

THE PREMIER'S REPLY TO THE ST. JOHN RIVER VALLEY DELEGATION THE LOCAL GOVERNMENT AT FREDERICTON

RE CANADA'S CONTRIBUTION TO THE NAVY

THE LIQUOR LICENSE ACT; MAIN FEATURES OF THE IMPORTANT MEASURE WHICH IS NOW BEFORE PROVINCIAL LEGISLATURE

Following in the address of Hon. J. D. Hazen to the St. John Valley Railway delegation: On behalf of the Executive Council of the province I would like to say we have heard with a great deal of interest the views in favor of the St. John Valley Railway which has been so favorably presented to us by the gentleman put forward as spokesman for the large and intelligent delegation that has come here with reference to this question. It needs no argument to convince us of the importance of this project especially from the point of view of the people living along the river in the County of Carleton, Victoria, York, Sunbury, Queens and Kings. It certainly seems an extraordinary thing that in view of the millions of dollars that have been expended on the public railways of this province that some provision was not made for the construction of this line down the St. John Valley. It is certainly a fact that the country along the River St. John is not progressing, and that a large measure of the reason for this is due to the lack of facilities for transportation. The farmers and producers must have means to take their products to market; it is a fact that the farmers are discouraged and that the people are moving away, and that the residents in those sections are not as prosperous as they were twenty-five or even five years ago. That is due in a large measure to the fact that the people are without railway facilities.

public works while the province is to build it does not add one single dollar to the treasury of the province. The public works add directly to the revenue of the Federal Government at Ottawa. Every settler who comes to the country pays every year money into the treasury of the Dominion Parliament through the customs and excise Departments; so far as this province is concerned not one single dollar is added to its revenue by works of this kind; that makes it necessary that the Government should proceed with caution. I think it is only fair and proper that this delegation should proceed to Ottawa, and that they should show to the Dominion Government the importance of this railway and that the Dominion Government should be willing to take some share of the risk, and when they do this I think this Legislature will be only too pleased to do the work of the members, as said in getting this work continued.

There is another proposition I have to submit. The policy of the Dominion Government seems to be shaping more every day in the way of extending the I. C. R. and absorbing the branch lines. A few years ago the Canada Eastern was acquired, and by that acquisition the system was extended. I would say that I suppose it is the intention of this delegation when they proceed to Ottawa, as I suppose they will go to Ottawa to interview the Dominion Government and talk over the matter with the members of the Government there, to lay before

the St. John Valley that it should be built. If we guarantee the bonds of this road for say 180 miles at \$25,000 a mile, that would be at a cost of \$4,500,000 which at 4 per cent would mean an interest charge of \$180,000; for a time at least 40 per cent of the gross earnings would not be enough to pay that interest. An important work. We regard this work as so important that we would be willing to undertake that risk and we would be willing that a portion of that interest should be paid out of the province. Of course it may be hard to say whether a railway will pay; most railways however, have paid if properly managed. I take for one case that of the Tobique Valley. I believe that a very good road will develop on a line down the St. John Valley. In the case of the New Brunswick Coal and Railway Company the earnings are only about \$1000 per mile, or about \$60,000. We would expect in the course of five or six years, after the road had been operated that 40 per cent of its gross receipts would be sufficient to pay the interest on the bonds if the road was managed as the I. C. R. I trust I have made my meaning clear to all the members of this large delegation. We have every sympathy with the project. Nothing would more please me personally than to feel when the time came to step out of office, that I had been instrumental in passing legislation by which the Valley Railway was made an accomplished fact. I have sympathy with this movement, from personal as well as political motives, as well in the interest of the constituency I represent as in the interest of the province at large. I am interested in the standpoint of those who live along the district that this railway will serve, and as well because it will serve a portion of the country where I was born. It is my earnest wish that every mile of the road may be constructed. We have on our shoulders the responsibility of the finances of this province, and we must not take any step which will impair our credit as a province or bring it into bankruptcy. These matters are all matters of public interest and I think this matter should be worked out if approached in the proper spirit by both Governments.

