MORRISSY'S FARM SOON CHANGED HANDS

Minister of Public Works Transferred It to Whelan on the Same Day That He Resold It to the Government Farm Board—Many Tory Lawyers Made K. C's.

Fredericton, April 7—Hon. Mr. Murray, in answer to Mr. Pelletier's inquiry, said:

Q. 1—Is the government or any member of it aware if the John Morrissy, who sold a farm in Blackville, Northumberland county, to J. P. Whelan, Jan. 2, 1913, according to the Northumberland county records, and which was transferred by the said Whelan on the same day to the Farm Settlement Board, a member of this house and of the government?

Answer—Yes.

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

Q. 1—What barristers-at-law in the province have been appointed king's counsel since Jan. 1, 1908?

Answer—George W. Fowler, appointed June 5, 1908; called to bar Oct. 29, 1885.

W. A. Ewing, appointed Feb. 16, 1909; called to bar April 24, 1884.

J. B. M. Baxter, appointed Feb. 16, 1909; called to bar Oct. 22, 1891.

Harry F. McLeod, appointed Oct. 28, 1909; called to bar Nov. 19, 1896. (Appointed K. C. and solicitor-general).

R. W. Hewson, appointed Oct. 11, 1911; called to bar Oct. 29, 1885.

Titus J. Carter, appointed Oct. 11, 1911; called to bar Oct. 25, 1888.

Oswald S. Crocket, appointed Oct. 11, 1911; called to bar Oct. 20, 1892.

Arthur R. Slipp, appointed Oct. 11, 1911; called to bar Oct. 19, 1898.

J. King Kelley, appointed Oct. 11, 1911; called to bar Oct. 22, 1891.

J. R. Campbell, appointed Sept. 8, 1913; called to ear Oct. 17, 1889.

George Gilbert, appointed Sept. 8, 1913; called to bar Oct. 17, 1889.

J. C. Hartley, appointed Sept. 8, 1913; called to bar Oct. 17, 1889.

E. A. Reilly, appointed Sept. 8, 1913; called to bar Nov. 22, 1895.

A. W. Bennett, appointed Sept. 8, 1913; called to bar Oct. 27, 1887.

F. H. Grimmer, appointed Sept. 8, 1913; called to bar Oct. 28, 1886.

L. P. D. Tilley, appointed March 26, 1914; called to bar Nov. 8, 1894.

Q. 3—Who recommended each appointee for the honor?

Answer—No record of any outside recommendations for the appointment is kept in the department, but the appointments are usually made in council on the recommendation of the attorney-general.

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

Q. 1—Has Concrete Constructions Ltd. completed their work upon the steel bridges in this province, or will they continue under the same contract next year?

Answer—Concrete Constructions Ltd. finished their work for 1913, and no definite plan has yet been arranged for 1914.

BRIEF SESSIONS OF LOCAL HOUSE

Bills Agreed To—John B. Jones, as Candidate in St John Elections, of No Concern to Government.

Fredericton, N. B., April 8—The house met at 3.55 p.m.

Hon. Mr. Clarke introduced a bill to amend the act relating to the Gloucester county iron deposits, which, on the ground of urgency, was read a second time, also a bill relating to reporting in the supreme and other courts.

Dr. Price gave notice of inquiry regarding the connection of the firm of William Thomson & Co. of St. John with certain unlicensed insurance companies.

Mr. Stewart (Northumberland), said he had been asked to read the following inquiry, of which notice had not been given:

"Is it not an injustice to the taxpayers of St. John to have one John B. Jones, inspector of liquor licenses, a candidate for commissioner."

Hon. Mr. Clarke said it appeared to him that the inquiry was slightly out of order, but if the hon. member would take his personal opinion, it would be that the matter was one entirely for the people of St. John to decide and not the legislature.

The house went into committee, with Mr. Allain in the chair, and agreed to the bill relating to the city of Moncton, with some amendments, one of which was that in the taking of any plebiscite to decide on the site of a new market, the site of the old market should be one of those to be voted on.

The bill relating to the town of Campbellton was also agreed to with amendments.

The house took recess at 6.15.

The house resumed at 10.45 and went into committee, with Mr. Melanson in the chair, and agreed to the bill to amend the act to incorporate the Miramichi Bay Shore Railway Company, and reported progress on the bill to create the Minto police district.

