

NEW BRUNSWICK MARKS THE PRESS DESPITE DISTURBING CONDITIONS CAUSED BY THE WAR

(Continued from page 3)
we doubt with respect to the future and our ability as New Brunswickers to come up to the fullest expectations of the strongest advocates of patriotism and production.

Agricultural Advancement.

Coming to the subject in the address dealing especially with the agricultural life of this province, I think the Government of the day, and particularly the Minister of Agriculture and his able assistants, should be highly commended on the efforts which have been made and are being put forth in that department to assist in the various lines of agricultural and industry, which is of such supreme importance to the general welfare of our province.

The great progress made in the Department of Agriculture since the Government came into power has been marked and I will not anticipate the speech of the honorable minister who presides over that department by attempting to give details of what has been done in the past seven years. I have no doubt that when that honorable gentleman has an opportunity the statistics which he will be able to lay before this House and the country will show that the progress of certain opposition newspapers throughout this province that have recently been working overtime to make it appear that the farming industry is going backward, rather than forward, under the advanced policy of this Government.

Education.

No efforts that have been put forth by the present administration deserve greater praise than those which have advanced the educational facilities of the province and made it possible for the young and rising generation to receive, in the schools throughout this province, that light which will enable them to successfully grapple with the problems of life. In this regard I might mention the Agricultural Schools, which have been established at Woodstock, N. B., and at Sussex, where the young farmers can take short courses which will enable them to obtain a better understanding of the difficulties which they have to overcome. Through agricultural schools Denmark has become one of the richest agricultural countries in the world, and in France the fertility of the soil has been doubled during the past twenty years.

The fertility of the soil and the profitable raising of live stock, also the preparation of produce for the market and the care of poultry are all subjects of vast importance to the farmers. To increase the yield without extra fertilizer or extra labor is knowledge that they all stand in need of. The efficiency of the population of any country depends on their education. By that I do not mean the number of years a boy or girl has attended school or college, but their power to think intelligently, to do things skillfully and to investigate scientifically.

In New Brunswick we have abundant wealth to provide good schools for all the boys and girls, and all wealth can only be properly claimed for the defence of our existence and maintenance of our school system. From a cursory observation of the schools of New Brunswick I have no hesitation in saying that they stand out prominently for giving children that intellectual alertness, which distinguishes the people of this province.

There is no sense in saying that the farmer needs the education that a doctor receives. Where is the farmer boy who can spare the time studying until he is twenty-three years of age? While I do not consider that a college education for a farmer's son is either necessary or desirable, yet it is true that through the colleges assistance should be given to impart culture to the farmers and thus assist in carrying to the rural districts of our country that knowledge through which they may become efficient. The mark of an educated person are: a trained mind, skilled hands and an unselfish spirit—and when the schools of our country can turn out boys and girls possessed with these qualities, they will be giving an education that bears directly on character, occupation and national prosperity.

Financial Conditions.

Passing on to that portion of His Honor's speech, which refers to the financial condition of the province, it must be very gratifying to the Government to be able to present to the people such a glowing statement as that submitted at the close of the fiscal year. Considering the economic conditions throughout the world, it is enough to refer to the recent sale of provincial bonds, to show what confidence the money lenders of the world and our own people have in the integrity and business capacity of the present administration, coupled with the splendid resources of our province.

Only a few weeks ago, a half million dollars worth of bonds were placed upon the market, to retire other bonds that were maturing, and which were bearing 6 per cent. interest. These bonds were readily sold at par, bearing 5 per cent. interest. A little later another issue of bonds, placed upon the market of nearly one million dollars and these, I believe, were sold at the same figure.

So far as I have been able to learn, there has not been another province in Canada, nor a municipality whose bonds have been placed on the market to so good advantage as those of our own province. This, in itself, Mr. Speaker, is most gratifying to me as a member of this Legislature, and I consider it a most eloquent answer to the prophets, who, a short time ago, were predicting blue-ruin and declaring the province to be on the verge of bankruptcy. In this connection I am at a loss to know how any public man, charged with a public responsibility, could so far forget his duty as to make a statement which is not in accordance with the facts and which strikes a blow at the foundation of our industrial and commercial life.

Valley Railway.
Mention has been made in His Honor's speech of the construction of

the Valley Railway. While the present administration have done many things in the interests of the province, none in my judgment will prove of greater assistance than the construction of the St. John Valley Railway. This Government, in the matter, have accomplished in a few years what former governments have been promising for thirty or forty. The project of a railway down the Valley of the St. John has indeed been made the football of politicians from Confederation down to the coming into power of the Hazen Government in 1908.

