I wasted $100! then Zam-Buk Cured me for $1.

If you are suffering from any form of skin disease or injury, read this!

Mr. Arthur Fairbank, of 547 Lansdowne Ave., Toronto, is the speaker, and he says: "A bad eruption on my forehead quickly spread until it covered my scalp with foul and painful sores. I went to a doctor who treated me for it. Still the sores spread until almost the whole of my head was affected. As the doctor's treatment did me very little good, I left it off and tried various home remedies.

"Then I tried blood mixtures, but not one of them did me any good. I was by that time in a shocking condition, and as a last resource I went to a skin specialist. He treated me for a period and it cost me over $50, but the sores got no better. They would itch and burn at times until I was nearly mad. I must have spent over $100 on useless remedies, when one day a friend asked me why I had not tried Zam-Buk, and gave me a little. That little bit of Zam-Buk did me more good than all the long treatment I had had from doctors and specialists. I immediately sent for a supply of the balm. Very soon I began to see and feel a great difference in the sores, and finally Zam-Buk cured me at a trifling cost. If I had got it at first it would have saved me dollars, and hours and hours of pain."

For all forms of skin diseases, ulcers, abscesses, eczema, ring-worm, blood-poisoning, etc., Zam-Buk is a sure cure. It also heals old wounds, cuts, burns, bruises, cold sores, chaps, and cures piles. All druggists and stores at 50c. box, or Zam-Buk Co., Toronto, for price. Refuse substitutes and imitations.

FREE BOX Send this coupon and 1c. stamp and name of this paper to ZAM-BUK CO., Toronto, and we will mail free trial box.

Zam-Buk
EVERY HOME NEEDS IT

MR. SIFTON TELLS WHY HE BOLTED

Addressing Meeting In Montreal He Tells Why He Left The Liberal Party On The Reciprocity Issue.

Montreal, Mar. 20.—Hon. Clifford Sifton was the principal speaker at an anti-reciprocity league's meeting tonight in the Windsor Hall. The hall is small and so admission was by ticket, the result being a gathering of leading business men and one thoroughly in sympathy with the speaker. An overflow meeting held outside was hardly as successful, the conditions not being favorable. Students hauled Mr. Sifton in a torchlight procession to the hall.

Charles Chaput, president of the league, presided, and with him on the platform were many of the leading citizens of Montreal, including a considerable number of Liberals.

In opening Mr. Sifton said the position in which they found themselves as Liberals united in opposition to the government, had "been caused since the Laurier government has, as we claim, suddenly and unwarrantably, reversed the policy upon which it was elected to office. This is denied by Sir Wilfrid, but I claim that neither he nor any of his supporters was elected to effect this treaty which we are discussing tonight."

After the rebuff at Washington in 1898, a fiscal policy was settled upon which the Liberals appealed to the country in 1900. This was discussed and approved by almost every province of the Dominion, so it was not merely adopted by the government, but approved by the people then and again in 1904 and 1908, while at not one of these elections was a single syllable breathed regarding reciprocity.

Mr. Sifton quoted planks from the Liberal convention platform of 1893, when the Liberals considered that Boston and New York were our National ports and any attempt to make a Canadian port was a fight against geography.

"These are old planks of the Liberal policy," said Mr. Sifton, "which I maintain have been discarded, and if they had not been abandoned I should not have remained a member of the Liberal party in parliament or a member of the Liberal government.

"But Laurier says this policy was not abandoned, but only held in abeyance." (Laughter.)

Proceeding, Hon. Mr. Sifton quoted speeches made by Sir Wilfrid in which he declared against trading with the United States and in favor of Great Britain. And also in support of the Grand Trunk Pacific project, in which he enlarged upon the necessity of trade east and west, and prayed to Heaven that the Dominion was not too late in building the new railway to save the country from incursions from the United States.

