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UDDEN DEATHS OF MANY P.E.I. PEOPLE

Charlottetown, P. E. I., April 7 — veral sudden deaths occurred in this ovince within the last two days. This orning Edmund Caswell, a carpenter, ed 55, while sitting in a shoemaker's op fell forward and expired. Heart sease was probably the cause.

John Shreenan, aged sixty-two, a rmer, of Kinkora, attended a directors' eeting of the Kinkora Dairymen's Association on Saturday night. When iving home he fell forward in the eigh, apparently in a faint, but never gained consciousness.

On Sunday evening Mrs. Jarvis, aged venty-eight, widow of Dr. Henry F. arvis, passed away suddenly in Summerside. She was coming from church hen she was attacked with heart ouble. She was the mother of Mrs. eorge Warburton, of Charlottetown; rnest Jarvis, assistant deputy minister of militia, Ottawa; Charles Jarvis, .P.P., of Fort William, Ont., and Gerld Jarvis, manager of the Bank of Ottawa, Arnprior, Ont.

John Smith, aged eighty-six, father of ohn Smith, first officer of the government steamer Gulnare, died suddenly on unday night.

Bread that is stale can be made deightfully fresh in the following way: ie the loaf up in a damp cloth and lace in a paper bag and place in the ven. When the bag is hot, take the read out.

'S CORNER

USEKEEPING

D. GRAUEL
e Lecturer.)

Dressing

h mustard—not the one called 'made nent. I have never seen a recipe for g to many readers beside myself."

eds, white and black, the first is sweet sharp. When the condiment now it was simply any mustard seed crushfound that the white variety of seed ed altogether.

rer, housekeeper and chef has a special ground mustard so that it is difficult ecial recipe with which to fill the above me readers of this column will send in nixing this spicy dressing.

y mustard to use in any sauce or be taken to use water that has been has become nearly cold. When hot ential flavor is lost and it becomes flat it is liable to ferment.

pply should be mixed at a time and oughly until every dry particle has disss is oily and as thick as cream. A ided.

stard is to mix a pound of the spice gar, a teaspoon of ground cloves and e a paste. This is sealed in closely etimes added to make a more pungent or the roots may be boiled in water ned water.

ot known before 1729. It was the inf Durham, who ground the seed in a h flour. She trotted from one English lling her mixture, keeping her secret and

alad plant, they grow rapidly and on h cress. Ships going on long voyages e plants growing in them to furnish d from them is said to be surprising. d on these greens; mix the clear drip or other herb vinegar, season and use n the salad and then add vinegar to

FASHIONS AND FADS.

Capes and cape effects are very much worn, both for street and evening.

There are hats of striped straw, quaintly trimmed with wreaths of flowers.

Tassels are used to catch up the draperies in lieu of buckles, bows or buttons.

There are chic little hats for street wear covered with striped or plaid taffeta.

Petticoats of silk and net and fine muslin are again an important item of the wardrobe.

There is a fad for white jet, which is used to adorn handsome evening costumes.

The fichu has had its day; all that is left of it is the folds of tulle outlining the neck.

MORRISSY NOT PROUD OF PAINTING CONTRACT

Refuses to Produce Agreement With Concrete Constructions, Ltd., in Legislature—Denies Knowing Who Officials Are, Although He is Doing Business With Concern—How the Province is Paying for Painting Its Steel Bridges—A Remarkable Document the Hon. John Signed.

Fredericton, March 26—When Hon. John Morrissy curtly answered Mr. Dugal's inquiry regarding his arrangement with Concrete Constructions, Ltd., that the agreement was on fyle in his office, many of the members upon his own side were surprised and displeased at his discourtesy. This is not the first time the minister of public works has refused to give information to the public. Mr. Dugal represents the people who seek to know through him how their money was spent by Mr. Morrissy. Mr. Morrissy refuses to bring down the information and virtually says, "Go find it."

Contrast his answer with that of Hon. Mr. Murray the other day when asked for many particulars of money spent in his department. The minister for agriculture gave the fullest information, realizing that the people has a right to it. The other members of the government do not take the same high-handed manner as Morrissy. He is like the man who said, "The public be damned," for he seems to care nothing about the discourteous answers to the questions asked by one or two of their representatives.

Some few days ago when he was asked who the officials of Concrete Constructions Ltd. were he said, "The department has no knowledge."

