

LOCAL LEGISLATURE.

Not the Intention of the Government to Appoint a Solicitor General at Present Session.

Mr. Shaw Introduced a Number of St. John Bills, Also Presented the Petition in Opposition to Mr. McKewen's Bill.

FREDERICTON, N. B., March 11.—The house met at 3 o'clock, when the cold storage bill was read a third time and passed.

In answer to Mr. Hazen, Hon. Mr. Dunn said the lieutenant governor in council granted license to search for oil and natural gas, under the provisions of 62 Victoria, chapter 9, to the Hon. Allen Ritchie, Ernest Hutchison, Henry C. Reed, W. F. Taylor and Matthew Lodge, dated August 25th, 1898, and the areas comprised the counties of Westmorland, Kent, Albert, Gloucester, Restigouche, Northumberland, Kings, Queens and Sunbury. The surveyor general has from time to time received information as to the operations of the licensees, who, after the granting of the order in council, had a company duly incorporated under the first patent act, under the name of "The New Brunswick Petroleum Company, Limited," October 4th, 1899; that this company commenced operations in Westmorland county and have bored several holes, the first one to a depth of 1,400 feet, which was abandoned; that another hole was bored and oil sand was struck at a distance of between three and four hundred feet from the surface. The company expecting to strike the second oil sand at a greater depth, did not torpedo as was expected, but bored to a depth of some 1,200 feet, and then finding the boring to a greater depth would not be satisfactory, in their opinion, stopped operations and commenced to bore a new hole at about a mile and a half distant from the first sand again, and when struck properly to torpedo, as in their opinion this seemed to be the wiser course, as after striking the first oil sand in the hole before mentioned the oil commenced to ooze to the surface and had been continued to do so. At a meeting of the company held at Moncton lately, the report of the secretary showed that over \$20,000 had already been expended in operations, in boring and in geological surveys of the area licensed. The surveyor general has requested the licensees to furnish him with records of the borings, and these, he is informed, have been regularly kept. But no reports have been furnished as to the deposit of any salt found, or the strength of the salt solution. The surveyor general has been in constant communication with Mr. Goodrich, the geologist mining expert in charge of the operations, and he has been required to make all the examinations as provided for by section 16 of the said act.

In reply to Mr. Hazen, Hon. Mr. Tweedie said it was not the intention of the government to appoint a solicitor general at the present session of the legislature, or in the near future.

Hon. Mr. Lablillois said there was superstructure of the Kingston bridge, Kent Co., and that was by A. B. Peters of the Record Foundry, Moncton; amount of contract, \$30,411.48. There was only one tender for the erection of the superstructure of the Marcellus, York Co. bridge, and that was by J. M. Ruddock of Chatham; amount of contract, \$22,099.00.

In reply to Mr. Hazen, Hon. Mr. Tweedie stated that the total amount of bonds issued for permanent bridges to date was as follows: 54 Vic, chap 3 (public bridges), \$250,000; 54 Vic, chap 3, and 55 Vic, chap 3, Woodstock bridge, \$150,000; 55 Vic, chap 4, international bridges, \$29,000; 59 Vic, chap 3 (steel bridges), \$192,280. Total, \$624,280.

In addition, there were bonds issued for the following: bridges: 35 Vic, chap 13 (1895), St. John Suspension bridge, \$65,000; 38 Vic, chap 13 (1876), Woodstock bridge (old), \$30,000; 37 Vic, chap 8, Meduxnick bridge, \$10,000.

In reply to Mr. Hazen's inquiry as to the amount paid by the province to W. A. Hickman during the past and the current year, Hon. Mr. Dunn said that the amount paid Mr. Hickman for the year which ended Oct. 31st, 1900, was \$5,265.68. The amount paid between the first of November, 1900, and the first of March, 1901, was \$2,430.95, making a total of \$7,696.64. Mr. Dunn gave a detailed account of the items of this expenditure, which included Mr. Hickman's expenses in England, his salary and charges of the work up to the present time had been preliminary. About fifty persons, including children, have already settled in the province as a result of Mr. Hickman's efforts, and he has advised the government that he expects to be able to send to the province early in the coming summer between two and three hundred persons, many of them having considerable capital.

Mr. Eliekman has been very energetic in making known to the people of Great Britain the advantages which New Brunswick presents as a home for immigrants of the better class. His addresses have been fully reported in the leading newspapers. Mr. A. L. Jones of Liverpool says: "Hickman's lecture went off splendidly. I think Mr. Hickman was the best lecturer on colonial subjects that any colony has had in this country, and I should say that it would be well to keep him here till the present emigration season is over, which is just about commencing, which will continue till the month of June."