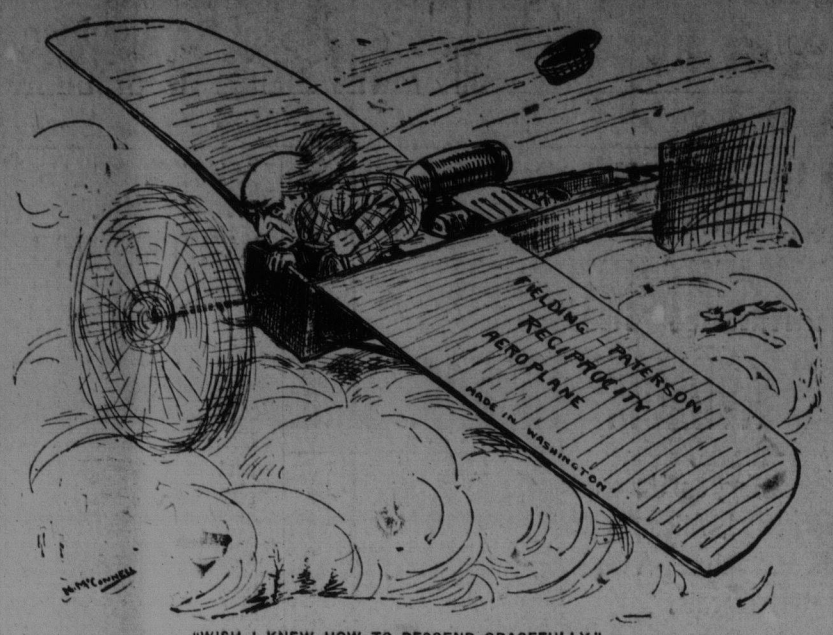
"Therefore," said Mr. Sifton, "I have shown you that four times has the prime minister deliberately and categorically stated he wanted nothing to do with the Americans, and that reciprocity was at an end—that is his own clear statement. Therefore, he could not be correct in saying that reciprocity was not at an end, but held in abeyance.

"It was publicly abandoned and recanted by the leader of the government. And I venture to say that tens of thousands of people supported the government at the last two elections, who would not have supported it if he had not been so clear upon this very point.

"It is therefore for these reasons that I say it is the government which is at fault, and not myself or our other friends who oppose this policy. We still support the policy which was advocated before the people of Canada and desire only that the government shall stick to the policy which the government put into effect and which was so pre-eminently successful in in the affairs of the country."

Speeches were also made by Z. A. Lash, of Toronto; Prof. Leacock, of McGill; Hon. T. Chase Casgrain, and T. A. Trenholme, of Montreal, after which a resolution disapproving of reciprocity was unanimously adopted.

UP IN THE AIR



"WISH I KNEW HOW TO DESCEND GRACEFULLY."

VALLEY RAILWAY MOTION IN PARLIAMENT

Continued from page 1.

half of dollars cheaper than the river route which the Valley road was to follow. Taking into account the high cost of the railway under the restrictions which had been imposed by the government, he did not believe that the offer made by the Quebec and New Brunswick railway through the medium of Mr. Malcolm was bona fide.

He could not understand how a company with a capital stock of only $900,000 could undertake the construction of the line with any prospect of being successful.

The bill as introduced contained no reference to capital stock, and it was entirely new in this country that a company should submit a proposition to build a $48,000 a mile road for $30,000.

"A Pure Palpable Bluff."

"I believe," said Mr. Crocket, "that the proposition of Mr. Malcolm, knowing his connection with the minister of public works, is a pure palpable bluff." He believed that Mr. Malcolm was in this position, if Mr. Malcolm was right, that he would be called upon to build a ten million dollar railway with a fund of six millions, leaving four millions to be raised. This proposition would not be regarded by the intelligent people of New Brunswick as a business enterprise.

Why separate the St. John Valley branch from all the other branches of the Intercolonial Railway? he asked. He pointed out that Mr. Pugsley had not found the New Brunswick government so "easy" as he thought. Mr. Carvell had found matters getting very warm for him in his constituency, so he got a letter from the prime minister declaring that the government would stand by the Pugsley specifications.

Mr. Graham's Omission.

Mr. Crocket showed that Mr. Graham had deliberately omitted the word "equipment" from his resolution and made it a false statement. If the resolution went through as it was it simply meant that "construction" only would be undertaken. It was actually a rejection of the offer of the New Brunswick government. He declared that the Intercolonial, and not the Valley Railroad Company, should be required to furnish the rolling stock and moved that the resolution be amended to include equipment.

He could not see what objection the government would have, for it would convert the resolution from an untruthful to a truthful statement. The legislature could not guarantee bonds unless there was equipment, but if this was done it would conform with the legislation passed by the legislature of New Brunswick.

Hon. Mr. Pugsley said he was quite sure that the words of the resolution showed that the company must provide the equipment.

Mr. Crocket—"What then is the object in omitting the word equipment?"

Mr. Pugsley—"No object."

Mr. Crocket—"Then what is the object in refusing to accept the amendment."