What did Mr. Morrissy mean by this statement? He must have known that—to use a mild word—it was incorrect for the very contract he made with this company was signed "E. C. Colby, managing director," just above his own signature. Why then did not John Morrissy want Mr. Colby's name to be made public?

Did he think that gentleman might divulge the terms of the remarkable contract he had made with his department? Did he hope to hide this document from the people? Surely not. Yesterday he said abruptly and discourteously that the contract was on fyle in the engineer's office and could be seen there. Mr. Dugal went to that office today and copied the document.

It is surely one of the most remarkable agreements ever entered into. It is practically an agreement to rob the province under the excuse of cleaning and painting the steel bridges. The phraseology of the agreement is wonderful and looks to be the work of an incapable clerk who had never seen a contract or form of contract before.

Then the terms of it are such as no man with an eye to the interests of the province would make. He says the province must pay Concrete Constructions not only for all the labor they employ at most generous rates, but their material, except paint—their gasoline, oil, fuel, etc., and then pay their railway fares from Ottawa to New Brunswick and from New Brunswick to Ottawa. Add that to the account and then pay thirty per cent commission on the whole business, on railway fares as well as material, on railway freight charges, on expressage, on the hire of horses, yes even on the fee of twenty-five cents charged by the local justice of the peace for taking the manager's affidavit.

This is about the worst case of wasteful expenditure—if another term would not suit it better—that has been shown up since this government came into power.

Here is a concern from Ontario invited to New Brunswick to clean and paint the steel bridges. The work was done years before by native workmen and well done. But they would not suit John Morrissy. He wanted strangers on the job. For what reason he knows best. He got them and the province is paying the bill. In answer to a question a few days ago he said the cost to date has been over $24,000. And there are many bridges to paint yet. Certainly E. C. Colby, managing director of Concrete Constructions Limited, struck it rich when he came to New Brunswick. He made friends as well as contracts and money. He and Harry Blair, the secretary in Hon. Mr. Morrissy's department, were bosom friends.

Isn't it somewhat strange, though, that familiar as E. C. Colby was with the employes in Hon. Mr. Morrissy's office, that gentleman should deny all knowledge of his name in that house of assembly phrase, "The department has no knowledge."

The contract is wonderful for its phraseology as well as for its terms. It reads as follows:

Article of agreement, 2nd June, 1913, between Concrete Constructions Ltd., with headquarters at Ottawa, Ontario, and the minister of public works:

Consideration for undertaking the sand ballastiug, cleaning and painting of the metal superstructures of highway bridges with remuneration therefore on a basis of 30 per cent of the cost of work.

Two complete outfit plants to be in operation within three weeks of the signing of agreement and so kept in by the said public works department shall include the following:

The cost and transportation of plant and expert labor from the nearest railway shipping point in the province of New Brunswick to the first job, also the cost of transportation of the plant and expert labor from the last job to the nearest shipping point within the province of New Brunswick, also the cost of transportation and expert labor necessary from one site of job to another throughout the province of New Brunswick during the season's operation.

The cost of all expert labor not including their board for six days out of each week during the time the plant is employed. The rate of such expert labor to be $25 per week and such expert labor to embrace one foreman for each complete plant in operation.

The cost of labor, not including board, necessary to be secured, special day's operation until instructions to cease operations by said public works department. Assuming $20,000 worth of work to be executed provided suitable season of the year allows of such advancement of the work.

The contractor to arrange for supply and pay for every nature of plant, material and labor required in the entire organization and manipulation of the work, at the lowest market rate available for the class of article and labor required, with the exception of paint and paint oil, which latter article will be supplied by the department of public works all to the satisfaction of the New Brunswick provincial department of public works.

The considered "cost of the work" on which the percentage is to be allowed work actually performed during the time the plant is employed, such special labor not to exceed, for each complete plant in operation, two nozzle men, one mixer or sand hog.

The rate of such special labor to be 30 cents per hour for each hour's work actually performed.

Cost of all, not including board, necessary to be secured, ordinary local day's work labor actually performed at the current rate per day for such ordinary local day's work labor.

The cost of all transportation to the first job, within the province of New Brunswick, from Ottawa of all expert special labor and the same on returning to Ottawa from the last job within said province.

