

Our Forced Removal Sale Is Going With a Hum

Following is a Partial List of the Exceptional Bargains Offered

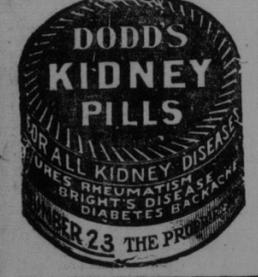
- Boots and Shoes: Men's Waterproof Laced Boots, High Cut, Black or Tan, regular \$4.50... Ladies' Patent Button Oxfords, Goodyear Welted Soles regular \$3.50... Crockery: TEA POTS, regular price 20 cents each, sale price 15c... Suits and Overcoats: MEN'S SPRING TOP COATS, Black Silk, Facel, Reg. \$10.00, Sale price \$7.50... CLOTH RAINCOATS, Reg. \$9.00, Sale price \$6.75... MEN'S OVERCOATS, Reg. \$12.00, Sale price \$9.00...

STORE OPEN FROM 8 A. M. UNTIL 10 P. M.

THE ASEPTO STORE

THE TERRITORIAL REVENUE INCREASED

Continued from page one. Constant Expansion. As the international railway subsidy is now provided for and the New Brunswick Coal and Railway is like to pass into other hands, the capital expenditure for the next year or two will be considerably reduced. While



MEN'S BUTTED BOOTS IN TAN, PATENT AND DULL CALF ARE VERY POPULAR. The new lasts are perfection in fit and comfort. Just the right weight of sole for early spring wear. Buttoned, \$5.00 and \$5.50. Blucher Laced, \$4.00, \$4.50 and \$5.00. Francis & Vaughan, 19 King Street.

There has been a constant expansion of the revenue of the province under the present administration. The demands on the treasury have been very much greater than they were under the old administration. The expenditure for agriculture in the past three years has been as follows: 1909... \$31,194.16; 1910... 41,478.30; 1911... 46,624.04. The expenditures for education have also been largely increased by the present administration. During the last three years they were as follows: 1909... \$261,522.45; 1910... 265,892.89; 1911... 270,655.78. It is in the public works, however, that the largest increases have taken place. The expenditures have been as follows: 1909... \$310,097.41; 1910... 328,442.26; 1911... 416,295.31. This increase in expenditure has been rendered possible only by the expansion of the revenue which for the past three years is as follows: 1909... \$1,259,828.89; 1910... 1,284,440.05; 1911... 1,347,077.05. It has been the custom of the opposition to make the claim that the expansion of the revenue was entirely due to the action of the old government in obtaining an additional subsidy from the federal government. The total gain to the revenue of the province from the Dominion Government

GRITZ GRITZ GRITZ 25c. for 5-lb. Bag

BIRTHS. KIMBALL—In this city on March 12, to Mr. and Mrs. G. H. Kimball, 64 Harrison St., a son. DIED. SCOTT—At the residence of Mrs. J. M. Peacock, Sandy Point Road, William, in the 36th year of his age, leaving two brothers and one sister to mourn. Funeral on Thursday afternoon at 2:30 from his late residence. Coaches will leave the head of King street at 2 o'clock. D. BOYANER Optician, 39 Dock St. Close 6 p. m. Saturday, 8:30.

ment is \$130,000 annually, but when the large increase in debt piled up in the old administration is taken into consideration it will be found that only two-thirds of this increased subsidy is used in the payment of the interest and the sinking fund charges and that the present administration has been compelled to find other sources of their own to meet the increased demands for expenditures. These they have found in the territorial revenue of the province which has been increased from \$21,000 during the last year of the old administration to \$528,439.04, in 1911.