Mr. Pugsley preserved a discreet silence on the point. The Minister of Public Works said this was a most liberal arrangement on the part of the federal government. That it was due to the desire of the government to give railway facilities to the St. John valley that the government had agreed to such generous terms. The people of the valley he said expect the representatives of the two governments to do everything in their power to come to amicable terms and provide the transportation facilities required by the people who would be served by the proposed road.

Mr. Pugsley denied that when the deputation came to Ottawa Sir Wilfrid Laurier had admitted that it was a definite proposition which required an early answer.

The Dizzy Telegraph Again.

Mr. Crocket interrupted to point out that the St. John Telegraph printed an Ottawa despatch in which this statement was attributed to the premier.

Mr. Pugsley said he had not seen

The minister said that Premier Hazen of New Brunswick, had promised to introduce legislation during the session of 1909 but had failed to do so. He would not agree to aid being given to the road except on the condition that it be of a standard sufficiently good to be a part of a great transcontinental system.

Mr. Pugsley thought it curious that the New Brunswick government had never sent a communication to Sir Wilfrid Laurier, Hon. Mr. Graham, or himself bearing on this project. All communications had been through the St. John Valley Railway Company or deputations which waited on the government.

After reviewing the legislation passed by the New Brunswick legislature in respect to this line, Mr. Pugsley declared that it was apparent that the provincial government was determined to prevent I. C. R. operation of the St. John Valley Railway.

He quoted the report of Mr. Maxwell, engineer for the St. John Valley Railway Company, showing that a high grade road such as proposed could be built at a cost of $3,600 a mile more than the cost which would be entailed by the construction of a second class road for which the provincial government had made provision. This difference was so small, he argued, that it fully justified the federal government in demanding that it be built up to the National Transcontinental Railway standard.

Pugsley Evades the Amendment.

Dr. Daniel, of St. John, said Mr. Pugsley had taken up a great deal of time, but had nothing to say as to the amendment before the House. He would endorse all the minister had said in praise of the St. John valley and the necessity for providing railway facilities for the district. Leaving on one side all technicalities, the matter comes down to the one question: "Will the government equip this road with rolling stock or not?"

Dr. Daniel said that the member for York was entirely right in what he had said as to Sir Wilfrid Laurier's promise when the deputation saw him in Ottawa. He quoted from the report in the St. John Telegraph, the statement by the premier that there was a necessity for the road as well as his declaration that "it was a proposal of a definite kind which would have to be considered."

Pugsley The Obstacle.

Dr. Daniel said that when Dr. Pugsley made known his decision the people of the valley regarded it as a severe set-back to the project. They were convinced that instead of trying to help the construction of the line he was determined to prevent its accomplishment. He insisted on a grade not insisted upon by the Grand Trunk Railway.

Dr. Daniel said the situation was well understood in New Brunswick. He placed on the records the resolutions in favor of the railway passed at a meeting held in Gagetown on February 27.

Dr. Daniel referred to the government's proposal to build a railway to Hudson Bay. He presumed that the government would build the whole railway. In this case the provincial government was giving a larger subsidy than it had ever given before. It should therefore, be the endeavor of the federal government to give all the assistance possible in order to give facilities to the most fertile part of the province.

The minister of public works, he said, would be doing only the right thing to the province by accepting the amendment proposed, as a representative of the province, he ought to be glad to do it. In conclusion Dr. Daniel said he had much pleasure in seconding Mr. Crocket's proposal.

Mr. Carvell repeated the arguments of Mr. Pugsley.

Mr. Borden Supports Mr. Crocket.

R. L. Borden said that if the railway was as important as the minister of railways had declared, he would support a proposition to pay $6,400 per mile towards the building of the road. He pointed out that Mr. Crocket's amendment was in accordance with the legislation of the Province of

New Brunswick, while the resolution of Mr. Graham was not.

Mr. Graham declared that the opposition had "obstructed" the resolution. Even the leader of the opposition had obstructed.

Mr. Crocket asked if the minister meant to say that he had obstructed the passage of the resolution. He was surprised that a minister of the crown should make such a statement. All he had done was to try to get the resolution amended to conform with the legislation of New Brunswick.

Mr. Graham admitted that he should not have used the word "obstruct." "I apologize" he added. "I should have used the word "oppose." He took the responsibility for leaving out the word "equipment" and argued that he had done so to make the legislation consistent.

Mr. Graham contended that the legislation intended the company to supply the initial equipment and the company recognized this.

Mr. Borden said the meaning of the legislature of New Brunswick could only be ascertained from the language of the legislation. "We are not dealing with suppositions here. We are dealing with statutes."