The cost of all supply and material, including freight, cartage, etc., thereon (except paint and paint oil) such as gasoline, waste, machine oil, grease, sand, firewood, or other such consumable material. The freight and cost of carriage of all paint and paint oil to be allowed percentage thereon, from the point of first delivery by the said public works department.

The contractors to supply, take care of and keep up and in repair, at his own expense, all non-consumable materials of a workable plant such as gasoline engine, air compressor, trucks, tool wagon, air hose, sand hose, piping, tools, rope, ladders, nozzles, brushes, camps, tents, bedding, etc.

And it is therefore further agreed that all materials for the said work shall be subject to the inspection of said public works department or of the said officers and such as may be disapproved shall forthwith be removed by said contractor.

And it is hereby agreed that if in the opinion of the said public works department there shall from any cause, be reasonable grounds to apprehend that the work would not be completed in the manner, and within the time specified, or the work is not prosecuted in a manner by the said contractor to the entire satisfaction of the said public works department or the said officer, the said public works department or said officer shall notify the said contractor in writing thereof, and if the said contractor shall not thereupon without delay, increase or alter the force of employes or the materials to be used or mode of workmanship, to the satisfaction of said public works department, or the said officer, then the said public works department or said officer shall have power immediately to stop the whole or any part of the said work and to determine this contract by giving the said contractor, ten days' notice in writing, and paying to said contractor all disbursements made by the said contractor, on account of public works department or the said officer to the date of cancellation, and in addition, the amount of fee the said contractor has earned to that date.

And it is hereby further agreed that the wages be paid to the workers engaged in the said work shall be such wages as are generally accepted, as the current wages in each trade for competent workman in the district where work is carried on, and further, the contractor agrees to affix in some public place, near where the work is carried on, a sheet of paper on which will be written the wages paid for the different kinds of work.

Then follows the usual clause at the end of contracts between his majesty the king and the contractor and the contract is signed as follows:

CONCRETE CONSTRUCTIONS, Ltd.,
Per E. C. Colby, Contractor, Managing Director.
(Witness) H. M. BLAIR.
JOHN MORRISSY,
Minister of Public Works.
(Witness) A. R. WETMORE.

One paragraph of the specification attached to the contract reads as follows: "No painting shall be done during damp, wet or freezing weather, and in the mornings time must be given for the dew to thoroughly evaporate before work of painting begins."

Yet in spite of this contract it is found that the work of painting was continued in bitter cold weather against the protests of the government inspector, Mr. Shields. Mr. Colby had the influence with the department and used it. Here are two letters from Mr. Shields (there were many others) upon this topic:

Rexton, N. B., Dec. 9, '13.

A. R. Wetmore, Esq., Provincial Engineer, Fredericton (N. B.)

Dear Sir,—The painting and blasting of Rexton steel bridge superstructure is advancing along very slow owing to bad weather. The weather is so cold today and the bridge so badly iced up they cannot do any painting. They have not completed putting on the first coat yet on the long span. The paint is working very bad. The cold weather has a tendency to thicken the paint and makes it impossible to spread it uniform.

Yours very faithfully,
(Sgd.) JAMES SHIELDS.

Rexton, N. B., Dec. 12th 1913.

A. R. Wetmore, Esq., Provincial Engineer, Fredericton (N. B.)

Dear Sir,—Owing to weather being so cold this morning with 12 degrees of frost, ordered no painting done, as paint was only freezing on, but Mr. Colby being here ordered the superintendent to proceed with the painting regardless of weather.

Yours very faithfully,
(Sgd.) JAMES SHIELDS.

Here is a sample of one of the accounts of Concrete Constructions Ltd. for cleaning and painting a bridge:

Tobique Narrows Bridge.

Cartage	$ 27.50
Freight and expressage	55.66
McFarlane, Thomson & Anderson, gasoline	153.30
Waste, etc.	16.80
Wood and sand	93.00
Rent of ground	5.00
Tickets St. Marys to Perth	6.20
Expressage $1.85, freight $4.05	5.90
Transportation (railway tickets)	17.10
Freight	38.30
Lumber	10.47
Various persons, wages	741.11
	$1,140.34
Concrete Constructions Ltd., commission at 30 per cent	342.10
	$1,482.44

DID THE VALLEY ROAD DEFAULT ON INTEREST?