Hon. Mr. Tweedie introduced a bill to amend the school act 1900. He explained that the object of this bill was to provide for the taxation rendered necessary by the change in the school year, which instead of ending in October, would now end on the 30th of June. The bill authorizes a poll tax of 75 cents up to the 30th of June, and changes the term of the school trustees so they will end at the same date.

Hon. Mr. Tweedie introduced a bill to amend 63 Victoria, chap. 97. Its object is to enable the Diocesan Synod to grant \$1,000 of the Madras school fund to the school at Shediac, which was formerly a Madras school.

In reply to Mr. Hazen's inquiry as to the items making up the expenditure on accounts of the bridge investigation, Hon. Mr. Tweedie presents the following statement:

H. M. Eastman, copying documents, \$4; R. M. Roy, witness, fees and expenses, \$20.33; Geo. F. Swain, witness fees and expenses, \$22.87; W. B. Brown, witness fees and expenses, \$102.94; J. D. Hazen, telegraphing, \$17.06; H. C. Rutter, attendance, \$15; Chairman, telegraphing, \$11; Edmund Lockhart, witness, \$20; Thomas Sefton, witness, \$20; J. M. Arnold, fiscal year 1901—Hon. W. Pugsley, witness, \$20.35; A. E. Peters, witness, \$20.35; J. M. Ruddock, witness, \$196.25; W. L. Arnold, fiscal year 1901—Hon. W. Pugsley, witness, \$20.35; Miss Mowat, stenographer, \$520; G. H. Flewelling, secretary to committee, \$102.94; Edmund Ruddock, witness, \$35.75; Miss G. McDonald, 3 copies of evidence, \$30.00; Amount paid on above, \$250; total, \$2,374.72. Amount reported by committee, \$2,425.32. Amount paid above, \$2,374.72. Short paid Miss McDonald, \$53.60. Additional payments—Hon. W. Pugsley, counsel, \$11.00; Telegraph Publishing Co., printing, \$250; T. E. Winslow, services, etc., \$150. Total, \$1,520.

Amount paid in 1900, \$3,847.72. Amount paid in fiscal year 1901—Hon. W. Pugsley, counsel, \$425; Dr. A. A. Stockton, counsel, \$90.15; total, \$1,236.10. Grand total, \$3,220.32.

Hon. Mr. Tweedie moved, seconded by Mr. Hazen, that the time for the reception of private bills be extended for ten days from date—Carried.

Hon. Mr. Tweedie said that Edwin C. MacCreath, of the MacDonald manual training school, desired that the school be in operation at the Normal school. He suggested that they visit it tomorrow at ten o'clock.

Hon. Mr. Pugsley presented the petition of W. B. McKay and the other fire wardens of Sussex, praying that a bill to amend the act to provide increased fire protection for the village of Sussex may pass and become law. The bill authorizes the fire wardens to issue \$25,000 worth of debentures for the purpose of obtaining a water supply for that place. It provides for the expropriation of private property and gives them other necessary powers for carrying out that object.

Mr. Hazen called the attention of the chief commissioner of public works to the state of the Oromocto bridge which had become broken and unfit for traffic. He expressed the opinion that it would be a waste of money to repair it. A new bridge was needed.

Hon. Mr. Lablillois replied that on Friday on receiving word of the condition of the bridge, he had sent Mr. Haines to examine it and report. Steps will be taken to make it safe, and he will depend on the report of Mr. Haines.

The bill to provide for the development of the coal areas in the counties of Queens and Sunbury was further discussed by Mr. Tweedie, who said the bill by striking out the word "Penitentiary" making the limit of the railway and fixing the limit of consideration in committee. Hon. Mr. Tweedie amended the first section of the government guarantee to the road at \$250,000.

Mr. Hazen asked if the company would be entitled to the provincial subsidies.

Hon. Mr. Tweedie replied that they would, but the subsidy had expired and would have to be renewed.

Mr. Hazen expressed the opinion that the arrangement limiting the company to a fixed sum was better than a percentage.

The blank in section 11 was filled with the names of the provincial secretary and attorney general, who shall be ex-officio members of the board of directors. A new section was added expropriating streets and railways from the taxation imposed by the bill.

Mr. Burns said he did not see how railways having no net earnings could pay any taxes.

Hon. Mr. Tweedie said they could escape taxation by using provincial coal.

