

## IN THE PROVINCIAL LEGISLATURE

### Sharp Exchange Between the Party Leaders on Various Questions of Public Policy.

Fredericton, March 7.—In the Legislative today, A. B. Copp blamed the government for deficits upon the Central Road which had increased from \$2,066 in 1908 to more than \$16,000 last year, while the business of the road had increased from \$40,000 to over \$70,000. He charged that from Oct. 31, 1908, to Oct. 31, 1909, \$140,000 had been spent on bridges by the Hazen government without a tender being asked for. He did not believe Chief Commissioner Morrissy realized the position members supporting the government were placing him in. He said, a frequent answer to opposition charges, was a reference to the former administration. The old administration was dead and this government must be judged by its own acts and not by those of its predecessors.

He did not complain of the number of bridges that were being built, but he did say they were costing twice as much as they should. There were lots of bridges that should be built, but the government was spending too much on bridges they built so as to give their friends something to do.

He (Copp) believed the New Brunswick Telephone Company was a monopoly that was bleeding the people of this province.

Hon. Mr. Hazen—How about your friend, Frank Carvell? Mr. Copp said he was not here to defend Mr. Carvell, and he did not care anything about his connection with the telephone company. When the leader of the government admitted he is a stockholder in the telephone monopoly, he pleaded guilty to being one of those bleeding the users of telephones in this country.

Mr. Wilson presented the petition of the city of St. John in favor of a bill empowering the city to conduct a plebiscite on the question of introducing a commission plan of government in that city.

Mr. Burchill presented a petition in favor of a bill to amend the act incorporating the Tabasco Boom Company.

Fredericton, N. B., March 8.—The house met at 3 o'clock.

Hon. Mr. Hazen introduced a bill regarding fire insurance and explained that it extended to a fire insurance policy the same provisions extended to life and accident policies, under the bill passed at the last session, so that when the company admits its liability under a policy and there is dispute as to the party to whom the policy ought to be paid, the money can be paid into court and thus do away with having the company sued by the various claimants. He said there are cases sometimes when property was mortgaged and mortgagor and mortgagee both claimed the insurance money.

The address passed about 12.30 a. m., without a division, and the house adjourned.

Fredericton, N. B., March 9.—The House met at 3 o'clock.

Answer to inquiry by Mr. Upham.

Q.—"Has any member of the government pledged the government to guarantee the bonds of the Southampton Railway Company?"

A.—"No."

The government has, however, expressed its willingness to introduce legislation authorizing the government to do so, provided the contract be first entered into between the Southampton Railway Company and the Canadian Pacific Railway Company by which the latter company would agree, upon completion of the said line of railway, not exceeding thirty miles in length, to lease the same for ninety-nine years and equip, operate and maintain the same during the said term, paying therefor a rental of forty per cent. of the gross earnings of the said line of railway, such rental to be applied in payment of the interest of any bonds so guaranteed.

The government has had negotiations with some persons and firms with regard to the building of the proposed St. John Valley Railway and several offers have been made some of which involve a modification of the act passed at the last session. The Premier introduced a bill to increase School Inspectors' salaries from \$1550 to \$1700 a year, they to pay there own travelling expenses.

March 10.—The House went into committee to agree a bill to provide for local sanitarium publicly owned.

Contributions received by Campbell Relief Committee up to Jan. 31st, last, were stated to be \$109,234.72.

## Free Entrance to Canada.

Following is third of the Series of Articles on Reciprocity re-published from the Canadian Century magazine of Montreal.

### Corn and Tobacco

From The Canadian Century.

It will be remembered that at one time quite an extensive area of South-western Ontario was devoted to growing corn. The duty on corn coming into Canada from the United States was removed and the Canadian market was immediately so flooded with importations of corn from the United States that corn growing had to be almost completely abandoned by Canadian farmers. About the same time additional protection was given to Canadian tobacco growers, and the result was that tobacco crops took the place of corn crops in that part of Ontario formerly most noted for its corn.

### What is the Matter With Maine?

The farmers of the State of Maine have all the advantages that reciprocity could bring to the Maritime Provinces of Canada and none of the disadvantages. They have free access to the much-talked-of "market of ninety millions," and cannot be shut out of it suddenly by a vote of Congress, as Canadian farmers might be at any time under the Reciprocity Agreement. They are nearer to the markets of Boston and New York than any part of the Maritime Provinces, and yet the farmers of Maine are no more prosperous than those of New Brunswick, Nova Scotia and Prince Edward Island. They have no dreams about the value of the "market of ninety million people." They know that the cost of railway haul shuts them off from most of the markets of the United States, although there is no tariff to keep them out. The percentage of increase in population is less in Maine than in the Maritime Provinces.