Query in Local Legislature of Great Interest to the Province—Did T. J. Carter, M. P. P., Violate Independence of Parliament Act?—Government Gives Opposition Some Information.

Fredericton, April 1—The following notice of inquiry for Friday next has been moved in the legislature:

1—Is the statement published in the press that the St. John & Quebec Railway Co. defaulted in the payment of interest upon the bonds guaranteed by the Province of New Brunswick true in any particular?

2—If so, what amount of interest was not met when due?

3—What action was taken by the bondholders or their representatives?

4—What action was taken by the province when the government was notified or informed of the fact?

Notice of Inquiry for Monday Next.

1—Was the statement made by President Gould of the St. John & Quebec Railway Company in a newspaper interview of April 24, 1912, that "All financial arrangements have been satisfactorily completed. We put up a deposit of $100,000 and we intend to fulfil our obligations to the letter," substantially correct?

2—If so, in what bank was the money deposited?

3—Why was the money deposited in a bank instead of with the government?

4—Was any commission paid by the bank to any one in the knowledge of the government or any member of it in consideration of this large deposit for several years?

Notice of Inquiry for Friday Next.

1—Is the government aware that on page 77 of the report of the auditor general for the last financial year, it is stated that the inspector for liquor licenses for the county of Victoria paid T. J. Carter $100 for professional services??

2—Was this T. J. Carter the representative at that time and at this time of the county of Victoria in the house of assembly?

3—If so, did not the said T. J. Carter by accepting payment from a public officer in the service of the province of New Brunswick violate Section 14 of the election law which says that:

"No person whosoever holding or engaging in, undertaking or executing, directly or indirectly, alone or with any other, by himself or by the interposition of a trustee or a third party, any contract or agreement with his majesty, or with any public officer or department with respect to the public service of New Brunswick or under which any public money of New Brunswick is expended for any service or work, matter or thing, shall be eligible as a member of the legislative assembly, nor shall he sit or vote in the same."

4—In view of the said T. J. Carter's violation of the law, as quoted above, is it the intention of the government to take any action?

Answers to Queries.

Hon. Dr. Landry in answer to Mr. Dugal's inquiry, said:

Q. 1—Have any representations been made to the government or any member of the government, verbally or otherwise concerning the business methods of the Canadian Home Investment Co.?

Answer—No.

Q. 2—Did the government investigate the methods of this company before it was licensed to do business in New Brunswick?

Answer—The petition setting forth the particulars of the company's business was before the government on 1st December, 1911, and approved and license ordered to issue.

Q. 3—Is the government aware that many of those who made contracts with this company think that their interests should be protected by the government?

Answer—No.

Hon. Dr. Landry in answer to Mr. Dugal's inquiry, said:

Q. 1—Who were the incorporators of the Sussex, Studholm & Havelock Railway Co.?

Answer—The incorporators of the Sussex, Studholm & Havelock Railway Co. were: : Samuel A. McLeod, George B. Jones, John E. McAuley, Edmund R. Folkins, Frederick E. Hayes, Warren S. Mason and J. Delbert Seeley.

Q. 2—When were they incorporated?

Answer—The Act was passed April 20th, 1912.

Q. 3—Is the government aware if the company has begun construction of the railway?

Answer—No, the company has not begun construction.

Q. 4—If no work is done, how long before the charter given this company expires?

Answer—The charter expires five years from date when the Act incorporating this company came into force.

Hon. Mr. Clarke in answer to Mr. Dugal's inquiry, said:

Q. 1—When was Phillippe Delavietiere appointed provincial constable, and on whose recommendation?

Answer—Appointed May 14, 1913.

Q. 2—Is he still a provincial constable? If not, when was he dismissed? If dismissed, what were the reasons for his dismissal?

Answer—No; he was dismissed on the statement of a gentleman, occupying a high judicial position in the province, to the effect that he was unfit for the position.

Hon. Mr. Clarke in answer to Mr. Swim's inquiry, said:

Q. 1—Has the government or the premier received from the secretary-treasurer of Northumberland county a copy of the following resolution, passed at the January 1914 sitting of the Municipal Council of the county of Northumberland:

"Resolved, that in the opinion of this council the grand and petit jurors while attending court should receive $2 per day and mileage and that the secretary-treasurer forward a copy of this resolution to the premier and local members."