Mr. Carvell was ordered by the speaker to withdraw a remark he made which suggested that the amendment had been moved for electioneering purposes in New Brunswick.

Mr. Graham raised the point of order, declaring that a private member could not move an amendment imposing additional burdens upon the people.

After some discussion the deputy speaker ruled Mr. Crocket out of order.

Dr. Reid of Grenville asked why it was that the debate had been allowed to proceed from shortly after three o'clock until 11:15 upon an amendment which was out of order. This was too great a waste of time of parliament.

Mr. Graham then moved Mr. Crocket's amendment introducing the word "equipment" in the first paragraph of the resolution, making it read "for the operation, equipment, maintenance, etc." Further minor amendments were made, one reading the distance from Fredericton south should be 40 miles instead of 50 miles.

HON. MR. MAXWELL CONCLUDES HIS BUDGET ADDRESS

Continued from page 1.

In years gone by the honorable gentlemen from the government benches, in the days of the old administration, had visions and dreams, and in dulcet tones told the House and the country of the great things that would happen after the bonds were guaranteed and the road was put in shape for the Grand Trunk Pacific to take it over and make it part of that system, but the Grand Trunk Pacific had been completed beyond Chipman, and nothing is now heard of anything of that kind being done, although one of those honorable gentlemen, who promised these great things is at present the minister of public works at Ottawa.

A Shameful Proceeding.

The amount of $1,064,844, which had been paid out for this railway down to the time the old government went out of power, and $49,000 contracted by the old administration, and paid by bond issued under legislation issued at the last session, made a total liabilitity of $1,117,000, involving $145,000 annual interest charge, which had been charged to this province as a public debt, and all of which is chargeable to the late administration.

The report of the Royal Commission furnished a history of transactions in bonds unparalleled in the annals of any province in this Dominion, and proved a lesson to patriots that they should be careful not to vote for the return of the gentlemen to this legislature who justified every act of that old administration when they were in this House, and in control of the affairs of this country.

An Unauthorized Liability.

He quoted from page 20 of the Commissioners' Report, which in dealing with item No. 4, $39,485, in which the commissioners say "the province is liable for this additional amount which its legislature never authorized."

A further report in the "loss in the operation of the railway," on page 26, condemns the falsification of figures in the reports which were found in the books at the railway office at Norton, and on page 28 of the report referring to the payment to A. B. Copp of $1,425, declared as follows:—Regarding the honorable gentleman from Westmorland, who had criticised the present manager of the railway, "Mr. Copp's evidence shows clearly that he had not prepared himself to do work of any value, and we believe his achievements were according to his preparation."

Failed Through Dishonesty.

Hon. Mr. Maxwell quoted at further length from the different pages of the report to show juggling of bonds, etc.

In one case the commissioners, on page 41 asserted as follows: "It is our firm opinion that had large resources provided by the province, including the $450,000 issue of bonds been honestly used, all liabilities could have been properly met as they fell due and the company would have had money to its credit."

Every provision for the protection of the province was violated by the old government and the commissioners on page 65, declared that, "$134,035.35 stated in our recapitulation following statement C, given as unaccounted for, was misappropriated and diverted from its proper and legitimate channel."

He also quoted from the report on page 80 where it showed that from the time the road was taken over in 1905, down to March 31, 1908, $300,764.68 had been advanced from the government.

Mr. Archibald's Letter.

Hon. Mr. Maxwell also read a letter from Commissioner P. S. Archibald, of the New Brunswick Coal and Railway, in which he quoted the facts in answer to the charges of the opposition that there had been extravagance in the management of the New Brunswick Coal and Railway, as there was a deficit upwards of $16,000 last year, whilst in the last year under the old commissioners there was a deficit of only $200.

This letter pointed out that the difference is largely accounted for by the difference in bookkeeping, and then went on to show that the charges for management had been reduced, while the wages of employes on the trains and in the maintenance of way work had been increased. The letter finally summarized the situation as follows:

"Under the system of bookkeeping inaugurated by the present commissioners, the following would have been a fair comparison of the working expenses for the years under consideration:

	1910	1907
Maintenance of way and structures	$21,933.99	$20,933.99
Maintenance of rolling stock	18,085.48	17,500.00
Transportation expense	26,781.37	24,000.00
General expenses	9,635.14	12,834.22
Total	$76,435.99	$75,268.21

The actual amount charged to working expenses in 1907 was $32,722.12

Total $42,546.08

Instead of a deficit of only $200 as claimed for 1907, there was an actual deficit of over $40,000."