The house again went into committee with Mr. Lockhart in the chair, and agreed to the bill to amend the parish of Lancaster sewerage act 1903 with amendments, and the bill relating to certain payments by the town of Sussex to the municipality of Kings.

The house adjourned at 11.15 o'clock.

WEDDINGS

Mason-Morris.

Montreal, April 6—At the home of Lt. Col. and Mrs. Walter J. Sadler this afternoon the marriage of their sister, Miss Isabel Rosamond Elizabeth Morris, daughter of Mrs. John Morris, to Arthur Wellesley Mason, of St. Andrews by the sea, N. B., son of the late Sir George Mason, of London, England, and Lady Mason, was celebrated, the Rev. Dr. Hanson, of Erskine Presbyterian church, officiating.

Windows should never be washed while the sun is shining on them or they will be clouded and streaked.

CONDENSED NEWS; LOCAL AND GENERAL

Montreal Star: Mrs. Paul Sweeny, who left last week for a visit in Boston, is seriously ill there with pneumonia, and upon her recovery intends to go to Hampton (N. B.)

Vancouver News-Advertiser: Hon. L. P. Farris and Mrs. Farris have returned from Bellingham and are again guests of their son, J. W. deB. Farris and Mrs. Farris in Kitsilano.

Jenkins Bros. are erecting a new barrel stave mill at Cumberland Bay, Queens County. It is being fitted up with modern machinery costing in the vicinity of $2,000.

The public schools in the city and through the province will close for the Easter holidays on Thursday afternoon and will remain closed until the following Wednesday.

The last of the small-pox patients confined in the isolation hospital on the Sandy Point Road, has been released from the institution fully cured. There is not a case of small-pox now in the city.

The writ in the $5,000 slander suit of John H. McCollom, chief of police of Fredericton, against ex-Ald. W. G. Clark was filed last week at the office of the registrar of the supreme court. The case resulted out of some imputations alleged to have been made by the former alderman against the chief's character.

The bill passed by the legislature on Tuesday evening relieving the harbor master of liability in certain cases was sent up by the city council as the result of the difficulty in disposing of the disabled schooner Elihu Burritt, which went ashore in Market slip and finally was bought by the city in order that it might be removed. The new measure provides that the harbor master will have authority to order the removal of any such vessel and if the order is not carried out by the captain or owners that the official will have power to carry out the removal himself, also that the city is not liable for any further damage to the vessel while being removed or by reason of it being placed in a dangerous position after having been moved.

At a meeting of merchants interested in the bay service, in the Board of Trade rooms Wednesday, the application of the Bay of Fundy and Minas Basin S. S. Company for support in the application for an increased subsidy for the Margaretville service was discussed. It was shown that the company had given two more trips last year than called for by the subsidy arrangement and that the cost of operation was increasing.

The committee decided that the service had been satisfactory and that its discontinuance would be a serious loss to the merchants here. Accordingly they decided to support the application and adopted a recommendation to the Board of Trade asking them to lay the matter before the authorities. It is understood that the board will act on the recommendation.

He Wanted to Know.

Mrs. McLubberty—Here's some pills, Murty, thot Mrs. Hogan was afther sindin' over for yez. Che says dhey's aither kill or cure yez.

McLubberty (who is ill)—Begorra, did she say which dhey would do foorst?—Puck.

ITCHY NOSE AND RUNNING EYES CURED IN FIVE MINUTES BY "CATARRHOZONE"

Bronchial Distress and Bad Throat Trouble Relieved at Once

Every day comes news of wonderful cures made by Catarrhozone. Cases are reported and personal testimony is given that proves beyond question the marvelous merit of Catarrhozone.

Bad colds and running eyes it stops in a few minutes.

Irritable throat and dry bronchial coughs are helped in a jiffy—always cured—if Catarrhozone is used as directed.

Chronic Catarrh in the nose and throat, the sort that keeps the breath rank and maintains a vile, sickening discharge—even that type of catarrh yields completely to the power of Catarrhozone.

Just think of it!

Not a drug to take, not an hour to wait for relief—you just simply inhale the pleasant, piney vapor of Catarrhozone and get well quickly.

"What Catarrhozone did for me in one week was simply a miracle," writes Malcolm R. McIntosh from Sydney. "I had a frightful attack of Catarrh. My ears buzzed and my head was full of noises. The end of my nose was red and itchy—on the inside it was sore and encrusted. I had vile dropping from my throat and was very sick. Relief came quick—so I kept up the treatment and was absolutely cured by Catarrhozone."