There are said to be many thousands of acres of abandoned farms in Maine, New Hampshire and Vermont. Many of these farms were occupied for generations, but the young people moved to the cities or to the Western States and the old folks died.

### The Price of Hogs.

Canadian farmers may as well make up their minds to give up the business of raising hogs if the Reciprocity

Agreement is adopted. The average price of hogs in Chicago and Montreal for the five years ending December 31, 1910, was as follows:

Year	Chicago	Montreal
1906	\$6.20	\$7.77
1907	6.10	7.43
1908	5.70	7.10
1909	7.35	8.64
1910	8.90	9.60

In October, 1907, live hogs sold in Chicago as low as \$3.80 per cwt., against \$6.65 per cwt., at the same time in Montreal.

During the same period prices of hogs have averaged lower in Buffalo than in Toronto. Occasionally the price goes higher in Buffalo, but commonly it is lower.

The farmer of the Southwestern States has a longer season than the Canadian farmer. He not only has cheap corn, but he is able to grow several crops of alfalfa, and this enables him to produce hogs very cheaply.

The Canadian packing houses expect to be crowded out of business by the importations of hog products from the big Chicago packing houses, so that the Canadian hog raiser will have no home market.

### There is no Winter There.

In the severe Canadian sense there is no winter in Australia, New Zealand and the Argentine Republic. Cattle can live outdoors throughout the year, so the farmers of those countries do not have the expense of winter shelter and winter feeding. They are consequently able to produce butter, cheese, eggs and meats much more cheaply than Canadian farmers can. No part of New Zealand is far from the ocean, and while Australia has a vast interior, the farms of Australia are all near the sea coast, so that the railway haul to ocean ports is not great. In spite of the fact that they are very much farther from the British market than Canada is, immense quantities of food from those countries are sold in the United Kingdom. Now the Canadian market is to be freely opened to them as a result of the Reciprocity Compact, and we get nothing in return.

## H. V. McDOUGALL INSTANTLY KILLED

### Terrible Disaster at Derby Junction Caused by Open Switch—Evidence Given at Coroner's Inquest.

One fatality and many injuries were results of a head-on collision between Maritime express (2 hours and 4 minutes late) and the Newcastle Blackville suburban train at Derby Junction on the 9th inst., at about 10.30 a. m., the switch having been left open.

Harvey McDougall of Indian-town, passenger on the suburban, fell between the cars and was instantly killed.

Gordon Atkinson aged eighteen a son of H. Douglas Atkinson, I. R. C. agent at Derby Jet, received serious injuries to his head and it was feared his bruises would cause concussion of the brain. He was assisting in the unloading of freight from the "Whooper" at the time. He is progressing favorably.

Among other suburban passengers, Christopher O'Brien, Thomas Coughlan, Wesley Curtis, Mrs. Sullivan of Upper Nelson and Mrs. Pleadwell of Lower Derby, were badly shaken up, and Conductor Dickie was cut on the head and otherwise hurt.

The branch line train when struck was standing on the branch line facing out toward the main line. The switch was open, and the Maritime, coming in at quite a rate of speed, crashed right in on the engine driving the lighter train back about 100 yards.

About everyone on the branch train received an injury of some kind besides the man killed one or two others being badly injured. One old lady received a serious cut in the scalp, and a young man was badly injured internally.

As a result of the wreck, the Maritime was held up at Derby Junction for about two hours. Her engine was badly injured and one or two cars and the tender left the rails. The dining car on the Maritime also came in for its share of the smashup and was dropped off at Moncton on the way down. Some of the waiters were more or less injured and shaken up.

On the maritime Wm. Irving of Newcastle and Mrs. Tobin were hurt. Mrs. Tobin was sent to a Chatham hospital. Mr. Irving was able to continue on his journey to Moncton. All are recovering.

An accident to Night Freight No. 40 at Nigadoo, where eleven cars left the tracks, delayed the south-bound Maritime, No. 34 in charge of Conductor Edward Watts with Driver Michael O'Shaughnessy and Fireman Tom O'Reilly. When approaching Derby Jet, the Maritime noticed the switch open and proceeded to the siding. The Whooper No. 59, in charge of Conductor Alex. Dickie and Driver Harry Cameron and Fireman Al. Forbes, was a few yards beyond the station and the two engines collided with great force. Mr. McDougall was standing on the platform of the passenger car and the force of the collision caused him to fall between the passenger and the box car. Both of these cars and a portion of the engine passed over his body. Drs. Pedolin and Nicholson went from Newcastle to the scene of the wreck and dressed the injuries of the wounded men.