The bill was agreed to and reported with the understanding that it may be recommitted in case certain parties who are opposed to some of its features wished to be heard against it.

Hon. C. H. Lablillois, \$350.00. This amount appears on page 51 of the public works report in an item of \$1,445.55, under the heading of travelling expenses.

Mr. Fleming gave notice of an inquiry with reference to the Bel River bridge, which was destroyed by fire a few years ago.

Mr. Fleming gave notice of inquiry in regard to the Hartland bridge and the Upper Carlisle bridge.

The following items are to be added to make up that amount: J. B. Edwards, \$50, for teams used by engineers in examining bridges in the counties of York, Sunbury and Queens; Blackall's estate, St. John, \$6.30; A. R. Wetmore, \$1, and T. B. Winslow, \$35.

Mr. Hazen gave notice of inquiry in regard to the Salisbury steel bridge, the Three Brooks bridge, the Jones Brook bridge, Wiggin Cove bridge, the McNamara bridge, the Fowler bridge, the Cochran bridge, the Long's Creek bridge, the Geary bridge, Brown's bridge, the Lowery bridge and Lower Wickham highway viaduct.

The house adjourned at 4 o'clock. FREDERICTON, N. B., March 13.—The house met at 3 o'clock.

Mr. Ryan presented the petition of A. L. Wright and others praying that the bill to incorporate the Coverdale Log Driving Company may pass.

Mr. Young introduced a bill to authorize the municipality of Gloucester to issue \$12,000 of debentures to complete the new county buildings.

Mr. Dunn introduced a bill to amend the act authorizing St. John to supply water to the inhabitants of Lancaster.

Mr. Copp introduced a bill to legalize a certain meeting of the municipal council of Westmorland.

Hon. Mr. Hill stated that the premier and attorney general had been detained by a railway accident and could not arrive until the evening. The house accordingly separated until eight o'clock.

The speaker did not take the chair until 9:30 o'clock owing to the absence of premier and attorney general, and adjourned without doing any business.

N. B. UNIVERSITY

An Appeal to the Government for Financial Assistance.

Essence of the Address of Judge Barker and Judge Mead to the Members of the Legislature.

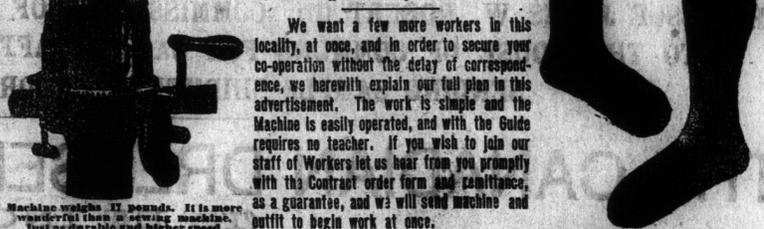
In the remarks made by Judge Barker before the members of the house of assembly in support of an application made to the government by the University Senate for financial assistance, he made some references worthy of more special attention than was given them in the usual legislative report for the day. He pointed out the fact that the university was a provincial institution, entirely non-denominational in its character, and in reality a part of the educational equipment of the province. The lieutenant governor of the province is ex-officio visitor, the chief superintendent of education is ex-officio a member of the senate, and of the remaining eleven members of that body eight are appointed by the government, two by the Associated Ministers and one by the Teachers' Institute. In this way the government retains complete control over the management and policy of the university. It is therefore proper that the province should assist in the support and extension of an institution equipped and designed for provincial purposes. At the present time the university has (105) one hundred and five students in attendance, of whom twenty-three (23) are young women. Of these there are 24 members of the Church of England, 21 Presbyterians, 21 Methodists, 13 Baptists, 14 Free Baptists and 7 Roman Catholics. Of these York county contributes 35; St. John, 16; Kings, 13; Carleton, 10; Westmorland, 5; Northumberland, 4; Restigouche, 4; Charlottetown, 1; Albert, 3; Kent, 2; Victoria, 2, and there is one student from Arctostok in Maine. There are 20 students in civil engineering and 64 students in classes which will be accommodated in the new engineering building.