To the Editor of The Standard. Dear Sir:—This is a matter in which public opinion should be aroused, and all party feeling laid aside. To the Liberal Party as well as to the Conservative Party, it must seem that the time has at last arrived when Canada should take action befitting her position and her wealth. Shall we always be in the rear in loyal movements and offers of assistance? Already New Zealand has volunteered to send a ship. Australia is about to follow suit, and the Dominion, as usual, tardy in this respect, has not yet defined a plan or submitted an offer. It is humiliating our present position (resting secure upon the license fleet upheld by the British Isles) is an indignity we should suffer under no longer, but as one of the greatest of the Colonies, let us be self-respecting and take our share of the burden. Nor can the investment by any possibility be a poor one. In the first place we can regain our own respect. In the second place, for all the greater Colonies to offer money or ships is a movement for peace and security. If the world understands that not only England, but New Zealand, Australia, Canada, South Africa, are even the smaller colonies, are bent upon maintaining the supremacy upon the seas of the then truly Imperial navy, the other nations will give up the impossible task of trying to compete. If, on the other hand, suppose we stay inactive, and suppose, and a war, which by present concerted action, might be averted, becomes a reality, what happens? Canada by her very loyalty will be forced into the war, and we shall be sent into the African War, and what we might cost not only in treasure, but in blood, beyond figuring. Verily it is better to pay in ships than in incalculable expense and lives. Therefore it would be well to memorialize the Government from the Legislature of this province, to offer either Dreadnoughts or money. Where indeed should the proper agitation for such a movement be? It is not in the City of the Loyalists. Our forefathers came here, facing all privation to live under this flag. Shall we, their sons, be remiss in this crisis? Let the Provincial Government make a resolution approving of the movement. If the Federal Government will not take any further action than the vague and indefinite resolution offered by the Premier, which is quite unbecomingly and unbecomingly anything British is concerned, then this province should follow the lead of Ontario, Manitoba and British Columbia and offer a sum of money as a contribution towards Imperial Defence. It is indeed a situation to raise the indignation of every self-respecting Canadian, who knows the burden the Imperial Navy is to the Mother Country, and who sees money being in the Dominion like water, for useless public works, for rake-offs and graft, and yet when there is an opportunity to assist the head of the Empire, the House of Commons can vote nothing but an indefinite resolution. In a time like this it makes one long for the position of some great master of the English language, who could sound forth a clarion call to what is now our opportunity to rise to the plain duty before us; to raise our people to a sense of their present position, and to secure their acceptance of the benefits for which others are paying, and to stimulate the Dominion to do its duty. Yours truly, LOYALIST.

