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and good cheer, of encouragement ring woman. I have endured the s and the consequent despondency the point of despair, and I have tion to a state of vigorous health, ng frame of mind which accom- This change has been brought ORANGE LILY, . . . privilege and pleasure of induc- ering women to give ORANGE ved thousands of enthusiastic ac- gs it has brought to them. The

Truro, N. S., April 5, 1909. ery kind letter was received yes- uestion about my health, I am ery well. As I have never given you may be interested in it. This suffering was continuous, eeks, each attack lasting several ain increasing and so did not go oon after the forcing down pains til their return. I was in great ck. your wonderful medicine. I got s too sick to write myself. (My boxes of ORANGE LILY, have never better in my life. I have band if it is myself that is going believe it. It brings tears of joy annot speak enough in its praise. our friend, MRS. E. H. F. ch day. I feel impelled to make RANGE LILY. It differs from internally. It is a strictly local d organs. Its curative elements g the stagnant foreign matter pressing the nerves, and a grow- ceable almost from the start. It use no more than the Free Trial d.

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upon his head. There sits his fam- is wife and his only son—and I'm to say: Look at them; be proud of because they've upheld his hands in nour trial. He believed that his coun- cause and country's good was greater anything he might sacrifice. hen the gladiator stepped out on the and said 'I who am about to die e you,' that's Conger. No matter happens to Allds, Conger has com- d an act of suicide, politically and ly for his country's good." orne paused and raised his hand im- ively and his glance swept the senate concluded: nd in his death there is truth." th Osborne and Judge Augustus Van k, who delivered the first half of the g argument for Conger this morning. ed the senators against neglecting c opinion. ublic indignation can't be kept out of court room," asserted Osborne. roughout the length of this United es, I see a revival of public conscience. it in Washington; I see it in Albany; k God, I even see it in that least ted place, Pittsburg. Throughout the is a demand for absolute faithfulness ublic service. I ask you not to listen he clamor of sympathy, but to do an of decency, of honesty and of patriot-

ould you know what your acquaint- s say of you? Listen to what they say etter men.

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MONOPOLY FOR THE ST. JOHN VALLEY

Government Tied Up to Electric Scheme

Opposition Demand to Make I. C. R. Operation Possible Voted Down at 2.30 a. m.

Tame Following of Premier Hazen Submits to Saddling Province With $5,000,000 Liability to Build Non-Competitive Road—Other Business of the Session.

Fredericton, N. B., March 21—The house met at 3 o'clock.

Mr. Burchill presented the petition of J. Fraser Gregory and others in favor of the bill to extend the Madawaska Log Driving Company of Maine to the waters of the St. John river.

Mr. Robinson gave notice of enquiry with reference to a lease to W. L. Belyea & Co., of land adjoining Buelah Camp.

Hon. Mr. Grimmer, in reply to Mr. Upham's enquiry, said that Weldon W. Melville for his services from 1st January, 1909, to 31st January, 1910, had received $819, and $289.19 had been paid him at the same time for personal expenses and in either case nothing remained unpaid.

The house went into committee, Mr. Sweeney in the chair, and agreed to the following bills:

To amend the act relating to the town of Chatham; relating to the Aluminum Company, Limited; to amend the act respecting pedlers, and relating to the water works of the town of Edmunston.

Hon. Mr. Grimmer introduced a bill to amend the general mining act. He said that last year the house passed a bill providing that where a license had been taken out to mine certain minerals and other minerals were subsequently found to exist on the lands, the original licensee should have preference in prospecting for them. That bill had been found not to have accomplished the purpose for which it was designed and it was proposed to repeal it and provide for a grant to any one else subject to the rights of original licensees. He also introduced a bill to amend the act relating to Albertite, Oilite & Cannel Coal Company, Limited.

Mr. LaBillois gave notice of enquiry as to expenditures on Cole Bridge, Kent county.

The house again went into committee, Colonel Sheridan in the chair.

The following bills were agreed to: To enable the county of Victoria to issue debentures; relating to peddlers so far as concerns Victoria county; to incorporate the Hartland & Miramichi Railway Company, with amendments, and a bill to enable the inhabitants of Port Elgin to assess themselves for police and other purposes. Progress was reported.

Hon. Mr. Flemming introduced a bill relating to the Provincial Hospital, in explaining which he said that during the late fire a number of employes lost a considerable portion of their belongings. The matter had been carefully inquired into and while $500 would not cover the losses sustained it would, nevertheless, provide some compensation for it. Under the present system of conducting accounts it would not be possible to take any sum out of the amount appropriated for the Provincial Hospital for this purpose without special legislation and this bill was therefore brought down to permit the government to pay $800 out of that fund to employes for the purpose named.