Nothing else will so effectively and quickly cure you as Catarrhozone. Get the $1.00 outfit; it always does the trick. Small size 50c.; sample trial size 25c., at all dealers.

OBITUARY

Miss Marian B. Snyder.

Apohaqui, N. B., April 6—The new of the death of Miss Marian Burdella Snyder, youngest daughter of Mr. and Mrs. Wm. Snyder, which took place in the Fredericton Hospital, April 4, came as a great shock to friends and relatives in this place.

Miss Snyder was teaching at Burtt's Corner, near Fredericton, and was taken seriously ill only a few days ago, when she was removed to the hospital, blood poisoning being the immediate cause of her death. Her mother, Mrs. Snyder, and her sister, Mrs. John Wall, of St. Stephen, were summoned to her bedside and were with her to the last. Miss Snyder was only eighteen years old, and had just been through Normal school a short time, this being her first year in the teaching profession. She was a particularly clever young lady, and her early passing, with such bright prospects ahead, seems very sad. She leaves to mourn her parents, Mr. and Mrs. Wm. Snyder; two sister, Mrs. John Wall, of St. Stephen, and Miss Delia Snyder, who is a teacher in Cardeau (Sask.)

The funeral took place on the arrival of the C. P. R. on Monday afternoon, service at Church of Ascension, Rev. Scovil Neales officiating; interment in the churchyard.

Mrs. L. M. N. Stevens.

Tuesday, April 7.

On account of the death of Mrs. L. M. N. Stevens, the president of the National Women's Christian Temperance Union, which occurred in Portland, Me., yesterday, Mrs. Debora Knox Livingston was obliged to cancel the remainder of her engagement in St. John and left last night for Portland. This is greatly regretted, as Mrs. Livingston, both on her present and former visit to St. John, created a very strong impression by her public addresses. She gave a talk to the pupils of the High School yesterday afternoon.

It has been suggested by some of those interested in the proposed Scott Act campaign that Mrs. Livingston be asked to return to the city for a series of addresses at a later date.

Referring to the death of Mrs. Stevens a despatch from Portland, Me., says:—

"Mrs. Lillian M. Stevens, president of the National Women's Christian Temperance Union, died today. She had been ill for several weeks with kidney trouble. Mrs. Stevens, who was born in Dover, Me., seventy years ago, continued to the last the temperance work to which she had devoted most of her life. Her mind remained clear and late last week, she was able to dictate correspondence in connection with the duties of her office."

Edna May Wallace.

Tuesday, April 7.

Mr. and Mrs. Wm. Wallace of 46 Guilford street, West End, will have the sympathy of many friends in the death of their little daughter, Edna May, aged nine days. She died on Saturday and was buried in Cedar Hill yesterday afternoon.

George Hill.

Tuesday, April 7.

Announcement of the death of George Hill, formerly of this city, which occurred in Fitchburg, Mass., has been received here. Mr. Hill was formerly an employe of the city of St. John, and during his latter years here resided in Fairville. He removed to Fitchburg about two years ago, and since then his health had been failing. He was about seventy years of age, and is survived by one son, R. K. Hill, of Fitchburg.

Luther Goodspeed.

Fredericton, N. B., April 6—Luther Goodspeed one of the best known farmers of the Nashwaak Valley died at his home in Penniac last night after a lingering illness. He was seventy-eight years of age and leaves two sons, Berton E., at home and Fred G., resident engineer of the Public Works Department in St. John, and one daughter, Mrs. Hanford Dumphy. The late Rev. Dr. Goodspeed was a brother.

William L. Price.

Canterbury, April 6—The funeral of Wm. L. Price, who died at Northampton (N. B.), Saturday, aged 88, took place at Canterbury today. The deceased was one of the oldest settlers in this parish and is survived by four sons, the eldest of whom is John A. Price, postmaster at Canterbury; Geo. W., of Canterbury; Rainsford and Humphrey; also two daughters, Mrs. Gilbert Draper, of Northampton, and Mrs. Robt. Dow. The funeral service was conducted by Rev. Mr. Barton at the Baptist church.

James Corbett.

