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That prefers to pay high prices for his goods rather than save 10 per cent. in buying from us? What would you do if a Bank or some reliable Savings Company offered you 10 per cent. more on your money than the place where you had it already deposited? You wouldn't need much coaxing to make you change your account would you? Well now if we can give you 10 per cent. better value on

**A Hat or Cap,
Shirt, Necktie,
Suit of Underwear**

Or any other Goods you buy at our store, than any other dealer can give you it shouldn't require very much argument to convince you where to do your buying. We're not talking now for fun; we mean just what we say, that we can save you at least 10 per cent. on any Goods you want, that we can sell you, and we want your trade. Our Goods will please you, our prices will suit you, and you'll be promptly attended to at our store.

Many special values now being offered at our BIG REMOVAL SALE.

FARRELL BROS.,

Agents for Hawe's \$3.00 Hats, - - - 222 Queen street.

MILLINERY OPENING

MISS MORGAN

Announces her MILLINERY OPENING to take place on

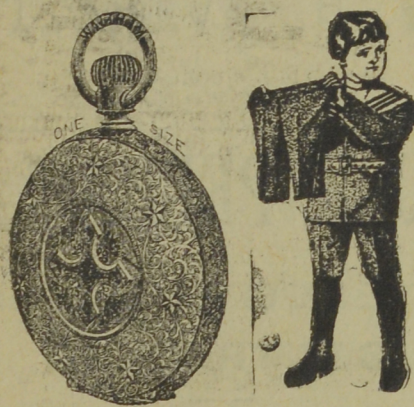
THURSDAY, APRIL 13TH.

She will show the latest Patterns from all the leading Fashion centres.

All are cordially invited.

OPENING AT 3 P. M.

Watches Given Away



Lucy's Busy Corner.

Beginning with SATURDAY, April 1st, LUCY & CO. will give away with every cash purchase of a Man's or Boys' Suit of Clothes, a good Stem Wind Watch, guaranteed for one year. Don't fail to examine their stock of Men's and Boys' Clothing, Boots and Shoes, Trunks, Grips, etc., etc., etc. Sale to continue while the Watches last, at

Lucy's Busy Corner



MAIL CONTRACT

SEALED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon, on

Friday, the 19th May, 1905

for the conveyance of His Majesty's Mails on a proposed Contract for four years, two times per week each way, between Fredericton and Hanington, from the 1st July 1905. Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Offices of Fredericton, Hanington and others on the route and at the Office of the Post Office Inspector at St. John.

POST OFFICE DEPARTMENT,
MAIL CONTRACT BRANCH,
Ottawa 3rd April 1905.
G. C. ANDERSON, Superintendent

MEASURE FULLY JUSTIFIED.

Attorney General's Eloquent and Effective Defence of the Government's Plan.

TO SAVE THE N. B. COAL AND RAILWAY COMPANY'S PROPERTY FROM BEING SACRIFICED.

Government Courts the Fullest Investigation into its Dealings with the Company.

Wednesday night in the legislature on motion to go into a committee of the whole to consider the bill An Act further relating to the development of the coal areas in the counties of Queens and Sunbury, Mr. Hazen denounced the measure in very strong terms and concluded by moving an amendment that a Royal Commission should be appointed to make enquiry into all the facts regarding the New Brunswick Coal and Railway Company and the expenditure of provincial money thereon, such commission to report to the House not later than the first week of next session.

ATTORNEY GENERAL'S REPLY.

Hon. Mr. Pugsley—I feel that if the leader of the opposition had been very solicitous to ascertain the facts with regard to this railway he might have had an ample opportunity of doing so whenever he chose to ask for it. He said that this line has been carried on in the interests of bootleggers and political pets. If he really believes this he has not been doing his duty as a member of this legislature, for he has sat for five weeks without making any movement for the purpose of verifying his belief. Surely when he was making enquiries on this subject early in the session and when he was given the fullest information that we had in our possession if he honestly believed that there was any thing being done in connection with the road that was detrimental to the public interests it was his duty to demand an investigation. It is very easy to make these general assertions. The opposition has been making charges of this kind against the government for the past twenty years, but whenever they have been challenged they have flown away. He says that I have been largely connected with this road. Let me say that I have nothing to fear from the fullest investigation and that any connection that I have had with this road has been for the purpose of protecting the public interests. When I mention the name of Mr. Geo. McAvity, a man of the highest business integrity, everyone will recognize that he was a most proper person to take over the management of this road. When he took the management all the books and papers were handed over to him. They were then submitted to Mr. Sharpe, a chartered accountant, who took weeks to investigate them. I am authorized to state tonight that Mr. Sharp found every item of expenditure had been faithfully accounted for. Not one cent had been diverted to any other object than the upbuilding of the road. The accounts were also submitted to another accountant, Mr. F. S. Corbett of St. John with the same result.