House took recess.

On resuming at 8 o'clock Hon. Mr. McLeod moved that the Fredericton Gas Company's bill be withdrawn and the fee returned. Agreed to.

The house again went into committee, Mr. Glasier in the chair, and agreed to a bill to amend the act relating to the Imperial Dry Dock, St. John. The bill to incorporate the Fredericton Street Railway was next taken up and considered section by section with amendments made by the special committee appointed to consider the same.

Hon. Mr. Hazen said he noticed that the company in addition to the powers to run a street railway also sought power to manufacture and sell gas, electric light heat and power. As there was already another company engaged in the industry, were they made aware of this provision?

Mr. Slipp said the matter had been discussed between the committee and the city and other interests concerned and all were satisfied to let the provision remain.

Hon. Mr. Hazen said he was aware the present gas company had no exclusive right to manufacture gas and the legislature could authorize half a dozen other companies to do so, and while personally he would be glad to see a company a little more alive to the public interests given power to make and sell gas and electric light than the present one seemed to be, at the same time it was not usual to permit other companies to compete without any existing company being heard. However, if the present company was satisfied there could be no objection to the clause standing ultimately. Progress was reported.

The bill to extend the period of operation of the act relating to the Meduxnekeag Boom Company was also considered and progress reported.

The bill respecting the Sugar Refinery in St. John was then taken up and with certain amendments agreed to.

Mr. Murray presented a petition of the Presbytery of St. John against a bill relating to St. Paul's Presbyterian church, Fredericton.

The house then went into committee to further consider the St. John Valley Railway bill, Mr. Sproul in the chair.

Mr. Sweeney said that the bill under consideration had to do with a matter of great importance to the future of the province and should only be dealt with after full and complete consideration. He did not think the matter should be dealt with from a political standpoint, as it was a demand of one-third of the people of this great province, but if it was hastily and improperly dealt with it may prove a great burden to this province, which now has large debt and responsibilities as a result of aid given to provide transportation facilities in this province.

Under this bill the company's bonds are guaranteed to the extent of $25,000 per mile with I. C. R. operation. But Part 3 of the bill gives an alternative proposition under which there can be operation by another company and makes it permissable to operate a portion of the road by steam and part by electricity. It provides for a road that starts on the C. P. R. and ends on the C. P. R. The people do not want a branch line, nor do they want it to be owned by the C. P. R., but they want relief from a monopoly. On a portion of the valley there now are railway facilities and what they want is a railway that will be a competitive line, giving competition with the present road and up to the highest standard possible. The least the people should expect with the province guaranteeing bonds to the extent of $25,000 per mile is a railway of the highest standard. The government had had the matter under consideration for a year but the opposition had known their proposals only for a few days and their criticisms might not be as full as they otherwise would be.

Hon. gentlemen opposite said that politics should not be brought into consideration of the matter, but what was in any of their speeches except politics? The provincial secretary's speech had been three-fourths politics, and if the hon. gentlemen opposite were desirous of giving the valley a railway they should not have injected politics into the discussion. The provincial secretary had taken the hon. member from Carleton who sat on the opposition side of the house to task for saying the bill was being railroaded through the house. That hon. member was not as familiar with the terms and proceedings of the legislature as the provincial secretary and what he meant and what he (Sweeney) also felt was that a matter of so much importance should have been brought before the house at the first of the session and not delayed until the last week.

Legislation along the same lines as that of 1907, when the matter was limited to one of four transcontinental lines, could have been introduced last year. It would have been only one step in advance of that of 1907. They might, at least, have had a survey and estimate made and come to the house this year with definite information as to grades, etc., and as to the electric experiment now put forward. If Part 2 of the bill was so framed as to make it impossible for the company to go ahead, there is no information as to the adaptability of an electric railroad, and nothing as to the road through Maine to Quebec and the information he had was that it would be an impossibility to build a road across Maine on the route laid down in this bill.

If this government had been so anxious about the matter something should have been done before and if there was any delay it was due to inaction of this government.

The provincial secretary referred to the fact that Part 3 would only be taken up in case Part 2 failed. It seemed to him (Sweeney) from the way he spoke that the failure of Part 2 was the leading idea he had in his mind.

They were told that the road under Part 3 would start at the C. P. R. and might connect with a road which would go through Maine. There was no necessity whatever for the province to guarantee the bonds of any company having any connection with the state of Maine as long as they had the Grand Trunk Pacific to connect with at Grand Falls.