If so, what reply if any has been made thereto? Is it the intention of the government to so amend the "Jury Act" as to authorize the payment to jurors of the amount suggested in said resolution?

Answer—Yes; receipt acknowledged. The government has the matter under consideration.

EVASIVE ANSWERS TO PERTINENT QUERIES

Government Has No Knowledge of Alleged Connection of Chief Engineer of Valley Road With Company That is Constructing the Line—The Gloucester Mines Royalties and Other Matters.

Fredericton, March 31—The following answers to queries were made in the legislature tonight:

Hon. Dr. Landry, in answer to Mr. Dugal's inquiry, said:

Q. 1—Is the Quebec & St. John Construction Company, a company incorporated in the state of Maine, licensed to do business in the province of New Brunswick?

Answer—No.

Q. 2—Is the government aware that the Quebec & St. John Construction Company is a subsidiary corporation of the St. John & Quebec Railway Company which is constructing the Valley Railway?

Answer—The government is not aware that the Quebec & St. John Construction Company is a subsidiary corporation of the St. John & Quebec Railway Company, nor has the government any business dealings with the above mentioned.

Q. 3—Is it also true that Ross Thompson, the chief engineer of the St. John & Quebec Railway Co., Ltd., is also the managing director of the Quebec & St. John Construction Co., Ltd.?

Answer—Same as answer to question 2.

Q. 4—Is the government aware that payments are made to the sub-contractors of the St. John & Quebec Railway Company by the Quebec & St. John Construction Company?

Answer—No, the government is not aware that payments are made to the sub-contractors of the St. John & Quebec Railway Company by the Quebec & St. John Construction Company.

Q. 5—Is it usual for the chief engineer of a railway company who adjudicate upon the claims of the sub-contractors to be also the managing director of the subsidiary company who pays the bills?

Answer—The government does not feel warranted to give an opinion.

Hon. Mr. Morrissy, in answer to Mr. Dugal's inquiry, said:

Q. 1—How many steel bridge superstructures are yet to be painted in the province?

Answer—The government has made no list of bridges yet to be painted.

Q. 2—When were the bridges that have already been painted cleaned and painted before and what was the cost of the work upon each bridge?

Answer—The government has no knowledge of these bridges ever having been cleaned and painted previous to last year.

Q. 3—Was any opportunity given to New Brunswick firms to do the work? If so, who were asked to undertake it or what person or firms were written or interviewed with regard to it?

Answer—There are no New Brunswick firms doing this kind of work.

Hon. Mr. Flemming, in answer to Mr. Dugal's inquiry, said:

Q. 1—In whose name is the timber license issued for the tract of crown land between the Miramichi road and Bass River, parish of Bathurst, county of Gloucester?

Answer—The license was bought in by William G. White, president of the Gloucester Lumber & Trading Company, and transferred to A. J. H. Stewart on the 30th of April, 1913, in whose name it now is.

Q. 2—When was license issued, and at what price per mile?

Answer—License was issued to Mr. White 26th December, 1912. The price per mile was $20.

Q. 3—Was any stumpage collected for lumber cut on this tract in the winter 1912-13? How much and for what class of lumber?

Answer—A large number of sleepers were cut by the Gloucester Lumber & Trading Company and for which the department received the stumpage in the year 1912 and 1913. The scaler did not particularize the blocks upon which the sleepers were cut.

Hon. Mr. Morrissy, in answer to Mr. Dugal's inquiry, said:

Q. 1—What has it cost each year for the past three years to open the draw at the Milkish bridge, Bayswater, Kings Co.?

Answer—1911, $6; 1912, $15; 1913, $6.

Q. 2—How many times has the draw been reported opened?

Answer—1911, twelve times; 1912, thirty times; 1913, twelve times.

Q. 3—Who made the reports and who opened the draw?

Answer—Fred E. Currie.

Hon. Mr. Flemming, in answer to Mr. Dugal's inquiry, said:

Q. 1—How much iron ore has been reported taken out of the Gloucester iron mines by the Canada Iron Corporation since July 1, 1913?

Answer—Previous to July 1 the company reported 125,861 tons and upon that quantity paid a royalty of $6,293.05. Of this amount $4,643.05 was paid October 8, 1913.

Q. 2—What sum has been paid the province since that date by this company for royalty?

Answer—No return has been made of ore taken from the mines since July 1 and no royalty has been paid.