Interest on Bonds. The amount of interest guaranteed on the bonds of various companies of the province now amounts to \$47,738. The principal guarantee is to the International Railway whose bonds the province has endorsed to the amount of \$896,000. The bonds of the New Brunswick and Seaboard are amounting to \$297,000 have also been guaranteed. When the government entered upon its present policy of furnishing school books to the people of the province at cost, all sorts of dire consequences were foretold by the opposition. Since 1907 the government has expended \$67,662.10 in school books and has received in cash from the sale of the books \$44,592.44. The value of the books in the hands of the vendors and at Fredericton is \$21,582.65. This statement shows a loss of \$1,488.01 on the transactions of four years, or less than \$400 per annum. Considering that the people are saved from thirty to fifty per cent. in the purchase price of the school books over what they formerly paid, this loss is a trivial one. Practically all the books now used in the public schools of the province are handled by the government and it will not be long before the accounts will so adjust themselves that even this small loss will be obliterated.

700 Employees of Wool Company Still Remain Out—Strikers Mostly of Foreign Extraction and Unorganized. South Barre, Mass., March 12.—The strike of the 700 employees of the Wool Combing Company's plant remained unbroken today. Although the noise of the strikers was heard in the mills, quiet prevailed in contrast with yesterday, when the strikers paraded the streets of the village. A large proportion of the strikers are foreigners, Italians predominating. The strikers are organized. LATE SHIPPING. Arrivals. Liverpool—Funston, St. John, N.B. Vineyard Haven—Sch. Edward Stewart, St. John, N.B. Parrsboro—Str. Coban, McPhasel, Portland. Cleared—Str. Coban, McPhasel, Portland, with 900 tons coal.

PREMIER FLEMING'S VIEWS ON OPPOSITION'S CRITICISMS OF THE VALLEY RAILWAY BILL

Continued from page one. The introduction of the bill relating to the construction of the Valley Railway, introduced by the Premier, was the most important event of the day. In the course of his introduction of the bill, Mr. Fleming informed the House on a number of phases of the Valley Railway question forgotten by the opposition during its prolonged discussion.

The legislation will entirely set at rest the contention of Mr. Tweeddale and also of Mr. Bentley, that there is no provision for the construction of the railway beyond the control of the province. It is entirely omitted from consideration. Section 3 of the new act provides for the construction of a railway from Grand Falls to a point on the line of the National Transcontinental Railway, in the County of Victoria, at or near Grand Falls, to the City of St. John along the route and general location as laid down by David S. Maxwell, C. E., and to be built by the Government of New Brunswick from Grand Falls to or near the Mistake, thence crossing the Kennebecasis River and to the city of St. John at or near Courtenay Bay, or to the Intercolonial railway near Rothesay, in the said County of Kings. This is the route provided for in the act authorizing the construction of the railway. It has no reference to the route which the Government of New Brunswick has entered into a contract with the St. John and Quebec railway to build and with the Intercolonial Railway of Canada to operate.

The Guaranteeing of Bonds. The act also contains provisions for the guaranteeing of the bonds and for safeguarding the interest of the province during construction and after completion of the railway. The company is to deposit the sum of \$1,500 per mile in respect to which bonds are guaranteed, such deposit to remain as security for the payment of any interest remaining due and unpaid after the payment of the 40 per cent gross earnings so to be paid by the Government of Canada to the Province of New Brunswick, and in the event of the said 40 per cent in any two years consecutively being sufficient to pay the interest on the said guarantee bonds, the company shall be entitled to have refunded any balance of the said \$1,500 per mile still remaining in the hands of the Government, bank or trust company.

Specifications for the Railway. Section 16 of the original act, which applied to the specifications for the construction of the railway, now reads: "The specifications for said railway and the contract between His Majesty and said company for the building of the same shall require that the trunk line of railway of a first-class main grade south of the city of Fredericton and not to exceed four-tenths of a mile, and not to exceed four-tenths of a mile, and to be ironed with steel rails not less than eighty pounds to the yard, and shall provide for a superstructure of stone or concrete, culverts to be of masonry or concrete, and shall be built to the satisfaction of the provincial engineer or such other officer or engineer as the Lieutenant Governor in Council may appoint from time to time to inspect the same." This is the section on which the compromise between federal and provincial authorities took place. It will be recalled that Mr. Pugsley demanded or said he did the construction of the railway above Fredericton to the point of the railway at Grand Falls, and that while this was possible as far as the province was concerned, it was not possible as far as the Dominion Government was concerned. The bill provides for a free right of way through Crown lands and authorizes the government to enter into an arrangement with the Intercolonial to connect with that road at Rothesay instead of going clear to St. John. The bill confirms the contract entered into between His Majesty the King and the St. John and Quebec Railway Co., dated Dec. 12th, 1911, and the specifications thereto attached are ratified and confirmed together with stipulations, agreements and covenants therein contained.

