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Steers, 600 lbs. and up 9 1-4c
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Western Beef and all government inspected.

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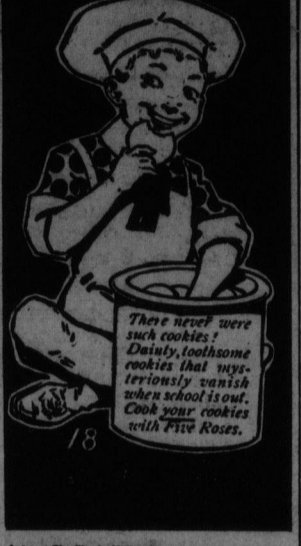
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Self hardening cast steel, also good qualities of cast steel for tools, drills, etc., in rounds, squares, hexagons, octagons and flats. Cast and mild machine steel for all purposes. Boiler and tank plates. Boiler tubes, steel beams and concrete bars.
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THE GREAT LINIMENT
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This Hotel is under new management and has been thoroughly renovated and newly furnished with Baths, Carpets, Linen, Silver, etc.
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**COMPLETE VICTORY FOR THE PEOPLE
IN VOTE ON THE VALLEY RAILWAY**

Continued from page nine.
not want to believe it. The contract for the construction of the railway, agreement to be made to the Dominion government, which would operate it as a part of the Intercolonial, all called for a road from St. John to Grand Falls and the subsidy which had now been voted at Ottawa for the construction of a line of railway from St. John to Grand Falls. There was plenty of assurance therefore for anybody who wanted to be convinced.

One of the most peculiar instances that he had ever witnessed in this House was when Mr. Bentley of St. John county in the debate on the address stood up in his place and honestly gave Hon. J. D. Hazen the credit for having originated the policy of I. C. R. operation and then to have Mr. Tweeddale of Victoria, try to force a falsehood into his mouth to take away what credit was due to Hon. Mr. Hazen. The country know that the plan to have the I. C. R. operation of the St. John Valley Railway was originated by Hon. Mr. Hazen.

Tweeddale's Change of Front.
The hon. member for Victoria (Tweeddale) had not always been so ardent in his efforts to have the St. John Valley Railway go into Victoria county, for he stood up in his place and voted in favour of the act of 1907, which would have absolutely prevented the road from ever going into Victoria county. The act originally introduced by Hon. Mr. Hazen in this legislature called for a line of railway from St. John to Grand Falls and the hon. member for Victoria county should not imagine that he could fool the country with a resolution which was really aimed at nothing else but to obstruct the railway.

Mr. Bentley said that he wished to take exception to the charge that the opposition were obstructing the completion of the St. John Valley Railway project ever since Mr. Robinson, the former leader of the opposition, in his view had stated that the opposition stood for the St. John Valley Railway on condition that there should be I. C. R. operation.

Premier Flemming's Reply.
Hon. Mr. Flemming said that if the resolution which had been introduced by the honorable member from Victoria passed this House, then the people could say good bye to the St. John Valley Railway. He had the assurance of an engineer who was prominent in his profession and whose opinions were highly thought of, that the road from Gagetown could not be finished in two years and also that the heavy bridges necessary could not be completed in two seasons. The resolution called for the amending of the contract which had already been signed and would make impossible its provisions. That was exactly what the honorable gentlemen opposite and their friends at Ottawa had been trying to do ever since this government entered upon this project. The honorable gentlemen opposite had not had sufficient political faith to oppose the project but they damned it with faint praise and damned it with no praise and always were busy damning it. The honorable member for Victoria (Tweeddale) had stated that the contract for the construction of the railway should not have been signed until the subsidy had been granted.

Would Have Meant Delay.
That would have meant so much delay that construction work could not have been commenced in the season, and no doubt that would have been pleasing to those hon. gentlemen opposite in their efforts to prevent this government from going ahead with the construction of the railway. If the resolution referred to as to prevent part of the original act from remaining in effect had been adopted, there would have been no Valley Railway. If part 3 had not been in the bill and thereby provide for consecutive proposition under which the government could proceed, Hon. Mr. Pugsley would never have changed the impossible conditions which he laid down for the construction of the road in his letter of June 18th, 1909, and the general federal election was referred to in his place in this House and said that it was a physical impossibility to carry out such a standard. But the hon. member for Victoria county in his alleged sincerity to have the Valley Railway built, had never gone to Mr. Pugsley and told him the conditions that he laid down were impossible and that he should change them. Why had Mr. Pugsley refused to consent to a grade not exceeding one per cent in 1909 and then agree to it in June of last year? The reason was that like the hon. gentlemen opposite, he did not have the political faith to adhere to the impossible conditions that he had laid down when the general federal elections were staring him in the face.