Mr. Hazen took hold of this matter with that energy and determination which characterized his efforts both in the Provincial and Federal fields of politics, and his successor, Mr. Fleming, and other members of the Government have carried on the work and building of that road, with the result that the important line between Centreville and Fredericton has been in operation since January 1st and a section from Fredericton to Gagetown is about being operated for traffic. I look forward, Mr. Speaker, with the greatest hope and confidence to the near future when the whole line will be completed and opened for traffic from the City of St. John to Grand Falls, and I verily believe that the Valley Railway, when completed, will do full share in developing the commercial life of our province and verify to a considerable degree at least the prediction of half a century ago—that St. John would become the Liverpool of America.

That section of the road which is now in operation has, I am safe in saying, so far as local traffic is concerned, exceeded the expectation of its most sanguine supporters—and when through connections have been made, much of the great Western traffic must necessarily increase the volume of trade to a wonderful extent.

The Blockers' Brigade Busy.

It is true that some criticism is being offered because work has been delayed on these portions of the road north of Centreville and south of Gagetown, but it should be borne in mind that the act of this Legislature under which assistance is given to that project clearly specifies that the bonds must be sold not lower than a certain rate. The stringency of the money market has made it difficult to place those bonds upon the market and realize from the sale of them the amount required under the terms of that legislation. The Government of this province, however, are fully alive to the necessity of pushing this work forward to completion as rapidly as possible, and if the unfinished portions of the road can be built as economically as those already completed, I believe that I am quite within the mark when I say that the Province will have a road of a high-class character, costing less per mile (taking into consideration construction and equipment) than has been built in Canada for many years.

It is true, Mr. Speaker, that since this work was begun, some of the leading opponents of this administration have used all their skill and energy to not only make the road cost as much as possible, but to delay its completion. Notwithstanding this fact, the Government of this Province and the members of this Legislature, if I mistake not their feelings, are determined now, as they have been in the past, to push this work to its completion at the earliest possible date.

The By-Election.

With the other subjects in the speech, Mr. Speaker, I am in hearty accord. Before concluding my remarks, however, I might be permitted to say a few words which might more properly have been mentioned at the first of my address.

Upon the retirement of Mr. Fleming, who was called by the constituency which he represented, to go and faithfully, to a wider sphere of political life, and the reconstruction of the Government, two seats in the Province of New Brunswick were necessarily made vacant in the County of St. John, the Hon. Mr. Baxter, who was taken into the Government with the important portfolio of Attorney-General, was returned by acclamation in the County of Carleton, which I now have the honor to represent, a more benign spirit, politically seemed to exist, and when the writs were issued for the election in that constituency, the leading lights in the opposition party throughout New Brunswick, Messrs. Carvell, Carter and Venot, gathered there and a convention was held and a candidate placed in the field. The heavy guns were placed in position and they rained forth three long weeks a tremendous fire with the result that when the battle was fought on the 7th day of January, the Government candidate succeeded in emerging from that campaign with the largest majority that has ever been given to a supporter of this administration in that constituency, and it is unnecessary to add that the enemy retired in disorder.

The result of this contest shows, in my judgment, the confidence the people in that constituency have in the present administration, and I have no doubt that if an opportunity were given, the same spirit would be shown throughout the entire province, and the government of this province are certainly to be congratulated on the results in the two counties I have mentioned.

Personally I am one of those who believe that the Government of this province are certainly to be congratulated on the results in the two counties I have mentioned.

DOBBS' KIDNEY PILLS

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ARTHUR CULLIGAN, M. L. A.
(Seconded Address in Reply to Speech from the Throne.)

Believe that the greatest danger which we have confronting us today is the over-balancing power of wealth and the public spirit of prudence that will enable it to do its duty with the realization of all our public institutions, and our public interest, and our citizenship generally. The responsibility it brings with it cannot be shirked, cannot be pushed aside, but must be grappled with. The richer the province or municipality, the greater the danger.

New Brunswick's Credit.

I am very glad indeed to note that the St. John Valley Railway has been completed between Centreville and Gagetown and that it is now in operation under a temporary agreement with the Intercolonial. This great work, which has opened up a magnificent stretch of country, is a tribute to the energy and persistence of the Government in carrying it thus far to a successful conclusion.

The very successful flotation of securities made by the Government during recess, in view of extraordinary financial conditions prevailing during the past few months, is to my mind an indication of the splendid position the Province occupies in the financial world. That the bonds issued were offered to our own people for subscription is a policy which I think is to be commended and the general evidence that this action was appreciated is the fact that residents of New Brunswick subscribed for a very large proportion of the amount offered.