Jerusalem, N. B., April 6—The death of James Corbett took place at his home, Dunn's Corner, Petersville, Queens Co. (N. B.), on Thursday, April 2, from an attack of heart failure. The deceased gentleman, who had reached the age of 84 years, was born in Queens county but removed to St. John in early life, returning to his native place only a few years ago. There are left to mourn the widow, formerly Miss Dunn; three sons, James G. and George, of Dunn's Corner, and Samuel, of Boston, who came home to attend the funeral; also two brothers, George, of Clones (N. B.), and Samuel, of Montreal. The funeral, which was largely attended, took place on Sunday morning and was conducted by Rev. L. J. Wason, the service being concluded with the rites of the L. O. A. Interment was made in the Presbyterian cemetery at Head Line.

Mrs. Ira D. Francis.

Wednesday, April 8.

Many friends will hear with sincere regret of the death, yesterday, at her late residence, No. 13 Cranston avenue, in this city, of Mrs. Florence Francis, wife of Ira D. Francis, at the age of twenty-eight years. Besides her husband, Mrs. Francis leaves three sons, her father, Samuel Codner, of Somerset street, and two brothers, H. L. Codner, of Cranston avenue, and H. E. Codner, of Millidge avenue.

"Cy" Warman.

Chicago, Ills., April 7—"Cy" Warman, poet and sport story writer, died today, after a long illness. He was stricken with paralysis in a hotel last winter.

"Cy" Warman was known as the "Poet of the Rockies" and was a pioneer in the school of railroad literature. His stories about railroad men were based on personal experiences at Salida, Col., where, in the early eighties he worked as a wiper, a fireman and a locomotive engineer. After a few years of the railroading he became ill and was compelled to seek other employment.

Charles Curry.

Halifax, N. S., April 7—(Special)—F. O. Curry, of Windsor, received a telegram today announcing the death of his eldest son, Charles, in Vancouver. He left Windsor only ten days ago on a trip to the Pacific. He died of acute pneumonia. He leaves his wife and one child. He was well known as a famous long shot hockeyist.

Mrs. Wm. Starkey.

Moncton, N. B., April 7—(Special)—Mrs. Wm. Starkey died this morning at the residence of her son-in-law, W. C. Hunter, manager of the Record Foundry. She was eighty-two years of age and is survived by three daughters—Mrs. W. C. Hunter and Mrs. G. A. Williams of Moncton, and Mrs. C. F. Whitney of Sussex and one son, James, of Moncton.

Mrs. Starkey's husband was bridge inspector of the I. C. R. He died about six years ago. Both were natives of Ireland. On first coming to this country they lived in St. John, where Mr. Starkey was in the ship building industry.

Hon. W. D. R. Cameron.

Halifax, April 7—The death occurred here this afternoon of Hon. W. D. R. Cameron, M. L. C., of Sherbrooke, Guysboro county. He attended to his duties in the executive council up to last Wednesday, when he became ill and was taken to the infirmary.

Mr. Cameron was born at Durham, Pictou county, in 1837. He went to Sherbrooke in 1844, where he permanently settled. He was appointed to the executive council in 1902. He was a Liberal.

The body was sent to Sherbrooke tonight for interment.

Mrs. Freeman A. Spearin.

Thursday, April 9.

Numerous friends in the city were sorry to learn of the death of Mrs. Freeman A. Spearin, which occurred yesterday morning at her home, 19 Hammond street, after an illness of only ten days, from pneumonia. She was a daughter of the late I. Root, a well-known baker of North End, and had many friends there, where she has made her home almost all her life. One daughter, Mrs. C. J. Olney, survives, with two sons, Frank and Freddie, both children at home. Mrs. Spearin was in her 47th year. The funeral will be tomorrow afternoon from 19 Hammond street.

Mrs. Margaret Phillips.

Thursday, April 9.

The death of Mrs. Margaret G. Phillips occurred early yesterday in Cambridge, Mass., where she had made her home for several years. She had been ill only a short time. She was the widow of Captain John Phillips, and formerly resided in St. John. One daughter, Mrs. Thomas Furness, of Gibson, N. B., survives, with one brother, Philip George, and one sister, Mrs. Mary Cunningham, both of this city. The body will be brought here for burial.

Mrs. Catherine M. Taylor.

Thursday, April 9.

The death of Mrs. Catherine M. Taylor, widow of Converse Taylor, in her eighty-first year, occurred yesterday. Mrs. Taylor was of Loyalist descent. Her father, James Reynolds, was born in St. John. She is survived by one brother, George B. Reynolds, of Clarendon street, and one sister, Mrs. Mary A. Fletcher, of King street East. The funeral was held on Thursday from the residence of John M. Jenkins, 247 King street East, the service commencing at 2.30 o'clock.