How Pugsley's Bluff Was Called.
Mr. Upham—Who did you get to change the conditions?
Hon. Mr. Flemming said that Mr. Pugsley was the man but that he did it only when the premier of this province he (Flemming) had demanded that this government be given a chance to go ahead with the project and Mr. Pugsley, with a general election coming on, did not have the nerve to refuse. It was not changed because his hon. friend who had just asked the question wanted it changed, because if there were two leaders among those who had been doing their utmost to obstruct this project it was the hon. gentleman opposite and his father godfather, Mr. Carvell. He would cite reasons why the country should be assured that the whole line should be constructed from St. John to Grand Falls. First, there was a contract placed before the House which should be reassuring to the ordinary mind. There was a contract made with the federal government for Intercolonial operation from Grand Falls to St. John, further a subsidy had been voted for the entire line. Did the hon. gentlemen opposite pretend to think and say that the federal government would enter into a contract to subsidize and operate a railway which it was never intended to construct? The only thing not absolutely settled was that the approval of the minister of railways had not been assured for a definite route between Andover and Grand Falls. Engineers had reported upon two or three feasible routes and as early in the spring as possible they would make further surveys when the route would be definitely agreed upon and the I. C. R. in addition to all within the last two

or three days, bills had been introduced in the federal parliament to guarantee bonds for the construction of three great bridges across the St. John, at The Mistake, across the Kennecobecosis and across the St. John at Andover. If it were not intended to build the railway between Grand Falls and Andover, why the bridge at Andover? Whether the opposition believed that the Valley Railway was going to Grand Falls or no, was a matter of indifference to him and to members on the government side of the House. He had given the people of the province every assurance within his power that the railway would be built and again he reiterated the assurance that as soon as possible that portion between St. John and Andover would be commenced and immediately thereafter steps would be taken to let the contract for the section between Andover and Grand Falls.

Mr. Burgess argued that it would be economy to build the whole route from Grand Falls to St. John at one time rather than the route constructed in sections. Engineers could be found, contractors with their plants were available and money had been provided, then why not go ahead with the whole line at once? He would like to ask the premier one question—Did he not while at Ottawa last winter send a telegram to a Victoria county man that there was nothing in the rumor that the I. C. R. would operate the road between Grand Falls and Andover?

Hon. Mr. Flemming, in reply, said that while in Ottawa he had received a telegram from a Victoria county gentleman and had sent a reply as follows: "The railway will be built from St. John to Grand Falls."

The Vote.
The vote being taken on Mr. Tweeddale's amendment, it was lost on the following division:

Yeas—Messrs. Currie, LaBilloy, Copp, Sweetser, Tweeddale, Frieses, Bentley, Leger (Westmorland), Byrne, Leger (Gloucester), Upham, Burchill, 12.

Nays—Hon. Mr. Flemming, Hon. Mr. Grimmer, Hon. Mr. Morrisay, Hon. Dr. Landry, Hon. Mr. McLeod, Hon. Mr. Maxwell, Hon. Mr. Murray, Messrs. Dickson, Guptill, Woods, Slipp, Baxter, Taylor, Jones, Munro, Sprout, Pinder, Young, Moorehouse, Glasier, Prescott, Wilson, MacLachlan, Allain, Perley, Cyr, Bourque, Sheridan, 28.
The vote on the bill was the same reversed.

Routine Business.
Mr. LaBilloy presented a petition in favor of a bill relating to Restigouche county.

Hon. Mr. McLeod presented a petition in favor of a bill to incorporate the St. John Hydro-Electric Co.

Mr. Pinder presented a petition in favor of a bill relating to Agricultural Society 34, York county.

Hon. Mr. McLeod presented a statement of the valuation of real and personal property, assets and liabilities of the town of St. George.

Mr. Upham presented a petition in favor of the bill to amend Chap. 86, Acts of Assembly 1895.

Mr. Pinder presented a petition in favor of a bill to amend the act incorporating the Central and North-eastern Railway Company.

Hon. Mr. McLeod introduced a bill to amend the act respecting the solemnization of marriages.

Mr. Slipp presented a petition incorporating the Fredericton and Grand Lake Coal and Railway Co.

Mr. Baxter presented a petition in favor of the bill to amend the act incorporating the Perim Cemetery Co.

The House went into committee with Mr. Byrne in the chair and agreed to the bill relating to the election of wardens and vestrymen of Trinity Church, St. John, with amendments.

The bill to provide for the government of St. John city by an elective commission was then taken up.

Mr. Baxter said that the amendments which had been made were all desirable and had the approval of the chairman of the charter committee, W. H. Barnaby, and other promoters of the bill.