The increasing number of students and the demand made by many of them for instruction in what may be considered the more practical kind of work, such as engineering in its various branches, brought forcibly to the notice of the senate how entirely inadequate were the means at their disposal either for the accommodation of additional students or the establishment of classes in engineering which could carry on their work advantageously. If, therefore, the university was to supply the demands made upon it by the young men and women of the province, the construction of a new building seemed an essential requisite for the purpose. Prof. Dixon and others took the matter in hand and the students and graduates of the university became interested in the project. The sum subscribed by them for this purpose amounts to \$7,000, of which \$4,579.95 have been actually paid. A considerable proportion of the balance is not immediately available, as in some cases the payment of subscriptions was extended over a long period. The senate, in addition to this sum, came into the use of the fund secured to the university by the act of last year from the funds of the Madras board. This sum amounted to \$1,109.68. The total cost of the new engineering building, which is practically completed, and some additional furniture required to equip it, is estimated at about \$22,388.

In addition to the balance required to pay for the new building, a sum of \$2,500 is necessary for improvements on the old one. It requires to be modernized in many ways, more especially in the sanitary arrangements, in order to provide necessary students the comforts and conveniences of an up-to-date institution. It is proposed to introduce water in the building from a reservoir to be built for the purpose, to change the system of heating, to provide necessary baths and make such other changes as will render the building in every way convenient and comfortable.

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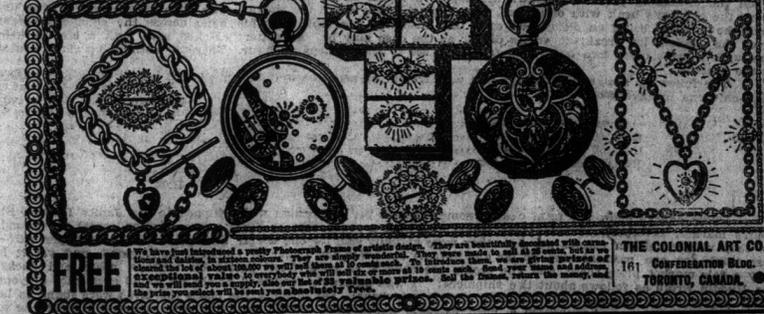
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BRITISH NAVAL PROGRAMME.

LONDON, March 12.—The British naval estimates for 1901-02 amount to £20,975,500, an increase of over £2,000,000, chiefly for ship building. There is an increase of 3,745 in the number of officers and men.

The new ship building programme provides for three battleships, six armoured cruisers, two third-class cruisers, ten torpedo boat destroyers, five torpedo boats, two sloops of war and five submarine boats. On some of these vessels work was begun in 1900. All the ships will be in course of construction this year.

WOMAN

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can trade. Depot Harport on the great lakes requires attention. It is the Booth system and it stands from Montreal, of extensive French River, from Chocolate Bay, the district of P. R. to Montreal so as to make it 230 miles the three routes to Mr. Tarte has in view, or he is erecting large of hundreds of thousands, and on these large ere erected. At no preceding Mr. Tarte's the Booths received distance, and their surveying Southern Railway is personal application, works department in Booth's reduction of a grain, from the lakes a figure slightly below decided to give him ment in future.

with a mammoth funnel with extensive piers on being constructed. Albor is extremely rocky, department proposes as to enable vessels of enter. Ships of this aggressive during the years, and have been dian grain for the Burfith provision for their Colborne, this condition is not only expected to is hoped that the ed in favor of Canada. is to employ the large as Pert Colborne and r cargoes transhipped to which will convey the to Montreal. It is the coat of trans- improvements are not exceed two cents

as said about Montreal province routes. Mr. Tarte Canadian winter ports, to say anything to justify in the latter direction, that the policy of the go-Canadian ports for Cana- Mr. Tarte says so, it is the rest of the govern- to fall in line. They are barely done so yet, for is not able to guarantee egues had concurred in a did say that there was they would acquiesce to night suggest.

er of public works is, unless Canada at once re- importance of being in the United States routes will suffer seriously. The board of trade in strik- and even Portland. opinion, was sufficient to interest of Canadians in some sudden change of part of the United States ch would be disastrous grand Trunk, he observ- policy dictated by Amer- but that policy must felt that it would cease took advantage of their

insurance must enter the question of successful. It has been stated companies that for every received for insurance in cases shipping they lost. The absurdity of this was demonstrated by Mr. Thers. It was urged that useful in transportation, atoms and a Canadian absolutely necessary. With stages, first class grain ants at the sea board on the great lakes, and portation from the inter- dian ocean ports, it is the question of succe- sion will have been set-

to note that all these formed the basis of the policy since parliament after day the govern- urged to take steps to some to appreciate the arguments. Conservatives, are in favor of anything due commerce to come did look as if their action will be crowned with

J. D. McKENNA.

Children Cry for CASTORIA.

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