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An Election Budget!

MR. KENT'S SCATHING CRITICISM.

Minister Cashin Eats His Own Words and Makes Serious Miscalculations---Embarks on Financial Policy Leading to \$100,000 Deficit---Bond Made Real Reductions in Taxation, and Did Not Increase Public Debt Materially---The Railway Arbitration Debt Saddled on the Right Horse --- Morris Has Increased Public Debt \$7,200,000 Since He Became Premier.

items that went to make up that an ount, there were two other items—
la ids and telegraphs. As to the land
question, it will be remembered that
i ider the '98 contract Mr. Reid was

in 1901, and which people are liable to forget,

'HE REID NFLD CO. OR MR. REID

HELD ALL THE INDUSTRIES OF iven, in addition to lands which he received under the '93 contract, 5,000 acres per mile of railway comprised in the contract, but out of that 5,000 acres provided by the Colony with the 1,000,000, Mr. Reid handed back one-It is the actual quantity to the country for the purchase of its own railfor Mr. Reid to pay back. When the railway was takenback Mr. Reid at that me practically said to the Colony, You cannot take back the railway which you sold to me without giving the back the lands which I gave you.

consequently the Colony had to take back the lands given to the Reids unfor the 198 er the '98 contract, as well as the \$1,000,000, and they did that under he 1901 agreement. In addition to th land taken back, it will be remembered that the Reid Nfld. Co. had also ar restricted right to take up the lands to which he was entitled unde '98 contract all around the Colony. In fact they had taken up o

600 OR 700 MILES ROUND THE COASTLINE.

also. At that time Mr. Reid controlled the railway traffic of the Colony, and condition of affairs to exist for the membered, covered quite a number of election, these lines were tical purposes, how much more would they use the coormous power which he could wield through the control of the entire Telegraph system. Then it would have no right whatever to a renewal of their leases except to possible to the entire Telegraph system. Then it would have been impossible for this Colony to develop its Telegraph system under the '98 contract as it has been doing since. It will be remembered that contract, Mr. Reid paid \$125,000 for the Telegraph system, as it then stood, in 1898. In addition he was given power to expense the government that went out of power in 1900. That covers the Public Debt as it existed at the time the present administration came into office. During the present administration, as I said before, the Public Debt were made for lighthouses and other public utilities, but the large bulk, as I said before, was made for lighthouses and other public utilities, but the large bulk, as I said before, was made for lighthouses and other public utilities, but the large bulk, as I said before, was made for lighthouses and other public utilities, but the large Reid or any other large proprietor, for the cost of extension, and pay the the owners of these mines can only Reids their loss or deficit upon the

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RR. KENT (continued).—As reget a renewal on the terms that the cost of maintainance and operation of an amount in round figures of \$5,400, gards the payment and the other Reid Nfld. Co. or Mr. Reid would perall extensions. We know that a differ-

HELD ALL THE INDUSTRIES OF control or power over them. THIS COLONY IN THE HOLLOW WE DID NOT TAKE THE PROFITS OF THEIR HANDS.

permission if the conditions of the

Now again, Sir, the next item is the onsidered that it was wrong in priniple that the Telegraph system of the colony should have been handed over ony's resources which the Reid Co. held under the '98 contract. They '98 contract. They controlled at that time the transporcontrolled a great deal of the resour-ces of the Colony; they controlled also the Telegraph system of the Colony. I do not think if you were to

lands occupied by squatters who held no titles from the Crown to hold and the Appendix of the Crown to hold and the Appendix of the materials lands occupied by squatters who held no titles from the Crown to hold and cultivate them; and also covered timber lands which were held under large payments had to be made ber lands which were held under large payments had to be made. These so used. Well, if he used this limited line which he now controls, for political reaction of the leases of these narties. In this contract the same section goes on to say that at you have to borrow money for the acres for operating purposes. Under the Crown Lands Act you can get
tend the lines. But the condition upmore if you apply for it. If there is on which he was given that power valuable mining property and these was, that he could do it or not, as he surface lands are surrounded through- wished. If the Government wanted out the country by grants held by Mr. Telegraph extension, it had to pay

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DUCKWORTH STREET and

QUEEN'S ROAD.

mit. In other words, as things stood in 1901, and which people are liable to forget,

ence in cost and operation would have had to be made up yearly by the Colony to the Reid Nfld. Co., though the system was in the possession of