1.—Sub-section (1) of section 10 is repealed and the following substituted: Quantity to be Sold. (1) A tavern license shall authorize the licensee to sell, traffic and barter by retail fermented or spirituous liquors in quantities not exceeding one quart, and in no quantity exceeding one gallon, which may be drunk in the hotel, saloon or tavern, or other house of entertainment in which the same is sold. Sub-section (2) is hereby amended by striking out the word "quart" in the third and substituting "reputed quart of twenty-five ounces." Bottlers. (3) Every person who bottles for sale any fermented or malt liquors, which have imported into the Province, shall be required to have a wholesale license and shall pay therefore the same duties as are payable by a brewer under sections 35 and 36 hereof. 2. Sub-section (2) of section 11 is amended by striking out the words "twenty-fifth day of March" in the fourth line and substituting "twenty-eighth day of December." Sub-section (4) of said section 11, is amended by striking out the word "April" in the second line and substituting the words "first day of May" in the third line and substituting the words "twenty-fifth day of January." Number of Licenses. 3. Sub-section (1) of section 19 is repealed and the following substituted: (1) The number of tavern licenses to be granted in the respective municipalities shall not in each year be in excess of the following: in cities shall in no case come into force and take effect until four full years have elapsed during which no licenses have been granted in said Ward or Parish. (2) In the Wards of Duke, Lorne, Lansdowne, and Victoria in the City of St. John, and in the Parish of Harcourt in the County of Kent, in which Wards and Parish Petitions in accordance with section 21 hereby repealed, have been duly prepared, signed, and presented, there shall be a vote of the ratepayers on the said question of the granting of licenses, on the same day as the civic or municipal elections of 1909 are held, in accordance with the terms and under the provisions of this section, hereby enacted; and the common council of the City of Saint John and the county council of the said County of Kent are hereby directed to make the necessary preparations for having such vote taken. (25) If any person shall fraudulently vote at any election held under this section by personating any elector and being qualified shall be liable to a fine of not more than one hundred dollars, and any ratepayer may proceed against said person and prosecute him therefor. 5. Sub-section (3) of section 24 is hereby amended by omitting from the first and second lines the words, "except in the case of clubs and hotels," and by adding after the word "entrance" in the second line the following: "and every other entrance shall be closed by lath and plaster or wood, or with such material as will make it identical with the rest of the wall in which such entrance is placed." 6. Section 25 is hereby amended by adding to Table A the following: For each wholesale license a non-resident, or agent of a non-resident of the Province, \$250.00. 7. Section 26 is hereby amended by adding to Table A the following: For each wholesale license a non-resident, or agent of a non-resident of the Province, \$250.00. 8. Section 40 is hereby amended by making said section subsection (1) of said section 40 and adding thereto as subsection (2): (2) Both during the hours in which it is lawful to sell liquor, and during the hours which the sale of liquor is prohibited there shall be no screen, blind, shutter, ground or colored glass, or other device placed on any window or door of any place or bar-room where intoxicating liquors are licensed to be sold, which shall in any manner interfere with the full view of said place or bar-room from the outside of such place or bar-room. 9. Sub-section (1) of section 48 is hereby amended by striking out the following words "from or after the hour of seven of the clock on Saturday night till six of the clock on Monday morning thereafter, nor from or after the hour of ten o'clock in the evening on other nights of the week," and substituting in lieu thereof the following "from and after the hour of five of the clock on Saturday afternoon till seven of the clock on Monday morning thereafter, nor from or after the hour of ten o'clock in the evening on other nights of the week;" and sub-section (2) of said section 48 is amended by striking out the words "from and after the hour of seven of the clock on Saturday night till six of the clock on Monday morning thereafter," and inserting in the place thereof the following: "from and after the hour of five of the clock on Saturday afternoon till seven of the clock on Monday morning thereafter." 10. Sub-section (1) of section 40 is hereby amended by striking out the words "seven of the clock on Saturday night and six of the clock on Monday morning thereafter" and inserting in the place thereof the following: "five of the clock on Saturday afternoon and seven of the clock on Monday morning thereafter." 11. Section 51 is hereby amended by inserting between the words "taken" and "from" in the seventh line thereof the following: "and by striking out the word 'six' in the said seventh line and inserting in place thereof the word 'seven';" and by striking out the word "six" in the last line of said section and inserting in place thereof the word "seven." 12. Section 67 is hereby amended by inserting between the words "liquor" and "shall" in the tenth line thereof the following words, "or allow or permits any minor to loiter or remain in his licensed premises, with the consent of and with the knowledge of the licensee, or of his servant, or agent, that such notice has been given with regard to such person, shall be accepted as prima facie evidence of a violation of the provisions of this section." 14. Section 124 and the amendment thereof by section 11 of 5 Edward VII, are hereby repealed and the following section enacted in place thereof: 124. Should the Board of License Commissioners have what they consider sufficient reason to believe that any person holding a Beer License, for selling or keeping for sale intoxicating liquors without having a license therefor, or that he has a disorderly house, or that he has in any way violated the provisions of this Chapter either by selling upon Sunday, or keeping open after the hour of 5 o'clock on Saturday afternoon, or before the hour of 7 o'clock on the Monday morning thereafter, or after the hour of ten o'clock in the evening on other nights of the week, or otherwise, they may, in their discretion by resolution revoke and cancel such license, after giving to the holder of such license five days notice of their intention to do so and after hearing such explanation or defence as he may be able to offer against the cancellation of such license. 125. No person holding a Beer License shall sell on Sunday any of the drinks or beverages for sale of which a license is required in this Chapter, nor shall the premises licensed be kept open after the hour of five o'clock on Saturday afternoon nor be opened before seven o'clock on the Monday morning thereafter, nor shall said licensed premises be open after the hour of ten o'clock in the evening on other nights of the week; provided that this section shall not apply to the sale of temperance drinks to guests in hotels; and provided also that nothing herein shall prevent druggists from keeping their premises open during such prohibited hours for the carrying on of their ordinary business or from dealing in spirituous liquors as herein provided, but that they shall not during such prohibited hours sell any of the beverages mentioned in sections 119 and 120.

