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UNIQUE

SAVED BY TELEGRAPHY

WHAT SHALL WE DO WITH OUR OLD (Biograph)

THE ROMANCE OF HEFTY BURKE (Edison)

MAY and MACK, Singers and Dancers

Good Progress Made Towards Prorogation on Thursday

Important Legislation Passed the Committee Stage in the Legislature Yesterday Afternoon while the Opposition Leader and His Lieutenants were Conspicuously Absent—Plan to Develop Grand Lake Coal Areas and Give Fredericton Another Railway Connection.

The House made good progress yesterday towards prorogation and the business of the session will all be completed and the House prorogued on Thursday at the latest.

Two of the important bills which passed the House were those to provide for further aid for the development of the coal areas of Grand Lake and the bill to provide for the rebuilding of the Suspension Bridge at St. John.

The provisions of the former bill include the guaranteeing to the extent of \$15,000 per mile of bonds for a railway between this city and Minto, the end of the present Central Railway, upon conditions which provide for the development of the coal fields and amply protect the interests of the province.

The bill relating to the Suspension Bridge gives the Lieutenant Governor in Council authority to borrow \$25,000, which is the estimated cost of constructing a new bridge to take the place of the Suspension Bridge. These bills are evidence of the fact that the government are grappling with the big problems as they meet them.

The Disorganized Opposition.

The leader of the Opposition and most of the supporters were conspicuous by their absence. Mr. LaBille was the oldest member of the Opposition present in point of service, but Mr. Tweeddale seemed to be constituted as the leader of those on the left of the Speaker. His opposition to the Government measures was altogether of a factious nature, and his great anxiety to prevent a repetition of affairs which had existed in connection with the old Central Railway, which he had never been very interested in stopping in "the good old days," caused some amusement if nothing else.

Today's Programme.

There are a number of important measures on the order paper for today for consideration by committee of the whole House. The bill relating to the exportation of pulp wood may cause some discussion and the amendments to the Game Act as well as the bill relating to the New Brunswick Coal and Railway are likely to provoke some discussion, although there will not likely be any protracted discussion on any of these bills.

Premier Hazen's resolution on the question of Maritime Representation will also come up today, but the House is unanimously in favor of the sentiment expressed in the resolution and aside from speeches probably by the Premier and the leader of the Opposition there will probably be little if anything said regarding it. It is felt well, however, that the feeling of the House on the matter should be publicly recorded.

Hon. Mr. Morrissey in reply to Mr. Tweeddale's enquiry said a departmental survey was made across the Robique River at Three Brooks on January 14th, 1908, but no consideration has been given the matter since then.

Hon. Mr. Morrissey, in reply to Mr. Upland's enquiry said, the Government has no information of reports being made to any bridge in Queens County called Polly Bridge.

Hon. Mr. Morrissey in reply to Mr. Robinson's enquiry said that the Government has no knowledge of any bridge in Queens County being destroyed by fire in 1910, and that a special grant has been made for highways in the parish of St. Marys, York County, from May 1st, 1910 to March 1st, 1911, the amount paid to the commissioner being \$171.

Hon. Mr. McLeod presented the petition in favor of the bill to enable the ratepayers of the parish of Dorchester, Westmorland County, to assess themselves for fire protection and street lighting purposes.

Mr. Currie introduced a bill further relating to the town of Campbellton.

Hon. Mr. Morrissey introduced a bill to amend the highway act of 1908. He explained that it was to provide for the payment of assessors from provincial funds for the districts where taxes assessed are worked out in statute labor so that there are no funds from which to pay assessors.

Hon. Mr. Hazen presented the petition in favor of the bill to incorporate the New Brunswick Manganese Corporation Limited.

Hon. Mr. Flemming introduced a bill relating to the New Brunswick Coal and Railway Company and explained that the object of the bill was to authorize the Lieutenant Governor in Council to borrow \$65,880.40 for the New Brunswick Coal and Railway Company, of which \$25,000 was to pay for ballasting already done and \$12,000 for a new locomotive; \$5,000 for repairs to a locomotive damaged in fire at the roundhouse, Norton, and the balance to pay for deficits in operation of the Railway the last two years.