Now if the leader of the opposition desires an investigation let him make his charges. While he has spoken of the situation of this railway as deplorable, and has called us all robbers and thieves, he has not criticised the action of the government in seeking to

DEVELOP THESE COAL FIELDS.

Now let us begin this story at the beginning and who will say that we did not exercise proper care at all the various stages of the work. First we appointed a sub-committee of the government consisting of the Hon. Messrs. Hill, Farris and Dunn, to examine these coal mines, and I do not think it would be possible to select a more conservative committee. They reported favorably on the mines and their prospects. Next we had the reports of experts who were able to show that there are at least 50,000,000 tons of coal in that field, and possibly 250,000,000 millions. This being so we were confronted with this proposition. We had these coal areas lying dormant, the property of the province and we felt that if they were developed they would give a large revenue in royalties and be the means of establishing great industries which would give employment to hundreds and perhaps thousands of people. Was it not right that they should have a western outlet to Fredericton? The leader of the opposition approved of our opening up these coal areas. There was a desire on all sides of the House to do this. We came to this legislature in 1901, and asked for authority to guarantee \$250,000 worth of bonds to construct the railway, which were not to be used until it was completed to Fredericton. These were hard terms and acquired an enormous credit to finance the road. Our great transcontinental railway could not finance their road under the terms originally granted to them and had to go back to the government and get bonds issued on progress estimates. We did the same thing for this railway. I have already related in detail the difficulties which we encountered. The contractor found that what he had estimated as earth was hard pan and immensely more costly to work. The engineers progress estimates would

not pay the labor bills and the enterprise would have stopped when the contractor threw up his contract. IF WE HAD NOT COME TO THE RESCUE.

After the contractor gave up the work it was found that the bank that had agreed to furnish the money refused to make any further advances and money had to be got elsewhere. My connection with the road has been commented on, but the legislature declared that as attorney general I should be an ex-officio director of this company. Was it surprising that they should come to me for assistance when the railway got into difficulties? I am willing to confess that I did what I could to get them a credit at the bank. Was I wrong in doing this? There came a time again and again, when, if the government had not assisted, the work would have stopped. If we had permitted this to be done what would the people of this province, who are interested in its progress, have said to us? The work went on and in January, 1904, the road was completed so as to begin hauling coal. Mr. King, Mr. Gibbon and others who have spent thousands of dollars in developing their mines, were ready to give coal to the railway. Branch lines have been placed in the various mines, and there was every prospect of a profitable business. But just at this time came violent snowstorms, which kept many roads closed up all winter, although thousands of dollars were expended in a vain attempt to keep them open. Here I confess that I did not realize all the difficulties that were to be faced. I was shown the accounts, which prove that \$70,000 had been expended on bridges, and I believed that all the bridges on the road was in good condition. They one of the bridges went down, and there was trouble with the Norton bridge. Then the resources of the company became exhausted and the men were not paid.

THERE WAS ALMOST A PUBLIC SCANDAL.