James Kingston.

James Kingston, a former resident of St. Martins, St. John county, died at Mattapan (Mass.), on Sunday, March 22. He leaves two children—a son, James, who resides on the farm in St. Martins, and a daughter, Mrs. Archy Moore, with whom he lived for some years past at Mattapan. He was 80 years of age.

John Wood.

Thursday, April 9.

News was received yesterday of the death at Reno, Nevada, on April 7, of a former resident, John Wood, who, since the days of the California gold rush, made his home in the West. When a lad he went to the Pacific coast with two companions, S. Z. and W. H. Dickson, and never again came east. He devoted his life to mining and of late years was recognized as an authority in the silver smelting business, filling a responsible position with one of the large smelting concerns operating in Nevada. Mr. Wood was known all over the western mining country and many friends will learn with regret of his death. Few remain of the generation that knew him in New Brunswick. He was never married. Mrs. Charles D. Fowler and Miss Agnes Wood, of this city, are sisters, and James A. Wood, of Cambridge (Mass.), is a brother.

Miss Helen Bustin.

Thursday, April 9.

Miss Helen Bustin, aged 17 years, the eldest child of Mr. and Mrs. Frank Bustin, Lattimer Lake, died very suddenly yesterday morning at the home of her parents. She had been into the city the day previous and had taken her music lesson from her instructor, Miss Frankie, Cliff street, returning home in the evening with her father. During the night she became ill and died in a few hours.

The sad news of her death will be heard with sincere regret by the large number of friends of the family within and around the city. She leaves, besides her parents, three brothers—Allan, Francis and Pearson, and one sister, Vera May. The funeral will take place on Friday afternoon.

Mrs. Amelia Crawford.

Thursday, April 9.

Mrs. Amelia B. Crawford, aged 87, widow of William K. Crawford, a well-known resident of this city, passed away at her home 77 Sewell street, yesterday after a short illness. Mrs. Crawford was the daughter of the late Henry A. Scovil, of Kingston, Kings county, and was a member of St. John's (Stone) church.

Mrs. Isaac G. Day.

Thursday, April 9.

The many friends of Mrs. Eliza Day, wife of Isaac G. Day, of 69 Adelaide street, this city, will hear with much regret of her death, which occurred yesterday at her late home. The late Mrs. Day, who was 53 years of age, was held in high esteem by many residents of St. John and elsewhere. She leaves to mourn their loss, her husband, one daughter, Miss Jennie M. Day, at home; four sons, Martin W., of Bowmanville (Ont.); Leslie M., of Brandon (Man.), and Walter B. and Herbert M., both residing at home; also four brothers and two sisters.

John H. Bagley.

Woodstock, April 8—John H. Bagley, who for twenty years was the driver of the town team, and who less than a week ago, was kicked in the stomach by a horse, died from his injuries at noon. He is survived by a wife, formerly Miss Armstrong of Benton, and seven children, William, Henry, George, Helen and Margaret and two small ones. His parents and two brothers, George and Allie, and four sisters, Mrs. Charles Wright of Houlton, Mrs. Howard McDonald and Mrs. Abner Hamilton and Mrs. Black. He was about 50 years of age.

James H. Goodwin.

The death of James H. Goodwin, a teamster, occurred in Bangor Saturday. The remains were taken to Prince Edward Island, where Mr. Goodwin formerly resided.

David T. Howard.

The friends of Mr. and Mrs. J. W. Howard will regret to hear of the death, at 4 o'clock on Tuesday morning, of their infant son, David Trueman. The funeral will take place today, at 2.30 p. m., from his late home, 213 Rockland road.

Mrs. James S. Lemon.

Thursday, April 9.

The death of Mrs. A. Blanche Lemon, wife of James S. Lemon, engineer for the West Side fire department, occurred last evening at her home, 184 Duke street, West Side, after a brief illness. She was Miss Scribner, of Carleton, and had been a faithful member of St. George's church. Besides her husband one young daughter survives. Mrs. Lemon had a great number of friends who were shocked at the news of her death.

NO MORE CUTTING FOR SORE CORNS

The real corn remedy, the one that always gives results, is Putnam's Corn Extractor, which makes corns and callouses go quickly, and without pain. Goes to the root of the tormentor, absorbs its roots, gives lasting relief, and surely removes corns or callouses, whether just starting or of many year's growth. The name tells the story. Putnam's Painless Corn and Wart Extractor, price 25c.