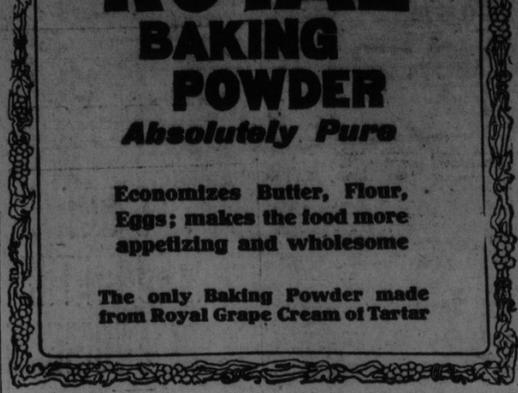
Work to Start on May 1st. Actual work on the construction of the railway is to be commenced on or before May 1st, 1912, and the entire road to be completed and in condition for actual traffic not later than Nov. 1st, 1915. One of the provisions of the act prevents any such situation arising recently occurred in the Province of Alberta, the act authorizes the government to endorse the bonds in bloc, but in the event of any hitch arising

the progress of the work, the bonds are always under the control of the receiver general of the province, and any bank or trust company required by the act to deliver to him on his demand the bonds under their control, in every way the interests of the province are thoroughly safeguarded and the construction of the railway from St. John to Grand Falls is thoroughly assured. The introduction of the report on agriculture and the report on the public accounts with the announcement Monday morning that did not necessarily mean that the other important events of the day. At a meeting of the government this morning, it was decided to establish a provincial labor bureau. His honor the Lieutenant Governor and Mr. Black will have an afternoon at the Barker House tomorrow afternoon from 4.30 to 6. The official dinner which usually takes place on the evening following the opening of the legislature will this year be held on Thursday evening at the Barker House. As this is the first function of the kind since Mr. Wood's appointment, it is expected that it will be of a more than usually interesting character. The House met at 3 o'clock. Mr. Sweeney explained his absence of yesterday. Hon. Mr. Murray reported for the special committee appointed to prepare the report of the Lieutenant Governor that they had performed their duty and received a reply from his honor to the legislative assembly, which was read by Mr. Murray submitted the report of the standing rules committee. Mr. Dickson submitted the report for the agriculture committee. Hon. Dr. Landry in reply to Mr. Cope's inquiry, said that the government does not intend to purchase the land at Dorchester have left with one exception nor that a small amount of money was invested in land by the said immigrants.

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Mr. Bentley introduced a bill to amend the act respecting the settlement of the poor. He explained that the purpose of the act was to make it so that people entering public institutions would not obtain legal residence in a city, town or municipality in which institution was situated and thus protect the municipalities from being saddled with these people. Hon. Mr. Grimmer introduced bills to legalize certain marriages, to amend the schools act, and to allow the towns of St. Andrews to borrow money for sewerage purposes and to issue debentures. Mr. Bentley introduced a bill to amend the act respecting pedlars. Mr. Cope introduced a bill relating to the County of Seckville. Mr. Hatheway gave notice of motion for Friday next respecting a plan for co-operation of the provincial governments of Canada and the federal government giving greater assistance to agricultural and technical education. The House adjourned at 5.30 p. m.

Quiet Prevails in South Barre Despite Strike. 700 Employees of Wool Company Still Remain Out—Strikers Mostly of Foreign Extraction and Unorganized. South Barre, Mass., March 12.—The strike of the 700 employees of the Wool Combing Company's plant remained unbroken today. Although the noise of the strikers was heard in the mills, quiet prevailed in contrast with yesterday, when the strikers paraded the streets of the village. A large proportion of the strikers are foreigners, Italians predominating. The strikers are organized. LATE SHIPPING. Arrivals. Liverpool—Funston, St. John, N.B. Vineyard Haven—Sch. Edward Stewart, St. John, N.B. Parrsboro—Str. Coban, McPhasel, Portland. Cleared—Str. Coban, McPhasel, Portland, with 900 tons coal.