Another feature which seemed to him objectionable was the guaranteeing of bonds by ten-mile sections. Suppose at the completion of one section the company failed, or for any other reason did not go on with the work, what would become of the section then and all the government money put into it? The government would simply have to take it over and make the best of it. It seemed to him that it would be hardly safe to guarantee any bonds unless the government was assured that the company was capable of carrying the work through to completion.

The idea the bill gave him was that Part 2 was framed so as to make the conditions too onerous for any company to undertake to build. If there was any real desire to have the road constructed it seemed to him strange that the main idea should be to make it as difficult as possible. It might be called safeguarding the province but it really seemed more to him like obstruction.

Fredericton, March 22—The greater part of the time of the house, after routine, was taken up discussing the motor vehicle bill, which provides for a tax on autos and also gives power to the county councils to prohibit by resolution the running of autos on Thursdays.

There was quite a lively discussion of the use and abuse of autos on the country roads, at the end of which progress was reported. There are quite a large number of bills in this position now and the number grows daily.

Since Monday there has been talk of prorogation on Thursday but today this idea was abandoned and the house will take an Easter vacation from Thursday to the following Wednesday, most likely. This will give Mr. Hazen an opportunity of attending the meeting of the provincial premiers at Ottawa on March 29.

There was quite a lively session of the corporations committee this morning when the bill relating to St. Paul's church was taken up for consideration. Judge Forbes represented the Presbytery of St. John and Joseph Howe Dickson, the Fredericton church. During the debate, which was quite heated at times, Mr. Sweeney, addressing Mr. Dickson, said he had heard it stated that St. Paul was a Presbyterian.

"Yes," replied the clerk of the executive council, "I believe he was, at least that is the best information I have on the question. It is also a belief that St. Patrick was also a Presbyterian and when he left for Ireland he took the feathers in his bonnet with him."

"I'll venture," replied the ex-surveyor-general, "that the feathers was all that he took with him."

Tobique Dam Bill Recommended.

The Presbyterians took up so much of the time of the committee that there was not time for much other work. They, however, took up the Tobique dam bill and decided to recommend it for the consideration of the house.

This committee has still to consider the St. John & Quebec Railway and the Gibson & Minto Railway bills and some other legislation of a less important character.

The house adjourned at 6 o'clock to meet at 8, but it was later before the chair was taken.

In the interval there was considerable discussion among the Conservative members who had been invited to an entertainment by the Conservative Club. Many wanted the house adjourned, but the premier decided to go on and a relay of members then left the house to enjoy themselves. Later they were followed by more and so it went on all the evening.

Mr. Hartt was the first speaker. When the Valley railway bill was taken up in committee he supported the government in a very brief speech and was followed by Mr. Copp, who spoke at some length in criticism of the measure.

Mr. Copp.

Mr. Copp's speech was a masterly effort. He began by contrasting the manner in which Mr. Robinson had dealt with this important question. He had not talked politics at all, while every member on the government side, who had spoken, had talked nothing but politics. The provincial secretary, who had made an attack on Mr. Carvell; Mr. Hatheway, who had attacked the opposition; Mr. Woods, who could not think an independent thought, were all discussed and their partizanship laid bare.

The mention of the name of Mr. Pugsley gave Mr. Copp an opportunity to tell the house that Mr. Pugsley had done more for the province of New Brunswick and the city of St. John than the whole Conservative party ever since it had an existence.

Mr. Copp dealt with the necessity of having a first class road, when it was proposed to guarantee the bonds of the company so liberally. He discussed the report that the C. P. R. was behind the company that expected to build the line under Part 3 of the bill. The C. P. R. was a great corporation, but he warned the government that there was danger in permitting that great corporation to control the legislature of New Brunswick.

Touching the denial of the government that they were bound to any company under the provisions of the bill, he quoted the remarks of Mr. Woods who, in introducing the bill to incorporate the St. John & Quebec Railway, said this was a company being organized to construct the Valley railway under Part 3 of the bill.

He also pointed out that the information the premier gave about electric railways came from Mr. Gould and Mr. Gould was one of the incorporators of the St. John & Quebec Railway. Mr. Hazen stated in 1907 that he was opposed to guaranteeing bonds for any but a transcontinental road. Now he is willing to guarantee the bonds of a local road. Mr. Currie had road statistics to show that the earnings of the local roads of New Brunswick would not pay the interest on the bonds.

