Meighen, stood up in the caucus and "tore the arguments of the Finance Minister to tatters, and left the bounty proposal without a leg to stand on."

ISSUE SHARPLY DRAWN IN COLORADO

Colorado Springs, Colo., March 26.—There is every prospect of a lively contest in the Republican State convention which is to meet here tomorrow to name eight delegates at large to the national convention at Chicago. Colorado has been claimed for Taft ever since the State Committee declared for him at its meeting in Denver last month. The Roosevelt managers declare that the Denver gathering was packed with Federal office holders and that his resolutions in endorsing Taft and rejecting the proposal for presidential preference primaries did not reflect the sentiments of the rank and file of the party. Despite the fact that the State organization is against them, the Roosevelt followers are preparing to make a hard fight in the convention and are hopeful of results.



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Hon. J. P. Burchill Criticizes Government's Policy

Independent Member for Northumberland Hands out a Few
Plain Truths in the Budget Debate—Interest Charges are
Piling up

Hon. Mr. Burchill, speaking in the budget debate in the Legislature on Monday said he didn't propose to go much into detail as he felt that the details had been taken up by hon. gentlemen on both sides of the House who had preceded him. He would like to extend his congratulations to the premier over his elevation to that position. He had had the pleasure of sitting in the House and working with the premier for a number of years and whatever was the difference in their policies he felt that his hon. friend had always been sincere in his endeavors to advance the interests of the province. He also congratulated the hon. member for Kings, who had been called to a position in the cabinet and felt that the government and the country were fortunate in securing a man of such ability. He would tender his congratulations to the hon. member for York who had been called to the provincial secretaryship and felt that he would discharge his duties in a very creditable manner. His hon. friend, on delivering his budget, had deviated considerably from the custom followed by former provincial secretaries. It had been the usual custom of the provincial secretaries to explain the financial affairs of the province, but his hon. friend had rather devoted his speech to a comparison of the acts of the two governments. The speech was one that would have been appropriate for an election campaign, but it had been a departure from the rule followed in this House. He was not an apologist for the old government and so far as comparisons were concerned the people had condemned the acts of the old government in 1908, and had handed the control of provincial affairs over to this government and had asked them to do better than their predecessors. When the appeal was made to the electors it would be on the government's own record and not on the record of their predecessors. It must be considered that the old government did not enjoy the large revenue that the present administration did and under the circumstances the old government had done very well. He would remind his hon. friends that they never had opposed any expenditure of the old government notwithstanding the fact that the expenditure meant an increase in the public debt. The hon. gentleman opposite were thus just as responsible as the old government for the expenditure and it was not consistent that they should criticize the old government on the expenditure made.

THE AUDIT ACT.

The present government had added some new legislation of interest and benefit including the Audit Act. The new system under the Audit Act was an improvement on the system in vogue when his hon. friends came into office. The old government made the mistake in that they followed the system of their predecessors who were friends of the hon. gentleman opposite. Among the pledges made by the government was an honest collection of the revenue and an honest expenditure. He did not intend to dispute the collection of the revenue as he presumed it had been honest, while as to the expenditure it was well known that the government had expended all it received and much more. In fact, the statement had been made that the government boasted that it would spend the revenue.

Hon. Mr. McLeod said that he felt his hon. friend did not desire to make a statement that was not warranted by the facts. What he (McLeod) did say was that the government would collect the revenue honestly and would not be afraid to expend it on needed public work.

Mr. Burchill said he had understood his hon. friend to say that they would collect the revenue and to add with much force that they would spend it, too.

There were some places where the Government could have spent more money and one place he thought of was in the Chief Commissioner's own county. There was a bridge which had become unsafe and which could have been repaired so that it would have been good for use for some years, but because it was said to be the intention to have a new structure built some distance down the river this bridge had been allowed to get into such a condition that it was now unsafe and the people would be very much inconvenienced in not having any bridge in the few years they would have to wait before the new structure could be completed.

THE DEFICIT

The Hon. Provincial Secretary had said that the deficit of \$56,000 last year should not be included in the next debt. He did not wish to criticize the Chief Commissioner for having had an over expenditure in his department as it was almost an impossibility to estimate the expenditure which one year would bring

about after another with the freights and other exigencies to be dealt with. But if there was a deficit of \$56,000 the province owed that money and it was a debt. The Valley Railway survey was now in the same category except that it was more like a suspense account.

Hon. Mr. McLeod—No, it is an asset. It is an amount due the province.