Q. 3—Has the company carried out the agreement made with the province?

Answer—The company has not carried out the provisions of the act calling for the payment of royalty upon at least 1,000 tons per day for 150 days in each year.

Q. 4—If not, wherein has it failed to carry out its undertakings?

Answer—Answered by 3.

MORE PROTECTION TO MANUFACTURERS

Finance Minister Announces Increased Duties On Many Articles

Iron Industry Chiefly Benefitted—Government Rejects "Free Wheat" Demands of the West—Refuses Also to Make Agricultural Implements Free—Reduces Tariff on Binders and Reapers—Hon. Mr. White Gives Depressing Tale of Lavish Expenditure and Decreased Revenue.

Ottawa, April 6—It was a budget of explanations and pronouncements Hon. W. T. White, minister of finance, read the major portion of his speech from manuscript, the pages propped up on a substantial looking reading desk improvised out of statute books. He started shortly after 3 o'clock this afternoon. He finished shortly before 10 o'clock tonight.

He spent the first two hours in explaining that the period of Canadian depression, which had followed the advent of the Borden administration, was something the government could not help. The arrival of Premier Borden and his colleagues just happened to "synchronize," as it were, with the Balkan war and the phenomena of recurring economic cycles, about which Mr. White talked learnedly.

The explanation was all the consumer got out of it. The farmer fared but little better. Wire for his fences was exempted by a drawback from the duty placed upon hitherto free wire rods. He just escaped in that case. He was told, however, that he could not have free wheat because the millers and the railways had to be considered first.

The Liberal idea of free agricultural implements was scouted. Instead, Hon. Mr. White told him that all that could be done for him was to reduce the duty on two implements, binders and reapers from 17½ per cent to 12½ per cent.

Manufacturers Fared Well.

The manufacturers, however, fared well. All the tariff changes were specifically stated to be for their advantage.

In essence, the tariff has been subjected to a minor revision upward, having the interests of the manufacturers in view. The iron and steel industries got the best slice, while wire rods, brass sheets, bars and rods, caustic soda, hyperchloride of lime and other commodities, heretofore upon the free list, are to be subject to customs tariff.

Tariff increases are made in building stone and other treated and manufactured articles. There are no outstanding reductions. The Borden government has run true to form.

Although the finance minister was able to announce a surplus of approximately $36,000,000 of revenue over ordinary expenditure for the fiscal year just ended, the other aspects of the statement were not nearly so encouraging. With a revenue less by some $6,000,000 than the revenue of the preceding year, and still falling, there was coupled a total increase in expenditure of nearly $40,000,000, and an increase in the net debt of some $19,000,000.

The total expenditure of the year was $188,500,000, while the total revenue was estimated at $168,000,000. The increase in consolidated fund expenditure, or for the ordinary cost of administration has been $14,500,000.

During the first two complete fiscal years of the present government the total increase in the ordinary cost of administration has been nearly $28,500,000. For the coming year Mr. White thinks that there will be a gradual improvement and that the worst of the financial stringency is over. He declared, however, that there must be still prudence and caution, and predicted more borrowings and a further increase in the national debt.

The principal change in the interests of the iron and steel industry was the imposition of a duty on wire rods, which are now on the free list. This duty will be $2.25, British preference; and $3.50 per ton general and intermediate. Mr. White explained that this might hit the nail manufacturers, especially, who were the chief opponents of the imposition of the duty. However, if it was found that the iron and steel men at Sydney and Hamilton took advantage of the duty to raise prices to the nail manufacturers the government would take steps to remove the duty.

There was also an increase in the duty on rolled iron and steel beams and other merchantable mill products, and some changes of relatively less importance with regard to drawbacks to Canadian manufacturers on imported pig iron and bituminous coal imported by coke oven proprietors for foundry or metal smelting purposes.

One of the most interesting of the tariff changes is the adoption of the British and United States legislation prohibiting after January 1 next, the importation of aigrettes, osprey plumes, and feathers, quills, wings or parts either raw or manufactured of wild birds. This prohibition, however, does not apply to ostrich, pheasant or peacock plumes, or the plumage of birds used as diet.

Some of the other changes are as follows:

On dessicated cocoanut, the British preference is increased from 2 to 3 cents.

Amyl alcohol used for metal varnishes, is put on the free list.