will take a rest. Atlantic City, N. J., Mar. 21.—James Whitt, Mrs. Whitt and Willie Whitt arrived here today from their home in Sharon, Pa., for a rest and recuperation after the exciting experiences of the last fortnight.

Have Realized Their Position. The people along this part of the province have realized their position and they have waited patiently hoping that when at last this new transcontinental railway was constructed that the railway would come down the River St. John to a port in the Maritime Provinces; they were buoyed up with the hope that the railway would run through the valley to the city of St. John. In that they have been disappointed because for various reasons which we need not now discuss, it goes across the centre of the province. The people of the St. John valley see now that their hopes have been frustrated. They have agitated along this line for a great many years. A Memorial of 1890. I have a document of 1890, a memorial to the then Government from the inhabitants of the county of Sunbury, presenting to the Government the argument of that day. Since then year in and year out it was talked of until in 1907 an effort was made to deal with the question by the then Legislature. In 1907 the bill was introduced by the Premier of that time and with the support of every member of the House of Assembly. That bill provided that the Government of the Province should guarantee the bonds of the Canadian Pacific Railway to the extent of \$15,000 per mile; the road was from Centreville to Woodstock and along the valley of the St. John to Westfield or to St. John. It was one of the provisions of that bill that the Government should guarantee that the bonds of the road would be guaranteed to the extent of \$15,000 per mile. After leaving Centreville the road was to traverse the State of Maine, the province of Quebec to the Quebec bridge, this connecting with the Western system. It was hoped that Mr. Keene and Mann would undertake the work, but apparently Mr. Keene and Mann had no such intention of doing so on these terms for in the month of July 1907, they wrote to the then Premier, offering to consider the construction of the road on the following conditions. Here Mr. Hazen read a document. Couldn't Be Considered. Under the legislation of 1907 it was believed by the Legislature that there would be little danger of the province being called on to pay on the guarantee; the province was also to have by way of security a mortgage to the extent of its bonds on the road. Mr. Keene and Mann subsequently asked the Government guarantee the bonds to the extent of \$30,000 a mile and undertake to pay interest on the bonds for a period of ten years before the Government could proceed against the company for default in non-payment. This proposition could not be considered by any Government responsible for the finances of this province. There is no guarantee in this letter that would be made part of the Transcontinental system connecting it with Mr. Keene and Mann's system at Quebec bridge. In the construction of these

the Government the advisability of this road forming part of the Transcontinental system, and if the Dominion Government will undertake to do that, if they will take it over when completed and operate it as part of the I. C. R. system. I think that every member of this Legislature, either supporters of the Government or on the opposite side, will be in favor of guaranteeing the bonds of a company to the amount of \$25,000 a mile. This is a large delegation, namely, \$25,000 a mile. I think it must be by the joint action of the two governments that this can be carried out. If the Dominion Government will undertake when this road is constructed to operate it as part of the railway system of Canada and pay say 40 per cent of the gross earnings as for instance the Canadian Pacific Railway pays to the Tobique Valley Company and other leased lines, then it will be reasonable and proper to ask this Legislature to guarantee the bonds of the Company to the amount of \$25,000 a mile. Even then this province will have a very large financial obligation to carry out. I will never consent unless this road is built so that it will run from the river that it will not serve the purposes of the inhabitants of the river branches. This province will not put its money into a railway for that purpose; it is for it people living along

Must Have Influence. This movement must give a great impetus to the idea of the construction of this railway. No matter what government happens to be in power, a representative of the people of this province should follow the lead of Ontario, Manitoba and British Columbia and offer a sum of money as a contribution towards Imperial Defence. It is indeed a situation to raise the indignation of every self-respecting Canadian, who knows the burden the Imperial Navy is to the Mother Country, and who sees money being in the Dominion like water, for useless public works, for rake-offs and graft, and yet when there is an opportunity to assist the head of the Empire, the House of Commons can vote nothing but an indefinite resolution. In a time like this it makes one long for the position of some great master of the English language, who could sound forth a clarion call to what is now our opportunity to rise to the plain duty before us; to raise our people to a sense of their present position, and to secure their acceptance of the benefits for which others are paying, and to stimulate the Dominion to do its duty. Yours truly, LOYALIST.