He pronounced himself as favorable only to a road built under Part 2 and operated by the Intercolonial Railway. It was the only safe plan for the province. Part 3 called for an inferior railway, that no transcontinental railway system would operate such a road as the government proposed to build.

In closing, Mr. Copp contrasted the two proposals, Part 2 with Part 3. He said harder conditions were exacted for the Intercolonial operation and greater privileges given under Part 3, which gave authority to bond the road for $35,000 a mile, while no such privilege was given under Part 2. No rental was demanded under Part 3, while forty per cent. of the earnings were to be paid to the government under Part 2, leaving nothing whatever for the company. Intercolonial management insured competition and fair rates to be charged the people. Part 3 meant playing into the hands of the C. P. R. and placing the province forever in the grasp of a gigantic railroad octopus that would exact the last farthing.

Mr. McLeod followed in a picturesque defence of the government policy. The galleries were empty, but force of habit is so strong in Mr. McLeod that all his appeals were in this direction.

Mr. McLeod failed to give the house any further enlightenment on the policy of the government.

Mr. Lowell.

Mr. Lowell, who followed, struck a new chord. He said Sir Wilfrid Laurier had agreed to operate the road up the valley of the St. John when it was constructed and had named the terms upon which this would be done. It was up to the government of the province to build the road. They had made such onerous terms that no company would undertake the construction and must either amend the terms or build the road. Failing this, they must take the responsibility of shutting out railroad competition in this section of the province.

The alternative proposition was a non-competing line controlled by the C. P. R.

Mr. Munro followed, defended the government project, and made an offensively partizan speech. He was the last speaker on the general principle of the bill, which was then considered section by section.

One of the most interesting features of the debate was the presentation to the members by Mr. Slipp of a plate of apples grown by James P. Belyea and George McAlpine at Lower Gagetown. They were of three varieties and show that the claims of the St. John river valley as an apple-producing district are well grounded.

A strong effort was made by the opposition to get a clause inserted in the bill to enable the government of New Brunswick to arrange with the government of Canada to secure a modification of the terms under which the road could be constructed, but at the end of an hour and a half no impression had been made, showing the intention on the part of the government to render impossible the construction of the road under Part 2.

All the sections of Part 2 were passed after a prolonged fight.

The house adjourned at 2:50 a. m.

Bills Discussed.

Fredericton, N. B., March 22—The house met at 3 o'clock. Mr. Burchill introduced a bill to extend the rights and powers of the Madawaska Log Driving Company.

Hon. Mr. Maxwell introduced a bill relating to the Imperial Dry Dock Company, St. John.

Mr. Hartt introduced a bill to amend the towns incorporation act, so far as it relates to the town of Milltown.

Mr. Tweeddale introduced a bill to amend the act incorporating the Tobique & Campbellton railway.

The house went into committee, Mr. Sproul in the chair, and agreed to the bill to amend the general mining act.

The bill relating to the provincial hospital to give certain employes relief from loss of personal effects sustained at the time of the recent fire in the institution, was taken up and explained by Hon. Mr. Flemming.

Mr. Robinson said that it seemed to be a most unusual procedure. It would be about the same thing for a man renting a house to ask his landlord to reimburse him for fire which occurred in the house.

Hon. Mr. Hazen said that the circumstances connected with this bill were unusual. If the employes and servants who were to be assisted by the bill had spent their time in endeavoring to save their own effects they would no doubt have been successful, but they had neglected their own property in their efforts to save the property of the province. The decision which resulted in this bill being framed was arrived at on report to the commissioners by Dr. Anglin, superintendent. It only gave justice to faithful officials.

Mr. Bentley said that he was glad to have heard the explanation of the premier, but he felt that there should be some principle back of voting public money.

The house went into committee of the whole, with Mr. Baker in the chair, and agreed to a bill relating to the Meduxnikeag Boom Company.

The bill relating to the International railway incorporation act was amended so as to recite in the preamble all the liabilities of the company as safeguarded to investors.

Mr. Slipp explained that if the company issued bonds to $30,000 a mile under this bill they would be compelled to pay off $8,000 guaranteed bonds on the railway, and thus relieve the liability of the province.

Mr. Hatheway suggested that there be incorporated in the bill a provision to allow the amalgamation of the company with another railway only on the approval of the lieutenant-governor-in-council.

Hon. Mr. Hazen said the province had two mortgages on the International railway. One for amount of bond guarantee of $8,000 a mile, and the other for a subsidy of $2,500 per mile. This bill allows the company to issue bonds at $30,000 per mile if they paid off the existing bond guarantee of $8,000 per mile. The bill was agreed to with amendments.