They held forest lands all over the The Reid Co., if at any time the Colcountry, and it would have been im- ony wanted to extend its Telegraph possible for large pulp and paper in-dustries to develop here without their power to build and would not con struct it itself, but would cry to the '98 contract now existed, without the Government: "If you want the Tele-proprietors or the investors going graph lines extended we will construct with their hats in their hands to the them for you at your expense and Reid Nfld. Co. to get terms upon when constructed, you must hand which they could enter upon their them over to us and pay us the differusiness. These things we are apt to ence in cost of operation and mainorget when we say that the late Gov-ernment in paying this money to the Red Nfld. Co., had no justificatin. 1901 and 1909. It is no wonder that upon the people becoming informed ed upon the need of a modification of cessary. It will be remembered that I think that the position was greatly aggravated upon this point of principle, by the fact of the enormous powers and great monopoly of the Coltion by a Government of some of its most important functions is without parallel. The Colony is divested for ever of any control over or power of influencing its own development, or of any direct interest in or direct benefit from that development." There is nowould control the maritime traffic as well. The whole business of the Colony if these lands remained in the lassession of Mr. Reid at that time of a contractor in the position the of injustice done the Colony in 1898 is time of a contractor in the position the of injustice done the Colony in 1898 is Mr. Reid Nfld. Co. stood in. Then we the amount that had to be paid for which the Government shall require Reid. This would be a most disastrous know that even with the limited these works by the Government of of affairs to exist for the amount of telegraph lines that the the day; and further by the fact that These lands, it will be re-Reid Nfid. Co. has had during last the development of the Colory during

purposes of Branch Railway construcon. Altogether the additions for 00,000, two loans of 800,000 pounds branch lines are to be round figures about \$6,000,000 curency to construct these branch railways. I thoroughly believe in the construction of railways. It believe it is one of the greatest developing fac-tors of the country. I believe it has helped to make Canada and the United States what they are to-day. But I

hink if any person were to examine he contract under which these branch the contract under which these branch lines have been constructed, he will admit that the contract is one which is very unfair to this country. The existing then? If so the longer they is very unfair to this country. The contract is to build five branch lines contract is to build nive branch lines of railway (1) Bonavista, (2) Broad for these lines the greater the cost will be. If these lines develop traffic Bay, (5) Bonne Bay lines. There is one feature in this contract which one feature in this contract which getting further and further from being the state of the stat strikes a person, and it has been pointed out over and over again in

BONDS.

In all other railway contracts payment has been made in bonds. Under this contract the work is paid for in cash. We have to-day an illustration of what that means to the Colony. We have had two loans negotiated by the present Government for the construc-tion of these lines as cash is required for payments due under the construc-tion work. The difference between tion work. The difference between cash and bonds has cost the Colony between five and six hundred thousand dollars to date. If the Colony had paid for construction of these lines in bonds it would be five or six hundred thousand dollars better off today than it is; and the borrowings for the construction of these lines are not yet ended. In fact you have at the present time in sight payments to the extent of nearly \$500,000 over and above the six million dollars authorized to be borrowed to date. The two loans have realized for the Colony

000. The amount for construction of the line at \$15,000 per mile will be \$5,250,000; the right of way up to the present time has cost about \$250,000 and there has been paid to date under Sections 34, 35, 36, 37 of the Contract a sum of about \$350,000. I have asked for figures in reference to thos two last items but I have not yet received them. I have worked out the figures which I have given from other papers which have been supplied to me. Not one of the lines has been yet been passed by the Governmen Engineer and the final certificate giv We have here over and above the This allows for whatever work will be included in the payment o \$15,000 per mile, for payments to dat on right of way, and payments to date under the four sections of the con-struction contract to which I have made reference. But the four last see ling's "Commissariat Camel"

A DEVIL AND AN OSTRICH AND AN ORPHAN CHILD IN ONE."

the \$15,000 per mile that the Colony must pay for these railways it also has to pay for all stations, and all as extras. Every station on the Bonavista lire, Trepassey, Broad Cove, Bay-de-Verde, Fortune Bay and Bonne Bay lines must be paid for in cash, over and above the amounts being paid for the mileage. As the railway goes through the different bays and settlements these stations will be close together and there will be quite a numthing in these transactions that was not justified under the conditions left by the Winter Government as a legacy ber of them. Every station will mean an addition to the contract price. They are addition to the contract price. work comprised in this contract and which the Government in their discretion may consider necessary or ap propriate. These works are in addithe completion of each Branch Rail- 'ull and efficient equipment for other way the contractor shall also supply and construct subject to the condi-tions and reservations of this clause coal sheds, engine sheds, workshops and turntables as the Government may require. It is clearly understood that it is the intention of the clause that the said Branch Railways shall be completed and effectively equipped. Now, I would like to know and the

> meant by the statement that these "COMPLETED AND EFFECTIVELY

people would like to know what is

EQUIPPED. When is the decision to be come to as to when it occurs that they are "com-pleted and effectively equipped." Take pletely and effectively equipped at the to when it was formally opened last delay in getting their final certificates 'completely and effectively equipped' pointed out over and over again in this House, and that is the PAYMENT OF CASH INSTEAD OF creases. This applies to all the lines.