That was the time when the Premier had refused to authorize the issue of more bonds. What ought the government to have done then. Should they have left the enterprise go down and the road stop and should we have allowed the working men to go without their wages? As these men believed the government was behind the road, it would have been a swindle on them if they had refused to pay them. After the accounts had been fully investigated the Premier insisted on a change of management. Mr. George McAvity said he would not take the management unless certain improvements were made. Mr. W. C. Hunter a railway man of twenty years experience, was placed in charge of the line. He reported that the Company had 40 flat cars but that was not nearly enough to haul the coal that was needed. He also reported that the locomotive power was inadequate. In order to operate a railway successfully you must have large locomotives. Mr. McAvity made it a condition that the government should do whatever was reasonably necessary. Was not that a wise course? Could the government say we will go no further, but let the undertaking collapse. I ask this House to say at what particular time they can affirm the government committed an error of judgment. Last fall Messrs. Wainwright and McNabb went over the road and were well pleased with it. We have the statement of Mr. McAvity that from enquiries he has made he believes the railway can do a paying business. We have his further statement that if he can get rolling stock and have the bridges repaired they can get the coal to haul to the amount of 2,000 tons a day. If we are too optimistic, that is the estimate (Continued on fourth page.)

\$100 REWARD, \$100.

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly on the blood, and the mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials.

Address F. J. CHENNEY & CO., Toledo, O.

Sold by all druggists, 75c.

Take Hall's Family Pills for constipation.

Seasonable and Economical

Out of the great variety of materials produced this season, and shown by us, we make mention of a few that are especially attractive and inviting, from style view and low prices.

Checked Silks

Very attractive for costumes and waists, a little heavier than silk, will wear longer, looks well after washing, and keeps its soft glossy surface, 21 ins. wide, 50c. yard.

Matings and Serges

Plain and self-figured navy Matings, shrunk, ready to be made up, will give good service, wear, and always look stylish. Also Cheviots and Shrunken Serges that will not change color.

Our Easter Sale of Gloves which will be of extra value, fresh and up-to-date in style and finish will be placed on sale SATURDAY, April 15th.

Tennant, Davies & Clarke

New Idea Patterns 10c. each.

Japanese Corded Wash Silks

Almost something for nothing in these Silks. They last so long, wear so well, and always keep their neat handsome appearance. Money invested in these Silks is money saved.

Waterproofed Cloths

Light and medium weight for costumes and jackets. We have a special in fine grey stripe, extra firm and light weight sheds dirt and mud easily, and is especially good for rainy-day skirts.

W. J. IRVINE, D.D.S.

(And Special Practitioner Certificate from Chicago College of Dental Surgery.)

Artificial Teeth

Inserted in Gold, Aluminum and ordinary Rubber Plates.

Crown and Bridge Work

Executed in Gold and Porcelain after best and best methods.

Anesthetics.

Local and general applied and administered skillfully and painlessly.

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Specialist in Dental Surgery.

220 Queen street, opp. Post Office.

All kinds of Dental Work performed promptly and satisfactorily with all the latest and improved methods. Office hours 9 a. m. to 1 p. m.; 2 p. m. to 5 p. m.; 7 p. m. to 9 p. m. Telephone No. 4.

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Dentistry in all its modern branches. Special attention given to the care of children's teeth. Patients living outside the city can make appointments by mail, and thus do away with an unnecessary delay. By the use of our Improved Electric Light appointments can be made for any evening. Lady in attendance. Phone 98.

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LOTTIMER'S SHOE STORE

A supply of Imperial Calf, hand made, 14 inches long in leg,

Driving Shoes,

With large Brass Hooks.

We have them also, in same length of leg with Klondike eyelets to top.

Also other kinds of Driving Shoes in stock.

H. M. LOTTIMER,

210 Queen Street, 'Phone 84. Fredericton, N. B.

To Stop Belching and Sweeten Breath

USE

Mull's Anti Belch Wafers

A prompt relief and cure for Indigestion, palpitation of the Heart, Sick Headache, etc. Sold only at the CENTRAL PHARMACY.

ARTHUR J. RYAN.

Sole Agent for Gregory's Seeds.

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BETTER THAN EVER. ALWAYS THE BEST.

This is not only advertising talk but solid fact, easily verified. The Empire is built by the oldest and most successful bicycle builders in Canada.

For quality they are not equalled by any wheel built or imported. You examine any of the wheels of this make around here, some of which are five and six years old, and notice how easily it still runs.

IT IS AN IMPRESSIVE FACT

That in all our bicycle repairing experience we cannot remember ever seeing defective or worn out bearings in an Empire of any age.

BARRETT'S CYCLE SHOP