The House was agreed to as amended. The House took recess at 6.15 o'clock.

TORTURED FOR NEARLY TWO YEARS
MRS. POULIN FOUND RELIEF IN DODD'S KIDNEY PILLS.
Rheumatism, Backache and Headaches Were Her Portion But Now She is a New Woman.

McCreey, Man., Mar. 22.—(Special)—"Four boxes of Dodd's Kidney Pills made a new person of me." The speaker is Mrs. Oliver Poulin of this place, and her numerous friends here fully verify her statement.
"For nearly two years," Mrs. Poulin continues, "rheumatism tortured me. My back and head also ached. My eyes were puffed and swollen. I am sixty-three years of age, and you can see I was a pretty sick woman. But Dodd's Kidney Pills cured me."
Mrs. Poulin is only one of many who have had a similar experience. They were weak and run down, and sick all over. Dodd's Kidney Pills cured them. How? Simply by curing the kidneys. The diseased kidneys were the cause of all the trouble. They were falling to strain the impurities out of the blood, and the result was disease all over the body. Dodd's Kidney Pills cured the kidneys, the impurities were strained out of the blood, the result was pure blood and good health all over the body. The cause of the disease had been removed.

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Twenty Thousand Dollar Stock
With Prices All Cut to Pieces
To Insure Sale of All the Stock by May 1st
Reduction of 20 to 50 Per Cent
Now is your opportunity to save money. In all of the large stock everything is fresh, new goods.

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In a little while. It will pay you to see what we are doing.
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1.25 and 1.50 Curtains for \$1.00 and \$1.10 a Pair
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2.50 Curtains for 1.75 a Pair
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You Can Get Your Easter Costume Here and Save Money
\$15.00 Costumes for \$11.50
18.00 Costumes for 13.50
20.00 Costumes for 15.50
22.00 Costumes for 16.50
25.00 Costumes for 18.00
28.00 Costumes for 20.00
35.00 Costumes for 23.50
All are new Spring styles

About 10 Suits of Last Fall at \$5.00, were \$20.00 and \$25.00
Long Spring Coats at Great Bargains

\$14.00 Coats for \$10.00
17.00 Coats for 12.00
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In black, navy, green, brown, fawn
These Are Only a Few of the Great Bargains You Can Get

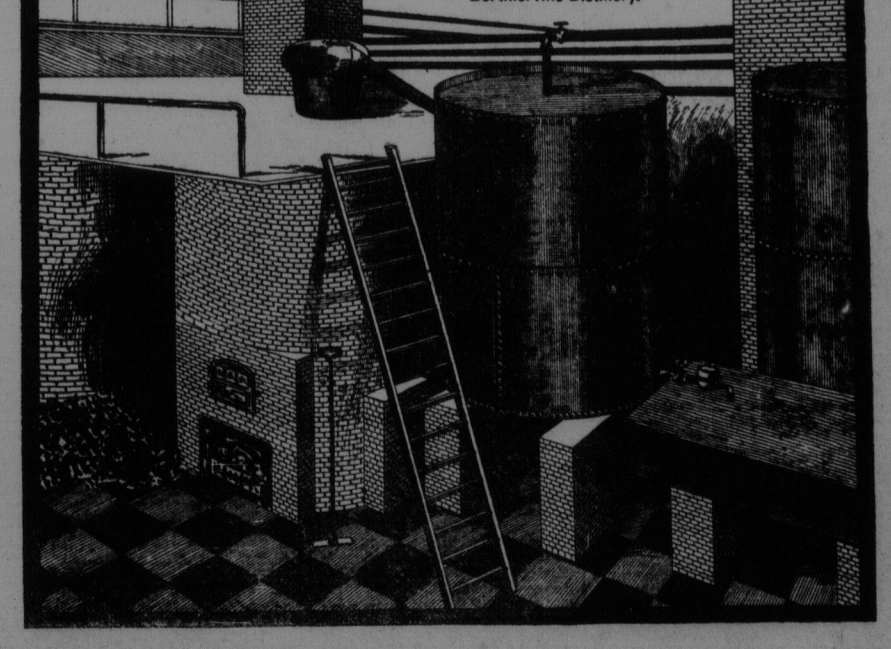
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Canadian Red Cross Gin is produced by the transformation of grain into sugar, which, after fermentation, is combined with Juniper Berries and when distilled becomes the famous
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There is no other gin product in the world so carefully and constantly inspected. The public therefore possesses the absolute guarantee of the age, purity and maturity of "Red Cross" Gin whereas imported Gins cannot offer the slightest guarantee, as they are submitted to no official inspection before exportation, and are not tested as to quality, purity and healthfulness on their importation here.

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