The bill relating to the Pioneer Cemetery Company was also agreed to with some amendments.

The house again went into committee, Mr. Tweeddale in the chair, and took up the consideration of the bill to amend the law relating to motor vehicles.

Hon. Mr. Flemming proposed a tax on automobiles of $60 for residents, and non-residents $50, with a provision that a touring license, valid for thirty days, might be got for $10, which would permit tourists to visit the province.

Mr. Copp doubted the wisdom of taxing automobiles at all, as it would make a very serious difference to a good many people who used these vehicles for business purposes.

Mr. Wilson said he had no objection to a small tax on autos, but thought $30 too high.

Hon. Mr. Grimmer read a letter from a member of the Provincial Auto Association and one of the committee to whom the bill was sent for consideration, which said that the rate of the tax was too high in comparison with rates in states of the union. Mr. Grimmer said he agreed with the view and strongly opposed any tax being placed on non-residents.

Mr. Woods said he observed that a delegation from the Automobile Association had expressed a desire to appear before the committee on the subject of restricting the use of the roads by autos. If that was allowed the committee, in fairness, have to allow a delegation from the farmers to be heard in opposition. There could be no doubt that there was a very strong feeling among farmers on the subject.

Mr. LaBillois said the committee, which had the bill under consideration, recommended that no tax be placed on non-residents.

Mr. Sweeney also strongly opposed the tax on non-residents and added that if they did not tax non-residents they certainly should not tax residents.

Mr. Dickson said the principle the committee acted on was that autos did considerable damage to the roads. He had seldom met an autoist yet but who was willing to pay a tax on condition that the moneys derived from the same should be applied to the maintenance and upkeep of main highways.

Mr. Robinson, as an auto owner himself, said the general feeling among autoists was in favor of some tax being imposed on motor vehicles, provided it was not too high. He would have the tax taken off motor bicycles. Referring to the present law he said it was certainly not observed in the province generally and ought to be well reconsidered. He suggested that the bill be not passed this year but deferred till next session and in the meanwhile the subject be well considered and discussed with a view of having a workable law established.

Hon. John Morrissy said the trouble was that not all the owners and drivers obeyed the law or conducted themselves properly on the roads. He could quite agree that there was some objection among farmers to the use of autos on the roads. He had little sympathy with the object of the bill but at the same time he could quite understand that farmers and their families would like to have the roads to themselves one day a week at least and this he thought should be market day. He agreed with the suggestion that further consideration on the matter stand over for a year and that in the meanwhile steps be taken to get such information on the subject as would enable them to prepare a bill which would be acceptable to all parties interested.

Mr. LaBillois opposed any postponement of the bill. He would be willing to report progress but wanted to have the matter taken up again and dealt with at the present session.

Mr. Leger (West.), approved of some slight taxation on automobiles, but he was opposed to the idea of leaving the choice of the day of the week on which they should be prohibited from the use of the road to county councils, as by that means different days might be chosen by each and a non-resident tourist might find himself tied up altogether. The day should be the same all over the province and be fixed by the legislature.

Mr. Sproul said that while he sympathized with the farmers and was prepared to give a qualified vote to the bill there were other matters to be considered. Medical men were now in the habit of using automobiles on their professional journeys on account of greater facilities they afforded for getting about the country quickly, which in case of accident was frequently a matter of considerable consequence and whatever course might be decided on with regard to the general public it would be very unwise to place any obstacle in the way of doctors using the roads at all times.

Mr. Munro said he had presented the petitions from his constituents in previous years against the running of autos on certain days of the week. Many farmers thought it a hardship that their roads should be cut up by automobiles who contributed nothing whatever to the cost of maintenance. He thought that autos should be taxed and the money applied to the repair of the roads, but he agreed with the last speaker that doctors should be exempted from any restriction as to using roads which the committee might think well to impose. At this stage progress was reported and the house took recess.

On resuming at 8 o'clock, Mr. Jones took the chair and the committee went into consideration of a bill to amend the act incorporating the town of Marysville and agreed to the same as amended by the corporations committee.

Hon. Mr. McLeod said that a day or so ago Hon. Mr. Morrissy presented a petition in favor of a bill relating to the town of Newcastle. The standing rules committee did not recommend the petition to the favorable consideration of the house on the ground that they were not satisfied that the necessary publication of notice of application had taken place. Since then a large delegation from the town of Newcastle had attended and explained the circumstances, therefore with the unanimous consent of the house he moved that rule 79 be suspended to admit of the introduction of the bill.