The hon. member for St. John county (Mr. Bentley) had said that he wanted to see the port of St. John given more transcontinental traffic and that was one of the reasons why he insisted that the St. John Valley railway should have connection with the Grand Trunk Pacific at Grand Falls. Such a proposition as the Grand Trunk Pacific switching its traffic over to the Valley railway at Grand Falls had never even been proposed and the Grand Trunk Pacific, it would be found, would not do anything of the kind. If the hon. member for St. John county (Mr. Bentley) had been so anxious about the Grand Trunk Pacific's transcontinental traffic going to the port of St. John, he should have put in a protest when the late Liberal government at Ottawa routed the Grand Trunk Pacific away from St. John. If the hon. member for Victoria had thought before speaking he would not have proposed that the building of the road that the I. C. R. would operate should start at Grand Falls when the I. C. R. had no rails within 100 miles of that place. The bill provided that as each section of the road was constructed it would be taken over and operated by the I. C. R., and naturally the first section to be built should be that which the I. C. R. could reach. The first section to be constructed should therefore be from Fredericton where the I. C. R. would connect with the road. Will Start May 1. The bill also provided for the ratification of the contract which had been made with the St. John and Quebec Railway Co., and copies of which had been distributed in the House. A separate company to be formed to handle the construction of the bridges on the road. That was on account of a special bond issue for bridges and was a provision which had been made by the federal government's representative. The bill provided that construction on the railway should commence not later than May 1st, 1912, and the whole should be completed not later than November 1st, 1915. It had originally been specified that the date for completion of the road should be Nov. 1st, 1914, and the extension of time did not come at the request of this government but at the request of the Dominion government in June last and the company, it being pointed out that the Quebec bridge could not possibly be ready for traffic before that time. The bill called for the construction of a road from St. John to a point on the I. C. R. near St. John to Grand Falls. If the hon. gentleman opposite had any doubt as to where the road would run he would refer them to the enabling act of 1910, this act in amendment whereof, and the agreement to lease, which had been signed by the two governments and the St. John and Quebec Railway Company, all of which specified that the route of the railway should be from a point on the I. C. R. near St. John to Grand Falls. Mr. Sweeney asked if there was anything in the bill which provided for the connection with the Grand Trunk Pacific at or near Fredericton. Hon. Mr. Maxwell introduced a bill to give the city of St. John better control of electric wires, etc. in that city. Commission Bill Introduced. Hon. Mr. Maxwell for Mr. Baxter, introduced bills to provide for government of the city of St. John by an elective commission, to authorize the city of St. John to expropriate private lands in St. John, to amend the Sewerage Act, and to amend act respecting election of wardens of Trinity church, St. John. Mr. Wilson introduced a bill to confirm an agreement between His Majesty the King, the city of St. John and the C. P. R., also a bill to incorporate the New Brunswick Hydro-Electric Company; also a bill to fix the valuation of the Wilson Box Co. Mr. Hatheway introduced a bill to fix the valuation of the Wilson Box Co. Hon. Mr. Grimmer introduced a bill to amend the act respecting the settlement of the poor. He explained that the purpose of the act was to make it so that people entering public institutions would not obtain legal residence in a city, town or municipality in which institution was situated and thus protect the municipalities from being saddled with these people. Hon. Mr. Grimmer introduced bills to legalize certain marriages, to amend the schools act, and to allow the towns of St. Andrews to borrow money for sewerage purposes and to issue debentures. Mr. Bentley introduced a bill to amend the act respecting pedlars. Mr. Cope introduced a bill relating to the County of Seckville. Mr. Hatheway gave notice of motion for Friday next respecting a plan for co-operation of the provincial governments of Canada and the federal government giving greater assistance to agricultural and technical education. The House adjourned at 5.30 p. m.

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