FLEMMING'S DENIAL IS MADE BY MR. CLARKE

(Continued from page 1.)

examine into the said charges, and to report whether they find the said Honorable James Kidd Flemming guilty of so directing the extortion of said moneys by the said William H. Berry; then what disposition did he make thereof prorogue on that day it was confidently anticipated that it might be reached not later than this evening. With that knowledge, knowledge which he must have had, he gave notice of motion for the day which under ordinary conditions was intended to have been the last day of the session. That would not have mattered much if the charge had been one of ordinary character. There might then have been some excuse for delay in giving it, but considering the seriousness of it, involving the reputation of a public man who has for many years enjoyed the entire confidence and respect of the people, to bring up the motion in the way it had been done was a most unfortunate course to adopt, and one that could not be defended on any ground.

Feeling as he did, and knowing as he did, the connection of the leader of the opposition with the house, he could not come to any other conclusion than that the course that had been adopted was dictated by sources outside the house. The hon. leader of the opposition would thoroughly understand and realize the responsibility he had taken upon himself by making the motion he had. He would realize that it put him in such a position that if the charges could not be sustained he must cease to be a member of the house. He could not understand the charge being brought, but he must assume that the leader of the opposition had either from his own knowledge, or from some outside sources, sufficient proof of the matters charged to justify him in making the motion, but to whom the said sums were paid, as well as the ultimate destination of all of said moneys, and that the said committee have power to call for papers and documents and to summon and examine witnesses under oath, under the provisions of Chapter 5 of the Consolidated Statutes of New Brunswick A. D. 1903; and,

Further resolved: That said committee do proceed with such investigation until they have fully investigated such charges and reported upon the same to this House.

Attorney-General Clarke.

Hon. Mr. Clarke said that he greatly regretted that severe illness prevented Premier Flemming from being present on that occasion to hear for himself the notice of motion which was moved by the leader of the opposition. He was sure that every member of the house would regret the conditions which rendered his presence impossible. He regretted further and more particularly, that the leader of the opposition had seen fit to present his motion at a time in the session when there was no opportunity to give it proper consideration. He (Clarke) was sure that it was in his (Dugal's) knowledge that it was the intention of the government that prorogation should have taken place last Friday if possible, but when it became apparent that it would not be possible to be wished to say that notwithstanding that it was the last day of the session, the government, led by the premier himself against whom these charges had been made, and sustained by every member of the party in the house, was determined that the leader of the opposition should have every opportunity to prove the charges he had made. On that point the whole of the government's supporters were united. Every investigation should be courted. It is proposed not to prorogue today, as was intended, but the house will adjourn and take up consideration of the matter next week.

Further, he desired to say this: that he was authorized by James Kidd Flemming to state boldly and publicly that he denied absolutely every charge contained in the notice of motion, that he did not through the agency of W. H. Berry, chief superintendent of scalers, unlawfully extort from lessees of crown timber lands of the province the sum of $15 per square mile over and above the amount of the bonus paid by them as set forth in the annual report of the crown land debt. There was not one word of truth in that, or in any other charge contained in the resolution, and he would be prepared to show the people the absolute falsity of such charges when the proper tribunal should have been appointed. Behind him he had a body of men who during all the years in which they had known him, and had supported him, had found him to be absolutely straight in every detail. They believe that what they have thought to be true all these years is equally true today, and they would show their belief when the proper time came.

The government welcomed the opportunity for having an investigation. Ever since this government came into power down to 1912 and since then even after the government had been returned with a much larger majority and the confidence of the people so strongly reposed in them, malicious falsehoods had been industriously circulated, and when charges were asked for there were no direct charges made, but really nothing more nor less than base insinuations and innuendoes behind which there could have been no substantial proof. This did not savor of British fair play to which the hon. leader of the opposition in his remarks had referred, but on the other hand was the meanest and most despicable method of political warfare. He was glad, and the government and their supporters were glad, that the leader of the opposition, his supporter in the house, and the men behind him, had at last gotten up sufficient courage to make something in the way of a definite charge, and regardless of the outcome of the investigation which would be made, and which would be of the most thorough and complete character, the government and their supporters in the house and the country will see that the integrity of the party is maintained at the high standard at which it has always been kept, so as to merit such a large degree of confidence of the people of this province.