Mr. Hartt on Valley Road.

The house again went into committee and resumed further consideration of the Valley railway bill, Mr. Sproule in the chair.

Mr. Hartt said this bill was one of such importance that he felt all the members should take part in the discussion of it. He had wondered at the ingenuity of members opposite in finding points for criticism. For his own part he had thought the provisions were such as would commend themselves to all.

The people of St. John were deserving people who had spent a lot of money to develop their port and they had spared no effort to provide the city with such shipping facilities as would enable it to take away some of the Canadian traffic which had for so mony years gone through American ports. St. John was not the only place in New Brunswick where shipping facilities were to be found. There were in his own county some of the finest natural harbors in Canada. The harbor of L'Etang was large enough to accommodate the whole British fleet. The town of L'Etang itself was at present only in its infancy, little more than a village, in fact, but the time would come when it would be one of the largest and most important seaports on the Atlantic coast. The government would be amply justified in promoting the construction of a railway to L'Etang and St. Andrews and thus helping to develop these ports. However desirable though such a railway might be the time was not yet ripe for its construction and at present the question was how best to construct a railway down the St. John valley. He desired to see such a railway constructed under Part 2 of the bill now before the committee. The present government had taken up the matter in a thoroughly business-like way and he would like to see the proposed road operated by the Intercolonial and he still had hopes that such would be the case, but if it could not, and Part 2 was found to provide a scheme which could not be carried into effect then the road must be built under the provisions of Part 3. Under any circumstances he was in full accord with the provisions of the bill now before the house.

Mr. Copp.

Mr. Copp said he desired to discuss the provisions of the bill as a business proposition and with due regard to the requirements of the people of the valley. A good deal had been said that was more or less ancient history, but they had to consider the matter from the point of view of the present time. The provincial secretary had said that they must throw aside politics altogether and consider the proposal on its merits. Yet before five minutes had elapsed he was denouncing the Liberal party with all the force of which he was capable. He had traced the history of the Valley railway from its first inception and had placed the burden for its non-construction upon that party. If members of the opposition, who were then in this house, were responsible for the G. T. P. not having been built down the St. John valley because they had not passed resolutions and that kind of thing, the present premier and his followers of that day were equally guilty, because they had not done so either. It was Mr. Fielding and a solid eighteen from Nova Scotia who caused the central route to be adopted for the G. T. P. through this province, and when it was decided to have that railway's terminal at Moncton, a city was selected which stood up alongside St. John in no small way. St. John was not the only city in Canada. It was not his fault if the engineers who had been employed on the G. T. P. at that time had been neglectful or had made errors in judgment. The members for St. John city had forgotten their loyalty to St. John. Hon. Mr. Pugsley had always been anxious to bring the railway down the valley and when he wanted to give the people of the valley a railway which would bring the great export trade to St. John he had been steadfastly opposed by hon. gentlemen opposite.

Mr. Wilson said that he had always favored a railway down the valley to the city of St. John and he trusted that the proposition of Part 2 of the bill should be worked out. He had never mentioned Mr. Pugsley in his speech the other night and no doubt the people of the city of St. John would give Mr. Pugsley credit for what he had done.

Mr. Copp, continuing, said Mr. Pugsley had done more for the city of St. John than all the Conservatives of the province and the beauty of it was no matter how much they endeavored to traduce him Mr. Pugsley goes on continuing to build up the port of St. John.

Westmorland had little interest in this project personally, but he had tried to place himself as a resident of the St. John valley and act as he would in the premises.

When the province with its non-elastic revenue had to have its debt increased to build a few permanent bridges it was time to go slow and to consider well such an immense proposition as this. He sympathized with the member for Northumberland who had the courage to come out straight in opposition to increasing the debt by this large amount. It was a small matter whether members of this house were elected again or not compared with what was done with this question. The greatest safeguards must be placed about this measure and the house should go very carefully in considering the proposals in the bill.

While there might be reason to be proud of the C. P. R. as a great corporation, it had grown on the assistance it had received from the dominion. It was not well for a government to get into the hands of a big corporation like the C. P. R. The C. P. R. had crushed Sir John A. Macdonald out of power and the only blot on the fair name of that great statesman was in connection with the building of the C. P. R. through the west. If the C. P. R. got control of this government or this legislature he would give little for it.

The premier had said that this government was not wedded to any company under Part 3 of the bill, but the member for Queens in explaining the bill of the St. John & Quebec Railway Company, which he introduced, had said that it was being formed to carry out Part 3 of this bill.