McDougall's remains were brought to Undertaker Maltby's establishment, and following jury sworn in:

Chas. M. Dickison, foreman, Wm. McKay, Hugh Morris, Daniel Aiton, Daniel Hogan, Geo. Bethune, and James P. Whalen.

The late Mr. McDougall was thirty-five years old and unmarried. The body was removed to his late home on Friday. Deceased leaves his parents, Mr. and

Mrs. Charles McDougall and several brothers and sisters.

### THE INVESTIGATION

The inquest into the death of Harvey McDougall opened Monday before Coroner M. S. Benson, T. W. Butler Clerk of the Peace.

John McDougall, brother of deceased, swore that he identified body in undertaking room, Thursday.

Andrew Foy, Indian town, knew McDougall. Was passenger on branch train with him from Millerton. Were on hind end of passenger train on platform. Remained there till train stopped at Derby Junction and until trains butted. McDougall was standing with one foot on first step. McDougall was thrown off, falling on side of car next station, right hand side coming down. Next saw him under branch train tender, dead, on said side track, right after accident.

Dr. Robert Nicholson had made examination of body in undertaker's room. Found minor wounds on body, also severe wound on right side toward top of temple, sharp cut down into skull, discharge of blood from left ear canal. Judged death was caused by fracture of the base of the skull. Upon probing he found evidence of exposed bone. Considered post-mortem unnecessary. Found that cut on hand had not bled, which would show death instantaneous.

James W. Spencer, Moncton, brakeman No. 59 (Indian town) train was forward brakeman. Train did its own shunting. Arrived Derby Junction between 10.15 and 10.20. Had compared watch previous day with Derby Junction station. Had ridden in second-class passenger. Went up to station and put up semaphores. Set switch for siding. Train backed in and he cut car off. Went out again, set switch main line and closed siding switch, twenty or twenty-five yards from Derby Junction switch towards Newcastle. Went in on own train without closing switch or leaving anyone at it. He coupled to a box car and coupled air hose to engine. Went from between cars, started down towards switch, and saw No. 34 (express) coming. Started to run for switch twenty-five yards away. Passed semaphore stand going from coupling point to switch. Express slowing very little struck branch engine, pushing it and cars back ten or twenty feet. Cars broke loose and ran back. Time was about 10.30. Branch train was due at 10.40, but she was there twenty or twenty-five minutes ahead of time and had been out on main line, and switch opening and shunting was done before her time for arrival. Had put up west semaphore first, then east. Semaphores about twenty-five yards apart with station and freight-house between. About one hundred yards from east semaphore to switch. Arm of west semaphore cannot be seen from station. Rule was that man opening switch should not leave it open without a man in charge. Had witness obeyed this rule and had his train arrived on time accident could not have happened. Rule forbade trains going off branches onto main line without ascertaining that all trains due are past. Had witness obeyed this rule. Accident could not have happened. Semaphore was up on bank not level with track in cutting. Semaphore cannot be seen until train just through bridge.

Frank DeBoo, Sussex, express messenger, saw brakeman give

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## NEWCASTLE LADY PASSES AWAY IN MONCTON HOSPITAL

Mrs. David Dinan Succumbs to Heart Failure, After Undergoing an Operation.

News of the death of Mabel Grace, wife of David Dinan, of the I. R. C., cast a gloom over the town of Newcastle on Monday evening. Mrs. Dinan, who has been in poor health since December last, went to Moncton City Hospital two weeks ago to undergo an operation for an internal trouble. The operation was performed on Wednesday, March 1st and was successful. Later Mrs. Dinan took worse and continued to grow weaker until 8.20 Monday evening, when she passed away. Mrs. Janet Brown of Indian town, sister of the deceased, accompanied her to Moncton and remained until Wednesday, March 8th, being compelled to return home on account of the illness of her daughter. Mr. Dinan remained with his wife until the end. She was conscious till the end. Buried in the city.

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### SISTER GENEVIEVE

DEAD IN ST. JOHN

Sister M. Genevieve, who for twenty-five years has been Superior of the Convent of the Sisters of Charity in Fredericton, died at St. John on Thursday morning, after an illness which extended since September last. Sister Genevieve was a daughter of the late James Burchill, of Bartibogue, and cousin of Hon. John P. Burchill, M. P. P. She was a member of the Sisters of Charity for forty-four years. The funeral will take place at St. John on Saturday.

### Dr. de Van's Female Pills

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