As he has already said, the government had decided to adjourn the house until next week, and inasmuch as there was not now ample opportunity to take up this matter, he would ask if the hon. leader of the opposition was willing to have his motion go over until next week.

Mr. Dugal said that would be satisfactory to him.

The house went into committee, with Mr. Pinder in the chair, and agreed to the bills to appoint a police magistrate for the city of Moncton, and to enable the trustees of the First Moncton United Baptist church to issue debentures, both with amendments, and also agreed to the bill relating to the town of Marysville.

Valley Bill in Committee.

The house again went into committee, with Mr. Melanson in the chair, and took up the consideration of the bill to provide further aid to the Valley Railway.

Mr. Stewart (Northumberland) said that before the committee took up the consideration of the bill, section by section, he wished to say a few words in regard to the general principle of it. He approached the matter with considerable hesitation, because being a life-long Conservative, he had always done what he could to promote the principles for which it stood, and as the government in power at the present time was also Conservative, it was therefore with considerable reluctance that he took it upon himself to criticise one of their measures. The Valley Railway question had been before the people for a great many years. It had been looked for by the people as likely to provide transportation facilities for which they were greatly in need of. Many schemes had been advanced from time to time and with each one had come renewed hopes of the part of the people that their needs would be attended to.

There had been various suggestions made to provide this road, the last one having been one made by the late government which offered $15,000 a mile guarantee of bonds. Then the next scheme was that advanced by the present government, which gave a guarantee of $25,000 a mile. Every one felt that this was a big thing to undertake, and was placing a heavy responsibility on the province, and it was only the feeling that the people of the Valley had been so long without the railway accommodations to which they were entitled, that made this scheme carry at all. When those of us who do not belong to the Valley questioned the wisdom of placing this responsibility on the province, we were met with the statement that there was an absolute guarantee that the province would be saved harmless. The premier said that the company which was to construct the road was commercially sound. When we asked for proof, we were met by the solemn assurance that it was a very substantial company.

The premier had stated that the company could furnish all the capital it required, and had undertaken to find $2,000 per mile over and above the engineer's estimates of the cost of the road. The premier's opinion at that time was that that was a considerably higher margin than was usually provided, and this would be a perfect safeguard to the province. All these things had been promised—and not one of them had been fulfilled. Now the government was coming to the house again with a bill to provide further aid to the company which was said to be so affluent.

In his speech the other evening in introducing the bill, the premier said that the house would expect to get some substantial reason for this additional aid. The estimated cost of the road was $37,000 per mile, while the actual cost was $36,400, according to the premier. If the road had cost less than the estimate, what was the necessity for finding further funds? The premier says the company's reason is that they had failed to carry out their anticipated financing because of the remarkable financial depression. Mr. Gould had assured the government that his financing had been arranged for on terms that would provide seventy-five cents on the dollar. Had that been carried out it would have produced $1,500,000 more than the estimates needed, and $2,000,000 more than the actual cost. The government felt justified in accepting this assurance, but the serious part of the business is that the money did not come, and Mr. Gould had now asked the government to take the place of the company that had failed to help him out.

He was extremely sorry that the government had not cancelled this contract altogether, and parted company with people that had not kept faith with the province. The government, on the contrary, had decided to give further aid to the extent of $10,000 per mile. He might assume that that $10,000 was to take the place of the $10,000 which Mr. Gould failed to get financed in New York, but if that were the case the bill still left power in hands of Mr. Gould to float his second mortgage bonds to the extent of $10,000 per mile the government was providing Mr. Gould with one half million more than he asked for. How then were the members to go back to their constituents and justify this action. Mr. Gould and his company had been severely criticized in many quarters, and it was charged that they were not building a first class road.

Besides the aid which the province was giving, they were to get $3,000,000 from the federal government towards bridges, the interest on which the first fifteen years would be a gift. It seemed to be a prudent thing for the company to have left the St. John end of the road to the last because that was to be the most expensive. There seemed to be no guarantee that prophecies that had been made that this further guarantee of bonds would be sufficient to complete the road, and the province might see a repetition of the previous experience. It was said that of the $10,000 a mile now about to be guarantee, only $8,000 a mile would allocate to the portion of the road between Centreville and Gagetown so as to leave more money for the more expensive sections at each end. But he noticed that another section of the bill provided an extra $2,000 per mile which would make $10,000 per mile all over the road.