The Dizzy Telegraph.

He had noticed by the Telegraph that Mr. Shaw, connected with the Canadian Coal Corporation, claimed that his company could not get out all the coal that they mined by reason of a shortage of cars. Had the monies paid for legal expenses and to political friends of the old government as well as money wasted on interest on this road have been saved no complaint like this need have occurred.

The present government had made vast improvements on the road without adding to the capital expenditure. There was a considerable shortage in rolling stock of the road and it is a grave and serious consideration for this government to bring the rolling stock to the proper standard without adding to the capital expenditure. If this government had the money lost by the old government in tossing about the bonds, there would be money enough left in the treasury to equip the road till it was in as good a condition as any other railroad of the same length in Canada and there would be a good surplus in the bank besides.

If transactions in the conduct of the business of the Farmer's Bank are as bad as the conduct of affairs on the Central Railway under the old government he pitied the stockholders of the bank. No language is too strong to picture the reckless extravagance and gross carelessness of the former government in dealing with the public funds in connection with this railway.

The Immigration Policy.

As to the immigration policy of this government, he would like to compare it with the policy of the old government.

On coming into power they had found an immigration commissioner in Fredericton without any defined duty, without any books, and nothing to do. He got his position as a reward for party services. He had wandered back and forth between the Queen Hotel and the departmental buildings, where he had been informed there was no room for the transaction of any business in which he was concerned. Under the old administration there was an agent general on the other side of the water, whose duty it was to attend social functions as a representative of the province and show New Brunswickers around when they visited England. The government had found this condition of affairs when they came into power in 1908. They thought it best to get rid of these men. This was done and the office of immigration commissioner remained open for some time till a practical farmer, who had some knowledge of law was appointed to the position of immigration commissioner with defined duties and offices at St. John.

Furthermore a practical Englishman who had made a success of farming here was appointed to look after the interests of the province in the Old Country. He was a man well and favorably known there. Among his other duties he directs those who intend to immigrate to this country direct to Mr. Wilmot's office at St. John. When they arrive there, Mr. Wilmot looks after their welfare until they are comfortably settled in the province.

A clever man and a practical farmer, W. W. Hubbard, had been appointed to the position of secretary for agriculture and was ably assisting Dr. Landry in carrying on the work of the department.

Public Works.

He would like to refer to the public works of the province. The government had been harshly criticized because the salaries of the chief commissioner and surveyor general had been increased by $400, but it is simply a matter of bookkeeping after all, since neither of these gentlemen now received nearly so much as their predecessor had received under the old government. The chief commissioner and the surveyor general under the old government had immensely increased the expenses of their department by charging up exorbitant travelling expenses.

The travelling expenses of former Chief Commissioner Labillois had amounted in 1905 to $1,350; 1906 $1,250; 1907 $1,250 and 1908 $450. The travelling expenses of Chief Commissioner Morrissy in 1908 were $475; 1909 $890; and 1910 $590. The yearly average expense of Mr. Labillois to the country was $2,983, while Chief Commissioner Morrissy for salary and expenses received $2,781.

Since 1908 the expenditure on the roads and bridges has been increased to a large extent, but the work has been done so carefully and economically that the province has derived full value from every dollar expended.

In connection with the criticisms of his hon. friend from Victoria, with regard to the construction of public works he wanted to point out that excessive commissions were not now paid to overseers of public works as had been the case under the old administration. This government had thought it best to appoint structural superintendents in each county in the province whose duties were such that they earned every dollar they got. He would like to refer especially to the bridges in the province. The bridges were in a deplorable condition when the government took office.

Continued on page 5.

AN OFFER FROM REGINA BROUGHT A RAISE IN PAY

Assistant City Engineer Of Moncton Will Not Go West —Maritime Express Is Delayed By Run-off.

Moncton, Mar. 20.—Grand Treasurer Wadman, H. G. M. Heine and H. G. D. Clarke are among the Moncton delegates to the Orange Grand Lodge meeting at St. Stephen.

O. P. Boggs, manager of the Moncton Tramways, Electricity and Gas Company, goes to Fredericton tomorrow to lay before the government a plan for bringing natural gas into Moncton over the Petitcodiac river bridge.

Assistant City Engineer McBeath has received an offer to go to Regina, but the city council has decided to increase his salary and retain his services.

The Maritime express was six hours late in reaching Moncton today, being detained by a run off of a special near Bathurst. Very little damage was done.