Hon. Mr. Flemming moved that Dr. McInerney, St. John City be allowed his full seasonal indemnity, he having been unable to attend the present session of the Legislature on account of illness.

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George Y. Dibbles.

GOVERNMENT'S POLICY REGARDING CROWN LANDS

Bill Now Before House Will Safeguard the Interests of the People

For a New Bridge.

Hon. Mr. Flemming introduced a bill to provide for replacing the suspension bridge over the St. John River between St. John and Fairville. He explained that the bill provides that the Lieutenant Governor in Council has authority to reconstruct or rebuild the present suspension bridge or buy the cantilever bridge and make the necessary changes upon the same. It also gives power to enter into a contract with the St. John Railway to use the bridge under an arrangement whereby the Street Railway will pay a portion of the cost of the work or else will pay a toll charge on each passenger carried over the bridge, the revenue to go to pay interest on the bonds issued and to provide for a sinking fund therefor.

The House went into committee with Mr. Plender in the chair for reconsidering the bill to amend the act respecting the board of public utilities commission.

Hon. Mr. Hazen explained that the reason for recommitting the bill was that the Lieutenant Governor in Council would be made to the supreme court instead of the Lieutenant Governor in Council.

The bill was agreed to as amended. Mr. Upland moved his resolution for papers concerning the dismissal of John N. Perry from the board of trustees of the Florenceville School and read a petition from twelve ratepayers of Florenceville protesting against the removal of Mr. Perry from the board.

Hon. Mr. Flemming said that the papers would be tabled without the formality of an address. He explained that Mr. Perry had not been dismissed from his position in the school, but his term of office had expired last July and that the government had then been asked to appoint a trustee in his place which had been done. The papers which he presented to the House would make it perfectly clear that Mr. Perry had not been dismissed.

The House went into committee with Mr. Plender in the chair.

To Amend The Factory Act.

The bill to amend the New Brunswick Factories Act of 1905 was considered.

Hon. Mr. Maxwell explained that the Factory Act of 1905 provided that boiler should be used unless it was insured by some boiler insurance company or factories inspector. The government had been approached by a large delegation of men interested in the matter who urged that engineers running stationary boilers should be submitted to an examination in order to insure their competency on such boilers. This was the only province not requiring a certificate of competency. The bill provided for two kinds of certificate one of competency and one of service. The bill did not go as far as similar legislation in other provinces as acts relating to the subject in other places required that heating boilers in apartment houses, schools and churches should be run by qualified men and subject to inspection.

In Saskatchewan there were nine boiler inspectors and a board for examination of stationary engineers. All heating boilers there were inspected. The result of this inspection in Saskatchewan had been that many boilers were in an unsafe condition. The board of examiners in Saskatchewan had power to cancel a certificate held by an engineer. This bill provided that all boilers should be inspected and insured by some company. It had been found that many boilers now in use were not insured. It was also provided that the man in charge of a boiler shall not be the judge of its fitness for use—also that a man must hold a certificate as a stationary or marine engineer before being permitted to be in charge of a boiler. He felt that this act should provide for the inspection of heating boilers in apartment houses, schools and churches.

Amendments were added whereby the provisions of the bill would apply to portable engines and enable a man to qualify for taking charge of a boiler upon two years service and upon furnishing a certificate of character and sobriety.

The bill which will come into force on January 1st, 1912, was agreed to with amendments.

A bill to make provision for the attendance of the premier at the Coronation of the King was agreed to.

For A New Railway.

A bill to further aid the development of coal areas in the counties of Queens and Sunbury was considered.

Hon. Mr. Hazen said that he had explained the bill very fully when he had introduced it. He felt that the rights of the province were safeguarded by the bill and if the proposed road from the coal areas in Sunbury and Queens to Fredericton was taken over by some established company, it would mean great development for those coal areas and an increased revenue to the province through the royalties on coal.