Trade journals are allowed to bring in loose inserts of fashion plates, etc., free.

The duty on caustic soda and hyperchloride of lime is increased by 7½ per cent under the British perference, and by 10 per cent under the general tariff.

There is a considerable list of jute cloth, yarns used for the manufacture of socks and stockings and other items used as raw material or woolen manufacturers included among the commodities on which a drawback of 99 per cent is allowed when manufactured into the finished product.

In all there are some sixty changes, most of them of a very minor character in the whole seven hundred odd items in the present tariff schedules.

Hon. Mr. White.

Ottawa, April 6—In introducing his budget speech, the finance minister first referred to the fiscal year which ended March 31, 1913, and which, he said, had been characterized by the greatest expansion the dominion has yet known. The revenue of that year exceeded that of the previous year by $32,000,000 and had enabled the government to pay all current expenditures, all capital and special outlays and reduce the national debt of Canada by over $25,000,000.

With reference to the fiscal year 1913-14, he referred to the prolonged and world-wide financial stringency which, accompanied, as was to be expected, by a restriction of commercial credits and by a limitation upon the supply of capital, had resulted in a sharp check upon expansion and a trade slackening not confined to Canada, but general throughout the world. He estimated the revenue for the year at $163,000,000 or about $5,000,000 less than the previous year, the falling off being in customs. He recalled the years 1907-8 when similar financial conditions had been attended by similar results, the revenues for 1908 having declined more than $11,000,000, or over eleven per cent.

The revenue for the year would show a surplus of $36,500,000 above the amount required for ordinary expenditures.

Deficit of $20,500,000.

Capital and special outlays, including the sum of $19,000,000 for C. N. R. and other railway subsidies, would total $57,000,000, leaving a debit balance of $20,500,000, from which deducting a million and a half invested in sinking fund the increase in the net debt would be $19,000,000. The revenue had therefore been sufficient to meet all current and capital expenditure including outlays upon railways, canals, harbors and public buildings and the debt had been increased only by reason of the unusual and abnormal expenditures upon railway subsidies.

The borrowing for the year had been much greater than the amount by which the net debt had been reduced. This was due to the fact that about $1,000,000 of maturities had been met and to the purchases of G. T. P. bonds guaranteed by the government and advances to the G. T. P. on account of the loan guaranteed by the G. T. R. These bonds and the loan represented revenue-producing assets in the treasury.

In common with all other dominions, Canada, Mr. White said, had been obliged to go upon a four per cent. basis in the sale of securities and he thought it would be some considerable time before there was even a prospect of a return to lesser rates. The rates of interest which Canada had been obliged to pay were such as the stringent conditions demanded but were on the whole relatively low and "the dominion still retains the premier place among the self-governing dominions so far as the price of her securities in the London market is concerned."

The trade of Canada, as measured by the aggregate of the total imports and total exports had reached in 1913, the record of over one thousand million dollars. It was a very gratifying feature of this year's trade that the exports had increased in a greater ratio than the imports. While in 1912-13 the percentage of value of imports to the aggregate trade was nearly sixty-four per cent. up to the end of February, 1913, the percentage of imports to the aggregate of trade for the eleven months ended Feb. 28 last was over fifty-seven and a half per cent., or about the same proportion as in the year 1908.

The increase in exports, while chiefly in agricultural products, would be found to apply to the products of mines, fisheries, animals and their products and manufacturers.

The Outlook.

"What is our present outlook? Bankers and business men unite in the opinion that while it is a time for prudence and caution it is also time for confidence and courage. The strength of Canada lies in her vast natural resources. Any depression, generally speaking, can be but temporary in character until such time as normal money conditions, joined with business confidence, again restores the wonted activity of the nation. While this is so we must not close our eyes to the fact that we have been passing through a period of considerable inflation. Our railway policy has resulted in the sonstruction of two vast new systems within the past dozen years. Construction upon the main line of these systems is nearing completion. It must, however, be borne in mind that railways are never completed, are always buolding and re-building, always extending their branches and feeders. I do not, therefore, look for any abrupt cessation in connection with our railway construction."