Mr. Pottinger, of the I. C. R. board of management, accompanied by Mrs. Pottinger and children, have gone to Lennoxville, Que., to visit one of their sons who is attending school there.

THE PACT.

The Story is a Byword in the Gate!
Two Politicians journeyed to a State.
When their Hosts had dined and wined them
Till they'd left their wits behind them—
A Pact was framed they thought without a mate.
At Washington they met a Wily Foe—
No mandate from the People bade them go;
For the Bargain in their Bag
They had Sold their Country's Flag!
And the Pity of it is—They didn't know!
The Lying Prophets call to us to Stand
And take the Glove that masks the Iron Hand,
There's no Party Question here,
For the Issue's very clear—
It's Annexation—or the Empire Band.

They are going very softly over there—
They are holding Champ from action by the hair;
For the Prize was just in reach
When he made his famous speech
And Canadians felt the danger in the air.

We wouldn't need Commissions any more
To see the Wheat's not tampered with in store,
It would go down through the States
Where the eager Mixer waits
And the day of its High Standard would be o'er.

For the Butter and the Chickens and the Cheese
We would some day have to go upon our knees,
And the farmer would, they say,
In the future have to pay
When the rates are settled for him overseas.

They have put the silent muzzle on the Press.
They are all afraid lest John Canuck should guess
That underneath the Deal
It's our land they mean to steal—
For it's Annexation in a Tariff Dress.

They say there is a "Parting of the Ways!"
We scotched the Snake before in other days—
So we'll keep the Way of Old
That our Fathers died to hold—
And we'll see the dear Old Flag above us stays.

MINNIE H. BOWEN.

AT THE HOTELS.

Royal.

F. Thompson, Moncton; P. W. Harrison, Birmingham, Eng.; Thos. Agar, London, Ont.; D. W. Condon, Moncton Thos. B. Reid, Toronto; W. G. Chate, Galt; V. T. Williams, F. C. Fogs, Halifax; J. C. DeWolf, Boston; J. Levee, Montreal; Walter Meal, Toronto; W. C. Craig, W. Winham, Montreal; Jas. Robinson, Miramichi; F. W. Hollingswash, Montreal; J. E. DeWolf, Halifax; J. C. Myers, Amherst; J. A. Haines, Toronto; C. S. Hickman, Dorchester; H. W. Livingston, Toronto; J. Beiber, New York; J. T. Halliseey, H. C. Read, Sackville; O. Philipp, Berlin.

Liverpool, March 20.—Arrd stmr Baltic, New York; Hesperian, St. John, N. B.

The Perfume Store

Just Received

A new stock of the latest and best New York PERFUMES and SACHETS.

We invite you to call and sample them, as they comprise the very sweetest odours.

BARDSLEY'S PHARMACY, 109 Brussels St.

Don't Decide Hastily

but let us help you in your selection of

JEWELRY

from our large and varied assortment which comprises the newest and most artistic effects from English, French and American producers and includes Brooches, Scarf Pins, Necklets, Veil Pins, also an exceptionally nice line of

WATCHES

A. POYAS, *Watchmaker and Jeweller* 16 Mill St.

Ready for Spring

Fresh Seeds

JUST ARRIVED.

Park Drug Store, 312 Brussels St. Phone 2298

The Highest Grade Manitoba

RED ROSE FLOUR

DIED.

DeWITT—At Lower Jemseg, Queens Co., on March 18th, Bertha, wife of the late Luke E. DeWitt, in the 64th year of her age, leaving two sons one brother and three sisters to mourn.
(American papers please copy.)
Funeral at Blissville, Sunbury Co. Tuesday, 21st.

Your Eyes

You will see better and look better with the glasses fitted by D. BOYANER, Graduate Optician, 38 Dock Street. The only exclusive optical store in the city.

PORCUPINE TISDALE CO. NOW OFFERING STOCK.

A new Porcupine flotation, the Porcupine Tisdale Mining Company, Limited, is being offered to the public this week for funds for development. The officers and directors of this company are well known in the Northern Ontario mining camps; the vice-president, Mr. Cody, being the first elected Mayor of Cobalt, and one of the directors, Mr. Green, formerly the editor of the Haileybury Record. Their knowledge of the business gained in the Cobalt camp should be of benefit to the shareholders of the company.

Like most of the other flotations from that camp, the proprietors are still in the prospective stage, but would appear to be well situated, and ought to have a good chance of participating in the general success of this new camp. The company is offering its shares at a low figure, which should make it attractive to those speculatively inclined.