INTEREST CHARGES INCREASE

Mr. Burchill continuing said that in 1907 the interest payment amounted to \$178,569 and in 1911 the amount had grown to \$245,193. If interest was not paid on current account it was on permanent account. This Government had bonded over \$200,000 when they came into office and thus started with a clean sheet and as this was only such a short time ago it was not to be expected that they would be increasing the interest payments on current account so soon. He was sure that the house would agree with him in congratulating the province that there were no more railway subsidies to be paid the last having been paid during the last year. There had been too much paid in the past for subsidies for railways built more for political purposes than anything else. Now there was a new policy that of guaranteeing bonds but nobody knew where that would end the province. He hoped all the flowery statements that had been made about the country through which railways were to pass would come true but sometimes the predictions did not. Three years ago an act was passed granting assistance to a railway to the iron mines on the North Shore and one of the conditions specified was that the Company were to bring out a thousand tons of ore a day for 150 days in each year which would have given the province a revenue of \$7,500 annually in royalties from this source. That was three years ago but during the past year he noticed that only 33,000 tons had been brought out and that the revenue the province received was only \$1,600. He did not blame the Government for this altogether as he could not see any way they could rectify it but nevertheless it served as an instance to show that all these flowery statements did not always come true. Regarding the St. John Valley Railway his position was pretty well known. He had always voted against the guaranteeing of these bonds as he felt that the amount was too large for this small province with its limited resources to be pledging its credit for.

BIG LUMBER CUT

Mr. Burchill continuing said that in the statement of the north shore lumber cut he had omitted to include 30 million feet piled on the wharves at Bathurst. A particularly offensive article appeared in a St. John paper attacking the so called lumber lords of the north shore in a most bitter manner. They had been designated as a boodle brigade and it was said that the government was following up the "lumber thieves." The attack he felt was most unwarranted on the men who by their industry and by their investments were providing work for a large number of people and doing their share in the industrial development of the province. Moreover the lumbermen were ready to co-operate with the government but it was only natural that if they were attacked in this way they would stand up and fight it. If it was the intention of the government to keep on pursuing the alleged "lumber thieves" he would point out that this government had not had much success with the thieves in the southern part of the province where they had spent \$5,000 to find out who stole \$150,000 and then found nothing.

In the Crown Land Department report he saw it stated that it was the intention of the Surveyor General to have a conference with the lumbermen and if that conference took place he was sure that the Surveyor General would find the lumbermen ready to do their part to work out any of the various problems which might present themselves.

How completely the Hambletonian family of trotters now overshadows all others is strikingly illustrated by the statistics of harness racing for 1911. Of the 1,938 horses that entered the 2.30 list last year 1712 or 88 per cent are descendants of Hambletonian in the direct male line.

THE STUMPAGE QUESTION

He approached the subject of stumpage with some trepidation because as the result of what he had to say last year he had been assailed by several members of the government and the press supporting them throughout the province. It had been said by one St. John paper that he had taken advantage of his place in the house to air a personal grudge. He did not bring a personal grudge if he had one into this House, but he had brought this matter before the House because there was widespread dissatisfaction with conditions as they existed in his county. It was not for any grudge that he had referred to the matter, but because he had been actuated by a desire to carry out his public duties. It had been said in this House this session and at the last session that additional revenue had been collected from a smaller cut. He wished to be most emphatic in his statement that the annual cut on the Crown Lands of this province today is largely in excess of the annual growth and large in excess of the cut of some years ago. The comparative statement which had been brought before this House last year by a member of the government and which had done service again this year comparing the cut on Crown Lands with the trans-Atlantic shipments was erroneous. He believed it was practically impossible to get a complete and correct statement, but he had some figures which he felt would go along way towards that. The statement which had been used by the Provincial Secretary showed that stumpage had been collected on 310 millions while the trans-Atlantic shipments according to the statement amounted to 285 million feet. If that logic was followed the result would be like the man who failed a number of times and each time paid a smaller dividend to his creditors, until finally he had figured out so that his creditors were indebted to him. If that statement were to continue for a few more years it would soon have the shipments down to nothing at all and the cut on which stumpage was collected would be up to tremendous figures. The statement however showed the shipments from 1911 to be 255,000,000 superficial ft. He would like the hon. gentleman to add to

that the rossed and pulp wood shipped from Chatham amounting to between 17 and 18 million feet and then added the rossed wood shipped from Dalhousie the exact amount of which he did not know. Then there was 5 millions of lumber shipped from Chatham to the United States markets and 2 millions for local consumption on the Miramichi and shipped to Dominion points. Then there was five million of rossed wood on the wharves at Bathurst and sixty million of lumber in its manufactured state piled on the wharves on the Miramichi or 37 million feet more than last year. This would make in all about 400 million feet and besides that there was the output of the Dominion Pulp Mill. The output of the Bathurst Lumber Co. formerly went to the British market, but does not now and on the St. John River this was also true of the output of Donald Fraser & Sons' mills, Elwood Burt's mill and others. The same conditions applied to other rivers as to the Miramichi. At the last session he had referred to the fact that much of the lumber cut on the Miramichi used to come from the New Brunswick Railway Company's granted land, but it did not come from there now as the mills were running just the same it must be coming from somewhere else.