The Good Roads Campaign.

The matter of good roads is at the present time engaging the attention of not only the people of New Brunswick but of the whole world. The importance of improved facilities of transportation along the highways is generally admitted and it is safe to say that the people of New Brunswick have been given every evidence in the last few years of a desire on the part of the Government to improve conditions as rapidly as possible and it is satisfactory to me to be able to state that, so far as my observation has gone, I am convinced that a gradual improvement is taking place throughout our province and that our roads today show a marked improvement over the conditions prevailing a few years ago. This improvement will continue if I am thoroughly convinced and the result of the efforts of the administration in this regard will be enjoyed by the people not only

Is 83 Years Old And Her Heart Does Not Bother Her.

Thanks to MILBURN'S Heart and Nerve Pills.

Mrs. J. McLarn, Commanda, Ontario, writes under date of February 9th, 1914. "Sixteen years ago I too had listened with closest attention, however, was that dealing with the new German threat to the British merchant service and to our shipping approaching the coasts of the United Kingdom after February 18. Again, although the first lord spoke gravely, he spoke with confidence. They were prepared, to be the object of a kind of warfare which had never before been practised by a civilized state. The scuttling and sinking of merchant ships was a wholly novel and unprecedented departure. He had hopes, however, that their reply would not be wholly ineffective. Germany could not be allowed to adopt a system of open piracy, or what had hitherto been called open piracy, while remaining herself protected by the bullet-holes of international instruments which she had utterly repudiated and spied, and which England had respected. So far they had not attempted to stop German imports of food; they had not prevented neutral ships from

trading direct with German ports; they had even allowed German exports in neutral ships to pass unchallenged. The time had come, he contended, when the enjoyment of these immunities by a state which, as a matter of deliberate policy, placed itself outside all international obligations, would have to be reconsidered. A further declaration of the allied governments would be made promptly which would have the effect for the first time of applying the full force of naval pressure to Germany. Losses, no doubt, would be incurred, but they expected that, even at the outset, these losses would be confined within manageable limits particularly if their traders put to sea regularly and acted in the manner of the gallant captain of the Laertes.

the rural communities, but of the whole province. Mr. Speaker, there are many matters to which I would like to refer in addressing the House today, but I recognize the facts that, in seconding the motion that has just been made, it will not be expected of me to refer to all the matters of public importance. I desire to state, however, that I believe the administration which the province enjoys at the present time is one in which the people have the utmost confidence. I believe they are giving every evidence of a sincere desire to further the public interests. It is a difficult thing for any government to meet the views and the wishes of all classes of the community, but when it is seen, as it must be seen, that there is a desire to administer the affairs of the province economically, fairly and in the interests of the people as a whole, there can, I think, be no serious objection taken to the methods being pursued.

I have to thank the members of the Legislature for their kindly consideration and very generous attitude towards me while making these remarks. For the rest, Mr. Churchill, people we are proud of our different constituencies and have met here to endeavor to further the interests of the several localities in which we are so fortunate. As a province we have a magnificent country, filled with golden opportunities, and at no time in its history did it afford a more alluring outlook for the prospective settler, or for our own people who are desirous of taking advantage of the situation. This position is one which fills us with pride and it does us no credit to be more aggressive and determined in the future than we have been in the past, repaying the reward that comes to those who are successful by opportunity, and that this will be done by our people is a belief that can be based on their attainments of the past.

RECITAL GIVEN OF EFFICIENCY OF BRITISH NAVY

First Lord of Admiralty speaks of absurdity of belief that there would not be enough men to meet requirements.

London, Mar. 11.—"It is my duty in this House to speak for the navy and the truth is that it is as sound as a bell and that I do not care where or how it may be tested; it will be found good and fit and keen and honest. It will be found to be the product of good management and organization, and the most efficient design and strategy, of sterling workmen and faithful workmanship, and careful clerks and accountants, and skilful engineers, and painstaking officers and crews. So, with all the most boyish enthusiasm, Winston Churchill wound up a recital of certain incidents which had proved, during the opening months of this unparalleled war, the extraordinary efficiency of the British navy.