Section 35 and 36 says: 35. The Contractor shall, as part of this Contract, provide rolling stock, tools, machinery, coal sheds, buildings and water stations of the same gener-al character and description as those

THERAPION No. 2 THERAPION No.3

X THER PION X

ions of the next preceding clause, may not be applicable or appropriate to, or sufficient for, the proper equipment of the said Branch Railway, it is herey agreed between the parties to this ontract that, in lieu of providing the ame, a fair valuation of the abovechinery, coal sheds, buildings, engine sheds, work shops, turntables and water stations shall be made, applicable to each Branch Reliway, and that the amount of such valuation hinery, coal sheds, engine sheds work shops, turn-tables, buildings and water stations for each Branch Railway, and the balance only shall be Now if you turn up the '93 Contract you will see what this means. I have asked for the correspondence which was kindly supplied by the Hon. Colonial Secretary in connection with the Railway Construction and the correshows that for the Bonavista line here have been provided and equipass cars, two mail and baggage cars. ow ploughs. The '93 Contract calls on the Bonavista line now. may be put on the Bonavista line and on the other Branch lines are extras nder the 1893 Contract it is pro vided that three first class baggage cars shall be supplied. Well there re five already on the Bonavista line

act made with the late Sir R. G. eid, dated May 16th, 1893, and in pantity and capacity proportionate the total mileage of Branch Railays to be constructed under this

stock, tools, machinery, coal sheds, buildings and water stations, to be supplied and erected under the provis-

lines under the '93 Contract. these additional cars and all that may pe provided for the other lines are extras and have to be paid for in eash over and above the mileag Again, sir, there are 10 box cars now on the Bonavista line; 10 box car were called for under the Contract of 1893; which means that all others that may be supplied will be regarded as before the country is this: that

other words two first class passenger cars for the Bonavista line now are extras and all that may be sup-

olied for the other branches will be extras. The '93 Contract calls for two

mail and baggage cars. That number

were on the Bonavista line this tim

welve months. Of second class cars

here were two called for in the 189?

Contract and one first and second class combined. There are eight sec-

ond class cars on the Bonavista lin

now, double as many on the Bonavista

PROVIDE BY BORROWING

the public account for money be cost of the mileage, the valuation of the equipment under the Railway Contract of 1893 and reduce it to cash basis. Then you take the five Branch lines. The mileage is practically the same, roundly about 350 miles. If you take these and allow the cost of equip ment under the '93. Contract it w take the full valuation under the '93. lines is extra and payment for those been borrowed. We were told that at the outside these lines could be but for \$4,000,000. You have in sight for monies already spent on equipme

ines before this contract is com pleted and each line must come up to that indefinite point of being completed and effectively equipped by th Reid Co., and any application for road construction by the Company must be granted by the Government unless the circumstances it is shown to be

DOES NOT THIS, MR. CHAIRMAN. POINT TO A ONEROUS LEGACY TO THOSE WHO ARE TO COME AFTER THE PRESENT GOVERN-MENT?

The borrowings for the purposes of the Branch lines at the present time are very small as compared to what the ultimate cost will be when the five branches are built and "completely and effectively equipped." I gather from the correspondence that at the present time there are questions outstanding between the Colony and the Colony and the Reid Nfld. Co. in relation to and arising out of the con-struction of the lines. For instance see in connection with one subject-the matter of road diversion—a dispute arose between the Government and the Company as to who was to pay where a public road was to be diverted for the purposes of the rail way. The Government Engineer to the position that the Reid Nfld. (at their own expense had to make read diversions. At various points along the Bonavista line, this question arose. The subject was brought be-fore the Government by letters from the District. It was referred to the Government Engineer by the Colonial Secretary. A dead lock appeared to ninent between the Contractor SELF CURE NO FICTION!

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THE NEW FRENCH REMEDY. on the troubled waters. Mr. Reid was told that he could go on and make the STAND OVER AND BE SETTLED AFTERWARDS.

Un to the time the last correspond ence was tabled, that question was still outstanding. Another outstanding question upon the reports of the Government Engineer is the question

(Continued on next page.)

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as to the length of the Bonavista line. There are some parts of the Bonavista line to which the Govern-H. J. Stabb & CO. MINARD'S LINIMENT CURES DIS.



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