

Baby's Second Summer
will be a happy, healthy summer,
if mother starts NOW to feed
Nestle's Food
Just add water—no milk. Always
ready for use.
Sample (sufficient for eight
meals) sent free to mothers.
THE NESTLE CO., LIMITED, MONTREAL.

OAK EXTRA
TANNED
ESTD 1856
BELTING
THE
GRADE
TO
BUY
Montreal & Toronto.

GILLET'S
PURE POWDERED
LYE
Ready for Use in Any Quantity.
For making SOAP, softening water, removing
oil paint, disinfecting sinks, closets
and drains and for many other purposes.
A can weighs 20 pounds net weight.
SOLD EVERYWHERE.
E. W. GILLET COMPANY LIMITED
TORONTO, ONT.

WASHING WITHOUT WATER
Is Like Trying to Get Rid of Dandruff
Without Herpicide.
Did you ever see any one trying to
wash their hair without soap or
water? If you did, what would you say of
him? It is even bit as foolish to try to get
rid of Dandruff and to prevent Baldness
by rubbing the scalp with water, or
with Camellia, Vaseline, or any other
oil, or similar substances which form
the principal ingredients of most so-called
Hair Vigors.
Newbro's Herpicide is successful be-
cause it attacks and kills the parasitic
germ which feeds on the hair roots.
It is the original and only genuine
scalp germicide manufactured.
Sold by leading druggists. Send the
stamp for sample to The Herpicide Co.,
Detroit, Mich.
Geo. Y. Dibblee, Special Agent.

Just Out of the Water.

Haddock.
Gaspereaux.

Lilley & Sons

How Can I Stop That Cough?
BY TAKING

DR. SCOTT'S
SYRUP OF THE PINES
Insist on getting Dr. Scott's and take
no other.

For Sale by
Alonso Staples, Fredericton, N. B.
G. Fred Chestnut, " "
Bent & McDonald, " "
A. J. Ryan, " "
E. W. George, St. Mary's, N. B.
W. A. Coombes, St. Mary's, N. B.

**For Seed and
Feed**

Landing and to arrive:
1 car Seed Oats, Banner, 20th
Century and other varieties.
2 cars Ontario Feeding Oats.
5 cars first quality Hay.

P. F. Co's Fertilizers—the
purest, strongest and best.

JAMES A. BELL,
Dealer in and Exporter of
Farm Produce.

THE CENTRAL RAILWAY.

Further Provincial Aid for the Development of
Coal Areas of Queens and Sunbury.

The Leader of the Opposition Violently Op-
poses the Government Measure.

ATTORNEY GENERAL'S EFFECTIVE REPLY.

On the motion to go into committee
of the whole to consider the bill An
Act further relating to the develop-
ment of the coal areas in the counties
of Queens and Sunbury, Mr. Hazen
asked to have that bill stand over un-
til tomorrow as the bill had not been
printed and distributed until this after-
noon and members had not an opportu-
nity to closely examine it.

Hon. Mr. Pugsley said that mem-
bers of the Legislature were desirous
of getting through this week and
there was little in the bill requiring
explanation and the bill can be taken
up tonight as well as tomorrow.

Hon. Mr. Tweedie said there was
very serious illness in the family of the
Attorney General and he may be called
home at any moment. As he has
this bill in charge and had given the
matter a great deal of attention it
would not be fair to proceed with this
bill in his absence and the House had
better go on with the bill tonight.

Mr. Hazen said: I consider this bill
one of the most objectionable and one
of the most dangerous pieces of legis-
lation that has come before this House
in the last quarter of a century. This
chapter in the history of this remark-
able and indefensible scheme. In 1901
this House was asked to guarantee
bonds to the amount of \$250,000 for
the New Brunswick Coal and Rail-
way Company. Scarcely a statement
made in connection with that scheme,
either in the House or out of it, has
been borne out by the facts. Hon.
gentlemen well remember that the
House was asked to guarantee the
bonds to ensure the construction of a
railway from Chipman to Fredericton.
The guaranteeing of bonds was at that
time a new policy with this province.
The previous policy had been to give
a guarantee of \$250,000 a mile. We
were assured that the new departure
was absolutely essential to secure the
development of the coal fields in
Queens and Sunbury counties, and
that the road from Chipman to
Fredericton was vital to the
enterprise. The guarantee at that
time was hedged about with restric-
tions that seemed ample, and no possi-
bility of the bonds were to be guaran-
teed until the road was open for
traffic from Chipman to Fredericton
and a plant installed capable of raising
500 tons of coal a day. We were told
that such would be the output of coal
that the province would