Members May Go. Mayor Chestnut asked the Premier on behalf of the delegation that if the delegation decided to go to Ottawa and asked the Dominion Government to guarantee the road after it had been built, as proposed by the Government would appoint one of its members to join with the delegation in presenting the matter before the Dominion Government. Mr. Hazen replied that if the members of the delegation thought any good purpose would be served by a member of the Government accompanying them to Ottawa the Government would be pleased to appoint one of its members for that purpose.

cent of the amount of tender and that the successful tenderer's deposit is held until completion of the contract. The department also holds back thirty per cent of the amount of work on the contract until the engineer, the provincial and provincial engineer. The same system is in vogue with the federal government. Mr. Tweeddale moved a recommendation that satisfactory bonds be given by the contractor in addition to the present safeguards for the faithful performance of contracts. Dr. Bourque said he felt that the province's interests were now well safeguarded. The resolution was playing to the galleries. He moved that the committee feel that the provisions of the present system are safeguarded under the present system. Mr. Prescott seconded the resolution. The amendment was carried on deciding vote of the chairman. The committee adjourned at noon tomorrow. Municipalities Committee. The municipalities committee had under consideration a bill to authorize the city of Moncton to issue debentures to a sum not exceeding \$145,000, \$25,000 of which is required to pay a draft at the bank, \$35,000 to retire debentures soon maturing, and the balance for public services. The bill was explained and spoken to by Mayor Willett, Ald. Jones and Reilly, Messrs. Robinson, Copp, Sunbury and others. The principal discussion took place over a section of the bill exempting from taxation all incomes up to \$600. The bill was finally agreed to without amendment. A Moncton bill to authorize the city council to place the water and light

department in commission was discussed at length, the discussion being participated in by the Westmorland county representatives and several gentlemen from Moncton, including the Mayor and Ald. Jones and Reilly. The principle of the bill was agreed to by all, the difference of opinion being as to who should appoint the commission, the council as the bill proposed, or the Government as asked for by the Moncton Board of Trade, and supported by several of the speakers. Premier Hazen suggested that the appointment be made on the same basis as school trustees, for three years, one commissioner to retire each year but to be eligible for re-appointment. He was not particularly favorable to the appointment being made by the Lieut. Governor-in-council so as the principle of the bill was agreed to and the committee adjourned at 5 o'clock this afternoon. Corporations Committee. The corporations committee met, A. R. Slipp, chairman. A bill relating to Trinity church will be considered at 10 m. Friday. Bills enable the St. John Real Estate Company to increase their capital stock and of the Albert Manufacturing Company were approved. The New Brunswick Masonic Hall Company's bill to enable the company to issue debentures to take up debentures falling due was approved, with amendments stating how the money raised from the sale of debentures should be applied. Many Newcomers. Winnipeg, April 1.—Seventy thousand persons from the United States, will arrive in Western Canada during the present year, according to the estimate of Mr. J. Bruce Walker, commissioner of immigration. These newcomers will settle on 25,000 homesteads and will have under cultivation inside of the next two years over 5,000 square miles of additional territory. The movement across the line so far this season is one hundred per cent greater than last year, and it has been found necessary to put extra inspectors on to handle the work. The greater portion of the newcomers are settling in territory west of their stock and household effects with them.