The premier had a great fund of information regarding electric railways and it turned out that he got it from A. R. Gould, who was one of the incorporators of the St. John & Quebec Railway Company. Naturally Mr. Gould had been very pleased to have the premier accept his information and give it to the house as authoritative. But there seemed to be a dark-colored gentleman in the woodpile somewhere. The road proposed under Part 3 of the bill to run from Andover to Westfield would be only a loop of the C. P. R. The people did not want the C. P. R. They wanted a competitive line.

In 1907 the now premier had said that he would only support Hon. Mr. Pugsley's bill to grant aid to the St. John River Valley Railway to the extent of $15,000 per mile on condition that the road would be part of a trunk line. The present surveyor-general had then said that a local road on this route would not pay for axle grease.

The hon. member for Restigouche (Currie) had taken the darkest side of the question when he estimated the receipts of this road at that of the branch lines in the province. This road must earn $3,000 per mile annually or the province would have to pay a portion of the interest on the bonds. The province was not ready to undertake a debt of $5,000,000.

He wished to put himself on record as being willing to guarantee the bonds of the company to the extent of $25,000 a mile, provided the road when built should be operated by the I. C. R. and that was as far as he could go in the matter, and he thought people generally would be best pleased if that was what they got.

Hon. Mr. McLeod.

Hon. Mr. McLeod said that the discussion had already dragged itself out to a greater length than was perhaps necessary, but coming, as he did, from a county whose vital interests were wrapped up in the success of the bill he must offer a few observations upon it. He (McLeod) agreed in part with the member for Queens when he said this was a political question. It was more or less and had been through all the years.

Mr. Lowell for I. C. R. Operation.

Mr. Lowell said that the solicitor-general had talked as an expert engineer and as such he (Lowell) would not attempt to answer him. His colleague from St. John had been referred to as an advisory board and if he turned out to be anything like the treasury board there would be no trouble in getting money enough to build any number of railways. If Mr. Pugsley and Mr. Carvell were such bad men, why was it this government had adopted their policy for the road as in Part 2 of the bill?

The member for York (Pinder) last night said that the road was all politics and all who were in politics in this province knew they were not what they should be. If this road was all politics, God help the people of this province. If Mr. Flemming and Mr. Carvell had had a school house quarrel this house was not the place to discuss it. Hon. Mr. Flemming had said that Mr. Carvell was the most expensive man the country had to keep in politics. He did not know anything about that, but he did know that the provincial secretary was the most expensive man this province ever had to keep. The provincial secretary now looked worried, and perhaps it was because it cost him more to run the province than it ever took before.

The government was justified, he felt, in guaranteeing the bonds to the extent it went on account of feelings of the people of the valley, but there should have been a survey made during the past year so that something definite could have been placed before the house. They were going ahead in the dark.

Part 2 of the bill was the most adapted to his side of the house but the government apparently had no intention of adopting it.

Sir Wilfrid has made his offer and he was ready to carry it out. What Mr. Carvell had said about the cost of building the railway had nothing to do with these terms. The province was safe under the federal government proposal. The road could not be built under Part 2 of the bill, which had been framed with that purpose in view. The road would start nowhere under Part 3 and end nowhere. Mr. Gould, who was the promoter, had said that to get into St. John, the road would either have to get running rights over the C. P. R. or else build a line of its own from Westfield or Welsford. This, Mr. Lowell said, would cost another million dollars. If promoter had no information as to how he was going to get into St. John with a railway, it was a very important matter. The house did not even know how many miles long the railway under Part 3 would be, as part of the route had never been surveyed.

He believed that the C. P. R. was behind the proposition and would gobble up the road and the people would have no protection. By wringing the heart's blood out of the people and by charging high rates this corporation had become great and was able to pay dividends.

Part 3 of the bill should not be passed until the people are consulted. It involves an expenditure in five years that is equal to what has been spent in the past thirty years. The interests on the bonds each year would amount to $200,000.

Fredericton, N. B., March 23—The house will adjourn tomorrow (Thursday) at 6 o'clock until Thursday of the following week, and will most likely be prorogued on the Saturday following. This will give three days to finish up the business not completed when the house adjourned tonight, and this the premier thinks will be ample. There is still some committee work to do, but the greater part of this will be closed up tomorrow.

This evening late there was talk that an effort would be made to dispose of all the business before the house tomorrow and prorogue in the evening. If this was not possible then prorogation would take place on Saturday, or the house might have to sit again next week.