It was not merely, he said, that the navy had come up to expectations; again and again it had exceeded expectations. A tendency admirably exemplified in the Falkland Islands engagement by the Kent, a vessel launched over 13 years ago and in active use ever since. The Kent was designed to go 22 1/2 knots and after 13 years of service was asked to catch a ship steaming at considerably over 24 1/2 knots. Putting a pressure and strain on the engines far greater than they were ever allowed to undergo, the Kent was driven at 25 knots and so was able to catch the fleeing Neurnberg and sink her. As it was with steaming so it was with every other detail. In spite of gloomy prophecies they had any quantity of oil, not a single oil vessel had been interfered with in its passage to the United Kingdom, the price of oil had fallen, their estimates of consumption had erred on the side of safety and they had been able to convert the Royal Sovereign to a completely oil-burner.

As proved the absurdity of the widespread delusion that although they might build vessels they could not man them, for not only had every vessel down to the smallest maintenance been manned, but they had provided all the men necessary for the air service and had already raised the Royal Naval division to a respectable total. It for service not only at home but very soon overseas. And so it was with every other detail of the navy. Lord Fisher, who listened smilingly in the gallery, and all those who in the past few years had had charge of the navy had built much better even than they knew.

German Menace
It was a vigorous and confident speech, which the first lord delivered, marked by the forcefulness and literary skill always characteristic of his speeches. The part to which members listened with closest attention, however, was that dealing with the new German threat to the British merchant service and to our shipping approaching the coasts of the United Kingdom after February 18. Again, although the first lord spoke gravely, he spoke with confidence. They were prepared, to be the object of a kind of warfare which had never before been practised by a civilized state. The scuttling and sinking of merchant ships was a wholly novel and unprecedented departure. He had hopes, however, that their reply would not be wholly ineffective. Germany could not be allowed to adopt a system of open piracy, or what had hitherto been called open piracy, while remaining herself protected by the bullet-holes of international instruments which she had utterly repudiated and spied, and which England had respected. So far they had not attempted to stop German imports of food; they had not prevented neutral ships from

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Accomplishments
In Mr. Bonar Law's opinion, Mr. Churchill's pronouncement showed that the latest German weapon might prove to have a boomerang effect, for anything which naval pressure could do only be an advantage from the allied point of view. For the rest, Mr. Churchill showed that the navy had assisted in the warfare of land by protecting the movement at home and abroad of 1,000,000 men without a single casualty. The dangers the navy had now to face were not more serious than those it had surmounted, and in the months that lay before them the sea power of their navy would increasingly dominate the situation, would be the main and unflinching reserve of the allied nations, and would, if necessary, in default of other favorable causes, ultimately by itself decide the issues of the war.

Finances
Earlier in the sitting, Mr. Lloyd George made an interesting statement as to the mobilization of the Allies' financial resources. It included a significant reference to the steps that were being taken to finance other states that were sitting tight with them "or were preparing to come in later." The rather startling figures laid before the House by the chancellor of the exchequer showed that to December 31 next, the war, if it

lasts so long, will cost the Allies \$2,000,000,000. Great Britain, it appeared, would bear the larger share, about £150,000,000 more than the next highest spender. Great Britain had advanced £22,000,000 to Russia and with a shipment of £2,000,000 in gold Russia had established a credit of £40,000,000. Fifty million pounds would satisfy Russian requirements for a considerable time, and this amount the British and French governments had denounced, said warm cheers that treasury bills to the extent of £10,000,000 on the credit of Russia had been over-subscribed in London. In passing Mr. Lloyd George paid a warm tribute to the calm and serene courage of the French people, a courage which had greatly impressed him during his visit to France.

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BILL JAMES NOT WANTED.

Robert B. Ward, president of the Brooklyn Federal League club, announced that he had telegraphed to Lee Magee, manager of the team, at the training camp in Brown's Wells, Miss., that he would not sanction the signing of William James, pitcher for the Boston Nationals, by the Brooklyn Federals. James has been reported as dissatisfied and contemplating a jump from the world's champions.

Mr. Ward asserted that he understood that James had an iron-bound contract with two years to run, and that he would under no circumstances have a contract-jumper on his club. He said that he had been imported by Magee for permission to sign James, but while the manager was anxious to strengthen his team, the owner did not want the pitcher.

Beef, standard
Rice,
Tapioca,
Beans—
Yellow-eyed
Hand-picked
Cormmeal, gra-
Cream of Tart-
Currants, clean
Molasses—
Feas, split, bar-
Barley, pot-
Raisins—
Choice, seed
Salt, Liverpool
sack, 100 lbs.
Soda, bicarb

Beef—
Corned 2s
Corned 1s
Beans—
Baked
String
Clams—
Corn
Herring, kipper
Oysters—
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Pineapple—
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Pumpkin
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HAY—No
@ 419
POTATO
@ 52 1/2

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