Then as to safeguard, they had the same old story again. They had been told that there was an interest fund of $255,000, which with $1,000 per mile taken from new guarantee, would make an interest fund of nearly $500,000 to be drawn on to pay interest out of. How long would that last was it to be supposed? It was a curious sort of financing on much the same principle as a man who wished to borrow $50, but in order to make sure he would be able to pay interest, borrowed $100 and set one-half of it to one side to pay interest out of. That was the sort of financing the government was doing in connection with this road, and it struck him as being a peculiar sort of a safeguard. By way of additional security the company was to assign to the government fifty-one per cent of its common stock. He would do the premier justice of saying that he didn't refer to that as a safeguard. The company which had put none of its own money into the business was being allowed to keep one-half for its enterprise. The government put up all the money and whether the road, when built, was worth anything or not, the company was given one-half of it. That was a very fair sample of watered stock.

The premier was very optimistic in his remarks in introducing the bill, and while no doubt a good deal of what he had said as to the future of the province, and the rosp picture which he drew of what might be expected in years to come, he (Stewart) felt that he could not follow the premier in the policy which he proposed to carry out. It was based on calculations not to be realized, and which were transparently incorrect. The company didn't carry out its obligations beforehand and their promises were worth nothing now.

The contract should be cancelled and the government should finish the road themselves under men whom they could trust to carry out their directions honestly. He regretted that he would have to break away from the leader of the government on this matter. The province should have the matter in its own hands. It had to put up the whole of the money to build it, and should, therefore, own it outright. In his opinion the government could construct the road for considerable less money than the company were doing and when they had built it it would belong to them

Mr. Swim.

Mr. Swim said that his position was much the same as his colleague, in that he also was a Conservative, and had always done his best for the party. He had known the premier for many years, and had always been very friendly with him, and for ought he knew, was still. He had listened with extreme pleasure to the premier's speech the other evening, and he regretted that he himself was not able to paint so charming a picture. In his speech the premier had said that the house ought to know what Gould's excuse was for his failure to complete his contract, and the premier had attempted to justify the conditions which existed and through which Gould fell down. As far as the road itself was concerned he (Swim) was always opposed to it, not that he didn't want the people to have a railway, but that he felt the province could not afford to foot the bill. He did not happen to be in the house when the matter first came up, or he would have opposed the building of the road from the commencement, but as it was partly built he must take things as he found them.

In his speech the other evening, the premier presented a statement of facts with regard to the railways in the province, not including the Gibson branch, there were twenty-four railways to which the province had contributed in hard cash $8,858,489, which was less than half what the house was now asked to put in this one single railway. The matter was one of the most important with which the house had ever had to deal, and he very much regretted to notice that on so important an occasion two-thirds of the benches of the house were empty. This should not be, as it betokened a very grave lack of interest in the province's welfare.

The committe took recess at 6.40 o'clock.

Mr. Black.

Mr. Black, on the committee resuming, said that during the past ten or twelve months rumors had been persistently circulated by persons who hoped to have the people give them sufficient credence to discredit this government through the Valley Railway project, and following the opening of the house there was a meeting of the members supporting the government, at which a committee was appointed to investigate completely the situation in respect to the railway, and report to the party at a later date. He had the honor, and perhaps he might also say the misfortune, to be the chairman of that committee, and associated with him were four men who stand high in the estimation, not only of the members of this house, but of the people of this country. The extent of the investigation had been limited only by the time at the disposal of the committee, and had been most thorough and complete.

It had been said that this railway was a poor class of road and that the money that should have gone into its construction had been diverted to other channels. The committee investigated that question. They went to the company and they got their statement, and they also got a statement from Mr. Blanchet, the chartered accountant who had audited the books of the company and who found them to be absolutely and perfectly correct with vouchers for all payments made. The committee then got the opinion of experts as to whether the province had got a good and sufficient return for the money spent. They went to J. J. Taylor, dominion government inspecting engineer on the railway, and who was absolutely independent of both the provincial government as well as the railway company. He said that in many respects it was the most economically conducted work he had ever overseen with the overhead expenses remarkably low. The guarantee and subsidy of the province and dominion were, he felt, well represented in the road as already constructed.

T. J. Carter, Messrs. Tilley, Baxter, Grannan, Jones, Lockhart and White also endorsed the further guarantee of $10,000 a mile.

The bill was then taken up section by section and agreed to with some slight amendments.

The house adjourned at 12.15 a. m. until Wednesday next at 8.30 o'clock.