Mr. Burchill continuing said that in the statement of the north shore lumber cut he had omitted to include 30 million feet piled on the wharves at Bathurst. A particularly offensive article appeared in a St. John paper attacking the so called lumber lords of the north shore in a most bitter manner. They had been designated as a boodle brigade and it was said that the government was following up the "lumber thieves." The attack he felt was most unwarranted on the men who by their industry and by their investments were providing work for a large number of people and doing their share in the industrial development of the province. Moreover the lumbermen were ready to co-operate with the government but it was only natural that if they were attacked in this way they would stand up and fight it. If it was the intention of the government to keep on pursuing the alleged "lumber thieves" he would point out that this government had not had much success with the thieves in the southern part of the province where they had spent \$5,000 to find out who stole \$150,000 and then found nothing.

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HON. MR. ROBINSON ON LIBERAL PROSPECTS

(St. John Telegraph)

Hon. C. W. Robinson, ex-premier of the province, passed through the city yesterday en route his legislative duties at Fredericton, and to a Telegraph reporter he expressed some interesting views concerning the forward movement in the east. He spoke particularly of the natural gas development in Albert county and predicted that the new company would soon extend its lines to Hillsboro, Amherst and possibly to St. John.

Mr. Robinson also announced his own retirement from provincial politics with the dissolution of the present house, and had something to say with reference to the extravagance display by the present government. He said it would be necessary to further increase the revenue of the province in order to make both ends meet, and that salvation of the east, even admitting the present forward movement, depended greatly upon the opening up of the large markets of the United States to the marine province farmers. He thought the Liberal prospects in this province were very bright.

Speaking of the political situation, Mr. Robinson said that while he would not be in the field himself, from what he could learn by meeting the people he thought the Liberal opposition would have bright chances for success, particularly if they used the same judgment in selecting the best men available, as had been done in Kent County.

"Messrs. LaBlanc and Atkinson," he added, "are well known as strong men, even outside the county," he said, "but I was particularly pleased to hear that Councillor Boudage had consented to run, as he is immensely popular with all classes and will make a very able representative of the French Acadians in the legislature."

"The late government was bitterly assailed for not living within its income and allowing the public works expenditure to exceed the estimate, but we were only in the kindergarten

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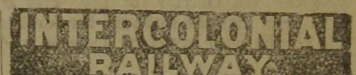
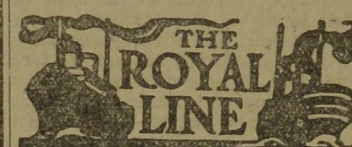
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DEPARTURES
20 A.M.—For St. John, St. Stephen, St. Andrews, Houlton, Woodstock, Plaster Rock, Grand Falls, Edmundston, Fort Fairfield, Caribou, Presque Isle, and for Portland, Boston etc.

4.45 A.M.—Via Gibson Branch for Woodstock and Houlton, connecting at Newburg Jet for points North. Plaster Rock, Grand Falls, Edmundston, Fort Fairfield, Caribou and Presque Isle.

4.45 A.M.—For Fredericton Jet connecting for St. John and points East.

4.00 P.M.—Via Gibson Branch. For Woodstock and points North to and including Aroostook Jet.

5.45 P.M.—For Fredericton Jet connecting with Montreal Express which connects at McAdam for St. Stephen, Houlton, Woodstock and points North to Aroostook Jet. Also connects at Montreal for all points West. Also connects at Fredericton Jet with Boston Express.

8.00 P.M.—For St. John and points East.

ARRIVALS

9.10 A.M.—From St. John and East
1.50 A.M.—From Boston Montreal, St. Stephen, Woodstock, and North and Houlton.

12.30 A.M.—From Woodstock and Boston, etc.

6.55 P.M.—From Woodstock and North via Gibson.

7.55 P.M.—From St. John and East
10.40 P.M.—From Boston, St. Stephen, St. Andrews, Woodstock, Houlton.

W.B. Howard, D.P.A., St. John, N.B.

ten class as spenders compared with the public works department is practically the present government. By their figures the over-expenditure in showing."