The construction of a road from Minto to Fredericton and its operation on a basis whereby the province would receive 40 per cent. earnings as a rental would mean that the interest on the bonds could be more than met. The Central Railway problem had given a great deal of trouble, and he thought that this legislation would largely solve the difficulty. He would be pleased to have any suggestion which would bring about a more satisfactory solution of the difficulty.

Mr. Tweeddale said he saw nothing in the bill that was very objectionable. He did not think that the road from Minto to Fredericton would carry much cost to the latter place since there was not a large demand for it there. Neither did he think that the country traversed by the road would be productive of much traffic as it was largely barren. If the traffic on the road was sufficient, 40 per cent. gross earnings might safeguard the province on its guarantee bonds for \$5,000 per mile. The Grand Trunk Pacific Railway ran near the proposed road and would carry most of the through traffic. There had been much exaggeration with regard to the cost of the Central Railway. It was unfair to count in its cost subsidies received, since they were nothing more

or less than the usual gift. The Central Railway had really cost the province less than it would cost to build a similar road today. He thought it would be a good thing if some company with a trust would take the railway over and operate it.

Hon. Mr. Hazen further explained that a contract for the construction of the road from Minto to Fredericton would not be entered into with any company unless the Dominion government gave the company the double subsidy thus ensuring a line of high standard.

Mr. Tweeddale thought that there should be something in the bill to provide against a repetition of what occurred in connection with the Central Railway, that there should be some provision that would insure the road being completed when work was once commenced, and that there should be a deposit of an amount of cash to be stated in the bill, or approved securities to guarantee payment of the interest on the bonds during the period of construction, and until the operation of the road.

The country through which the road would pass was a poor country, and not such as would be productive or (Continued on page seven.)

NEW HATS

Buckley Hats.....\$2.50
Mallory Hats.....\$3.00
Scott Hats.....\$4.00
Stetson Hats.....\$5.00

J. H. FLEMING.

CHILDREN'S OPENING.

MISS MORGAN will hold a CHILDREN'S OPENING on TUESDAY, April 11th. The most beautiful line of CHILDREN'S HATS of all colours will be shown on TUESDAY and following days.

MISS MORGAN, York street

EASTER SALE, beginning SATURDAY, April 8th,

and continues for One Week, an EASTER SALE of MILLINERY FLOWERS. Our Entire New Stock of FLOWERS at Greatly Reduced Prices for one week only. A splendid assortment of every kind to choose from at prices sure to suit. We invite you to look over our stock of LADIES' and CHILDREN'S TRIMMED and UNTRIMMED HATS.

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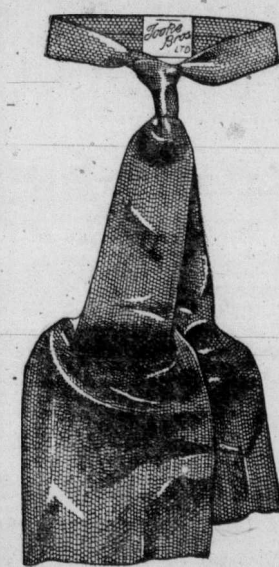
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The New Designs are well worth looking at and perfectly Correct to buy. Large Ranges at 25 cents and 50 cents.

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See the New Lasts in our Shoe Department.

OAK HALL,

C. H. THOMAS & CO.

FREDERICTON'S GREATEST CLOTHING HOUSE.

LOWER CAVERHILL

Lower Caverhill, April 8.—On April 3rd the body of Mrs. Charlotte E. Hill, of Cloverdale, and formerly a resident of this neighborhood, was laid to rest in St. George's Churchyard, in the presence of her sons William, John and Sam, her daughter,

Mrs. Wallis, and other of her relatives and friends. The deceased was nearly 84 years old and had been ailing for some time.

For elegant dresses, gold increases its popularity every day. Rushings are coming back—fringed, single and double pleated.