The Tobique dam bill was before the corporations committee this morning, and again this evening, when it was taken up section by section and prepared for the committee of the whole. It may come up tomorrow or perhaps later, as there are now several bills ahead of it. A lively debate is expected when this bill comes before the house.

Important Changes in Valley Road Bill.

When the Valley Railway bill was taken up this afternoon it was announced that it was the intention to put it through the committee before the house adjourned.

All of part one and part two with the exception of section 11 were disposed of the night before. The Telegraph's report made it appear that section 11 was also adopted, but that was an error, this section being held over until today and being the subject of a conference between the leaders.

When the Valley bill was taken up to day Mr. Hazen announced that in conference with Mr. Robinson it had been arranged that this section (11) would be so altered that if the forty per cent paid over was in execess of the interest on the guaranteed bonds, the company was to get the excess.

This settled the question raised by Mr. Robinson last night.

The debate had not gone far on part 3 when Mr. Hazen agreed to change the northern terminal from Andover to "or a point in the county of Victoria." This may permit of a connection with the Grand Trunk Pacific.

About the same time the announcement was made by the premier that it was possible for the St. John Valley Railway Company to undertake the construction of the railway.

These announcements on the part of Mr. Hazen brought out the statement from Mr. Robinson that these changes in the bill would admit of the Intercolonial operation, provided the consent of the government at Ottawa could be had to the specification required under part 3.

Mr. Maxwell's Confession.

Mr. Maxwell, in a short address this afternoon, gave away the real reason why the government had been so anxious to make the construction of the road impossible under part 2 when he said that the government at Ottawa were endeavoring to prevent the government here of getting any credit for building a railroad in the valley of the St. John.

This, together with Mr. Pinder's statement that the road was started by politics and would be built by politics, goes a long way in explaining the attitude of the Hazen government and its followers on this important question. It has been a political game on the part of the local government all the way through, and will continue so to the end on that side of the house.

Third Reading Today.

The debate on the bill, which was continued until 11.30, brought out many other interesting facts. An amendment was made giving running rights to a railroad having its terminus at L'Etang or some other port in Charlotte county.

Mr. Robinson moved an amendment that the guarantee become operative only when the company constructing the road was able to show that they had effected arrangements that would ensure the road becoming part of a transcontinental system and that construction of the Quebec end of the road would be concurrent with that of the line through New Brunswick.

The adjournment until tomorrow at 11 o'clock shows the desire of the government to get the bill through before the adjournment of the house for the Easter vacation.

The third reading will take place some time tomorrow, when the amendments proposed to the bill will be moved by the opposition.

Premier Hazen informed The Telegraph correspondent today that one of the subjects to be considered by the conference of provincial premiers had to do with the incorporation of joint stock companies. The dominion government seem inclined to the view that they have exclusive rights regarding the incorporation of these companies as a considerable revenue is derived from these sources the matter is important to the provinces.

Bills Introduced.

Fredericton, March 23—When the house met, at 3 o'clock, Hon. Mr. Hazen presented the report of the law practice and procedure committee.

Mr. Slipp presented the report of the corporations committee.

Mr. Murray presented the report of the municipalities committee.

Hon. Mr. McLeod presented the report of the standing rules committee.

On motion for the third reading of the bill to amend the act incorporating the Aluminum Production Company of New Brunswick, Hon. Mr. Grimmer moved that the bill be referred back to the committee for further consideration.

The house went into committee, Mr. Sweeney in the chair, and amended the bill so as to exclude oil in its natural state and natural gas, which were now classed as minerals, from operation of the bill.

Hon. Mr. Hazen introduced a bill relating to the custody of children, which he said was intended to restore the law to the position it was in prior to the last consolidation.

Hon. Mr. Hazen introduced a bill respecting the winding up of companies so as to make the provisions of law include railway companies.

Hon. Mr. Grimmer introduced a bill to amend the game act of 1909, which, he said, was to remedy some little defects and discrepancies which had cropped up since the passing of the act. It would settle who were not residents, change the date for shooting black duck and shore birds, prohibit the trapping of muskrat except in the spring, and the taking of seagulls' eggs after the middle of June. It also made some alteration with regard to ladies who were members of hunting parties but who did not themselves shoot.

St. John Valley Bill.

The house went into committee again, Mr. Sproule in the chair, and further considered the St. John Valley Railway bill.

Hon. Mr. Hazen said that the question of forty per cent. of the earnings, when they were more than sufficient to pay interest on the bonds, had been considered by himself and the leader of the opposi-

(Continued on page 6, first column.)

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