LEGISLATIVE COMMITTEES ARE BUSY AT FREDERICTON

Fredericton, April 1.—The public accounts committee commenced work this morning and made rather rapid progress with the work taken up. Mr. Findor, of York, presided over the meeting, his long experience in public accounts committees fitting him for the chairmanship. The members of the committee in attendance were Dr. Bourque, of Kent; Mr. Prescott, of Albert; Mr. LaBilliole, of Restigouche, and Mr. Tweeddale, of Victoria. The administration of justice accounts were passed for the present without taking up any of the individual items. Mr. LaBilliole moved that during recess the government further investigate the item of \$16,245.25 due from the municipalities for the maintenance of paper lunatics at the Provincial Hospital, which appears as an asset, and that the balance be written off. During the past few months Solicitor General McLeod inquired into this matter and made collections of such amounts outstanding and the amount was reduced by \$4,000. The motion was carried. Mr. LaBilliole endeavored to have the Auditor state that the present government had started off with a clean sheet, but the Auditor General stated that this was true of over-expenditure, but unrendered bills were still

coming in. Mr. Prescott thought it was unfair to state that the new government started in with a clean sheet, there having been so many "left-overs." Mr. LaBilliole then inquired as to the amount voted to the Public Works Department last year for roads and bridges and it was found to be \$190,000. The amount in former years was \$170,000, but the old government left bridges and roads in such bad condition that increased expenditure amounting to over \$14,000 was necessary. The item in the liabilities of \$408,99, due the Bank of N. A. on suspense account, is an amount claimed by Deputy Provincial Secretary Tibbits on the ground of extra work was taken up, and a resolution was passed calling the government's attention to the matter and asking that it be settled. An item of \$1,000 as this province's share of the per capita tax of Chinese immigration passed this year for the first time. The amount was forwarded by the federal department of Trade and Commerce. Acting Secretary Winslow of the Public Works Department, was called and told Mr. LaBilliole that under the present administration all contractors were required when tendering for work to make a deposit of five per

cent of the amount of tender and that the successful tenderer's deposit is held until completion of the contract. The department also holds back thirty per cent of the amount of work on the contract until the engineer, the provincial and provincial engineer. The same system is in vogue with the federal government. Mr. Tweeddale moved a recommendation that satisfactory bonds be given by the contractor in addition to the present safeguards for the faithful performance of contracts. Dr. Bourque said he felt that the province's interests were now well safeguarded. The resolution was playing to the galleries. He moved that the committee feel that the provisions of the present system are safeguarded under the present system. Mr. Prescott seconded the resolution. The amendment was carried on deciding vote of the chairman. The committee adjourned at noon tomorrow. Municipalities Committee. The municipalities committee had under consideration a bill to authorize the city of Moncton to issue debentures to a sum not exceeding \$145,000, \$25,000 of which is required to pay a draft at the bank, \$35,000 to retire debentures soon maturing, and the balance for public services. The bill was explained and spoken to by Mayor Willett, Ald. Jones and Reilly, Messrs. Robinson, Copp, Sunbury and others. The principal discussion took place over a section of the bill exempting from taxation all incomes up to \$600. The bill was finally agreed to without amendment. A Moncton bill to authorize the city council to place the water and light

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ARE YOU IN FAVOR OF THE GRANTING OF LIQUOR LICENSES IN WARD, OR, (THE PARISH OF) ?

YES

NO

An "X" opposite the word "Yes" shall indicate that the ratepayer votes in favor of the granting of licenses; and an "X" opposite the word "No" shall indicate that the ratepayer votes against the granting of such licenses. A ballot box and a sufficient number of ballot papers printed on plain white paper in black letters, and also ungunned envelopes, to be used as herein directed, shall be furnished by the respective City, Town or County Councils to the returning officer or officers; the fact that no poll for a civic or municipal election is necessary to be held in any Ward or Parish in which a vote is directed to be taken under this section, shall in no way affect the taking of such vote. The next eleven sections explain the method of balloting, which is similar to that of Provincial elections. (18) The secretary shall certify the result of the vote to the Provincial Secretary, and if the result of such voting in any Ward or Parish is against the granting of licenses, the Lieutenant Governor in Council shall cause a proclamation to be published in the Royal Gazette declaring that no liquor licenses either wholesale or retail shall be granted in the said Ward or Parish from and after a day in said proclamation to be named. (19) If a majority of the ratepayers

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