**Not be Called to Pay One Dollar of the
Guarantee**

and that a considerable revenue would
be derived from the royalties on the
coal to be raised; provincial railways
were also to be penalized if they did
not use this Queen's county coal. No
doubt the assurance given this
House by the Attorney General and
others and so bright were the pictures
painted that this House was induced
to pass that first guaranteeing
bonds with little hesitation and oppo-
sition. We were assured that the
province would really not be called
upon to contribute one dollar to the
enterprise and another thing
which appealed forcibly to me
was the fact that the railway from
Chipman to Fredericton would pass
through a section of the province
which had long looked for railway
communication. If you will go
to the district through which this rail-
way was to traverse, if you will talk
with the owners of these coal mines
they will all assure you that it is of
greater importance to them to secure
an outlet to Fredericton and con-
nection with the Canadian Pacific
Railway than to get to St. John and
connection with the C. P. R. at Norton.
Shortly after the session of 1901 when
these bonds were guaranteed a com-
pany was formed, composed of friends
of the Government, and who did not
put one dollar of their own money into
the enterprise. That scheme was
financed then and has been financed
ever since wholly on the money and
the credit of the province. Even Mr.
McAvity, who was induced a short
time ago to take over the management
of the road, has only one share of stock
and will not invest a single dollar
in it as a business enterprise, for he
knows that it is not such. It may be
said without the possibility of a suc-
cessful denial that this is a paper
scheme from first to last and has not
a bit of substance or practical busi-
ness to commend it. It has been
simply carried on by the Government
as a speculative scheme from the be-
ginning and not a dollar of legitimate
capital has ever been put into it by
any person.

Well in 1902, the very next year, we
had the Attorney General coming to
the House and asked to have the terms
of the

Original Guarantee Modified
so that the bonds could be guaranteed
when the road was completed from
Chipman to the coal fields. This was
done. Next year, 1903, a further
amendment and guarantee was made.
The whole of the original \$250,000 was
gone and only 15 miles of road had
been built towards Fredericton. In
1903 a further guarantee of \$250,000
was asked to enable the Company
to purchase the old Central
Railway. We were assured
that this would secure the building of
the road to Fredericton, putting the
whole line under one management and
result in great development and a large
revenue to the province. Hon. Mr.

Always Remember the
Laxative Bromo Quinine
Cures a Cold in One Day, Cures a Cough
in Two Days

Pugsley told this House in this con-
nection: "It is estimated that there are
100,000,000 chaldrons of coal to be
developed. As a result of our policy we
find capitalists now going in to de-
velop that country. We will see in a
short time an enormous development
of the resources in the centre of the
province and shall probably soon be
deriving a revenue of \$50,000 a year
from royalties." In his address to the
members of Kings the Hon. gentleman
painted an even more glowing picture
of the future development of these
coal fields to take place in the imme-
diate future.

Up to the present time this province
has guaranteed bonds to the amount
of \$150,000 and all that we have to
show for it is 15 miles of a trunk
railway and seven miles of sidings to
the mines. We were assured that for
the additional \$250,000 voted in 1903
the Central Railway would be put in
first class condition, and yet what is
the condition of that road today.
From Norton to Chipman it is in a
wretched condition. The bridge over
the Washadepack and the Kennebec
cascades are to be unsafe and I am
told today that the bridge at Coal
Creek is down. The roadbed is not in
good condition either. Last summer
matters came to the point where the
section men and engineers

**Had Not Been Paid Their Wages for
Months.**

Contractors for the new road could not
get their pay for work done for the
\$250,000 and the additional \$250,000
was gone somewhere and something
had to be done, and what was done?
Without a vestige of authority, with-
out as much as asking the House to
sanction their action the government
put the hands to this provincial
treasury and handed out \$30,000 in
cash to go where the other \$150,000
of the province's money had gone.
Cashed and told just how much public
money has been spent on this enter-
prise, or where the money has gone to.
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treasury and handed out \$30,000 in
cash to go where the other \$150,000
of the province's money had gone.

When we look at that short piece of
road and see what it had already cost
the province, is it not monstrous that
a further guarantee of a quarter of a
million should even be suggested. I
claim that that portion of the sub-
sidy paid to the spurs and sidings was
given in absolute defiance of the
subsidy Act? Does this scheme possess
any merit at all? No person can
claim that it is a business enterprise
and no one but the government will
undertake to finance it and yet the
government comes to this House and
asks for authority to take possession
of the road and to operate it by Com-
missioners who shall be appointed by
the government. Look at the bill. The
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