Dealing with the situations in Canada with regard to real estate the minister said:

"There has been in real estate throughout Canada a long expected set-back in values of speculative, suburban and business properties. On the other hand the values of farm and central business and residental city properties are generally speaking not only being maintained but will undoubtedly with the growth of the Dominion tend to appreciation. On the whole the re-adjustment which is going on in real estate conditions throughout Canada in recognised as inevitable and salutory. Commercial prospects for the immediate future seem to me to be encouraging. Conditions will, I think, gradually improve with the returning confidence and easier money."

Revenue Outlook.

Dealing with the budget outlook for the new fiscal year Mr. White said: "The amount of revenue during the coming year will depend very much upon the trend of business throughout Canada. We have experienced a considerable falling off during the past few months but it is my expectation that the declines will with the coming of Spring be relatively smaller and my hope that next fall we may regain the losses, if any, of the earlier part of the year. In any event I think I may say with confidence that the revenues of the coming year will provide fully for consolidated fund expenditure and in large measure for all capital and special outlays.

"So far as the financial stringencies are concerned we may consider that the worst is over. From this time forward, until the culmination of the next economic cycle, we are, on the economic experience of the past, justified in looking for much more normal monetary conditions. For the immediate future it must not be forgotten that vast refunding operations must still be carried out in London, Paris and other centres, making heavy demands upon the money supply of the world."

"MY ONLY MEDICINE"

Says Mrs. Corbett, Are "Fruit-a-tives" "They Keep Me in Perfect Health"

Mrs. Annie A. Corbett

Avon, Ont., May 14th, 1913

"I have used "Fruit-a-tives" for Indigestion and Constipation with most excellent results, and they continue to be my only medicine. I am highly pleased with "Fruit-a-tives" and am not ashamed have the facts published to the world. When I first started, about six years ago, to use them, I took four for a dose, but I cured myself of the above troubles and gradually reduced the dose to one tablet at night.

Before taking "Fruit-a-tives" I took salts and other pills, but the treatment was too harsh. I thougut I might as well suffer from the disease as from these treatments.

Finally, I saw "Fruit-a-tives" advertised with a letter in which someone recommended them very highly, so I tried them. The results were more than satisfactory and I have no hesitation in recommending them to any other person. They have done me a world of good. I get satisfaction from them, and that is quite a lot."

ANNIE A. CORBETT

50c. a box, 6 for $2.50, trial size, 25c. At all dealers or sent on receipt of price by Fruit-a-tives Limited, Ottawa.

BARNS AND ICE HOUSES FROM THE PERRY POINT BRIDGE

The people of that portion of Kings county who have been observing the valuable timbers of the old Perry Point bridge have disappeared from time to time, were much interested in the statement made by Hon. Mr. Morrisey that the valuable hard pine stringers were removed and piled near the site of the bridge, and when asked who furnished him with that information, he replied the "members for Kings county."

"The members for Kings county" do no seem to know very much about it if the letter of a prominent resident of Kingston parish, in reference to the matter, is to be credited, he says, "In regard to the timber of the old bridge, there is not one stick left of the good hard pine on this side of the river. They have made a clean sweep of everything this spring that would hold together. I can sit right here in my own room and see some of them left on my neighbors' farm, piled up to be used for rebuilding his barn as soon as the frost is out of the ground, while another neighbor has completed an ice-house from the same source."

It seems as if the administration of public affairs in the lower part of Kings county has fallen into neglectful hands. Hedley V. Dickson, M. P. P., who is only supposed to have the patronage, has apparently favored one section of his party against the other, and there is much hard feeling in consequence. The road supervisors of both Kingston No. 1 and No. 2 has been ignored and important pieces of work given to some favorites. The result has been wasteful expenditure of public money and further dissatisfaction on the part of the people.

Keep a covered pail in the kitchen or the shed for scraps.

To Women Who Dread Motherhood

Information How They May Give Birth to Happy, Healthy, Children Absolutely Without Fear of Pain—SENT FREE.

No woman need any longer dread the pains of childbirth. Dr. J. H. Dye devoted his life to relieving the sorrows of women. He has proven that the pain at childbirth need no longer be feared by woman and we will gladly tell you how it may be done absolutely free of charge. Send your name and address to Dr. J. H. Dye Medical Institute, Canadian branch, Dept. 111 St. Mary's, Ont., and we will send you, postpaid, his wonderful book which tells how to give birth to happy, healthy children, absolutely without fear of pain, also how to become a mother. Do not delay but write TO-DAY.