TWEEDDALE IS FORCED TO RENDER MEANINGLESS TACTLESS RESOLUTION

Continued from page 1.

the basis of a rental of 40 per cent. of the gross earnings, the provincial government would not hesitate to introduce legislation to guarantee bonds of the road to the extent of $25,000 per mile; and

Whereas, Sir Wilfrid Laurier, Prime Minister of Canada, after hearing the representations of the delegation which went to Ottawa to present the claims of the people of the St. John valley, which were so well supported by the New Brunswick representatives at Ottawa, and after taking the matter into consideration with the members of his cabinet, has written to Mr. F. B. Carvell, the member for Carleton, a letter promising in unequivocal language to make the said proposed railway from Grand Falls to St. John a part of the I. C. R. system and to pay a rental of 40 per cent. of the gross earnings thereof, thereby complying with the request of the delegation;

Be it therefore resolved that the legislative assembly endorses the proposition that the interests of those living along the valley of the St. John, and the people as a whole, will be best served by the operation of the proposed road by the Dominion government as a part of the Intercolonial.

Mr. Upham said that he had so recently expressed his views on the question in the house he would add nothing more except that he favored the guarantee of bonds by the Provincial Government subject to the operation of the road by the I. R. C.

Mr. Slipp.

Mr. Slipp said he spoke as one who had taken much interest in the matter personally, and as representing a county to which the project was of main importance. In common with a majority of the members of the House and of the people generally, including many good Liberals, who felt the want of the road, he congratulated the hon. gentlemen in withdrawing the latter part of his resolution, for it was objectionable from a party standpoint to many Liberals who were disposed give full credit to the Provincial Government for their action in the matter. He was surprised at the terms of the original resolution. The language reminded him very much of a certain smooth tongued gentleman, who formerly occupied a seat adjoining where he was then sitting, but who had now removed to another sphere. The resolution was very inconsistent, coming as it did from a gentleman, who although he had been in the House some years, had never on any previous occasion raised his voice in support of any such project until it was initiated by the present administration. The hon. gentleman had acted as a kind of chloroform artist, with regard to the Porter resolution which was moved and withdrawn at the Emmerson convention at St. John in December, 1906. That resolution did nothing less than strongly advocate the construction of the G. T. P. down the St. John river valley and the hon. gentleman did his best to throttle it and succeeded.

In a speech in 1907 Mr. Tweeddale said he was surprised that such a resolution had ever been brought forward, because of the prestige and influence of Mr. Carvell in federal parliament which enabled him to express to that government the desirability of a reservey of the road with the object of bringing it down the valley.

The Scent Changed.

The scent had now changed, and after taking no part at that important time, the member for Victoria, after speech from the throne had indicated in a satisfactory way that the project was to be dealt with in a businesslike manner by the government. He had brought up this resolution, out of kindness probably to Mr. Pugsley he failed to draw attention to the difference in the conditions under his bill in 1907, and the conditions now imposed by the federal government. Mr. Pugsley then, with only a telegram to back up what he said, stated that what he had was a definite proposal; yet he had criticised the proposal which had been made by a delegation at Ottawa a year ago, when that delegtion included the provincial secretary as a representative of this government as not definite. That telegram of 1907 had been one from Mr. D. D. Mann and was "Would suggest you take legislative authority to make arrangements guaranteeing our bonds not to exceed $15,000 per mile. Will promise to have matter thoroughly investigated by our engineers and will enter into contract providing we find route satisfactory from engineers and traffic standpoint."

Mr. Pugsley had said that that was a definite proposition, yet now with the approval of the hon. member for Victoria he held that the proposition which had been made by the leader of this government was not definite. Surely Mr. Pugsley's idea of what was "definite" was very liberal in 1907 compared with last April.

Mr. Pugsley's Bill.

Mr. Pugsley, when leading the government in 1907 had introduced a bill which made no reference to the grade and provided for only a 67 pound rail. He had then had a friendly government sitting at Ottawa which should have made it much easier to carry along the project but he now endeavors to impose onerous conditions to block the project. Mr. Pugsley had in 1907 insisted that there would be no guarantee of bonds from the provincial government unless that of the Canadian Northern Railway preceeded that of the province. Mr. Pugsley was reported as saying during the session of 1907, that the guarantee of bonds proposed in his bill was furnishing "liberal aid and assistance so large that it will secure the early construction of the line," yet in the same speech he said it would be the duty of the House to see that bonds are guaranteed by the Canadian Northern Railway and that the province would not stand to lose a dollar.

No Liability.

The difference was that Mr. Pugsley under the proposition assumed absolutely no liability and his bill was only an election dodge. The proposition which Premier Hazen had made was not confined to the action of any concern of such financial strength as McKenzie and Mann. The Hazen government had offered to take the responsibility.

The offer that Hon. Mr. Hazen had made so readily in reply to the request of a delegation at the last session was far beyond anything ever offered by any government previously for assistance in the building of the railway. Mr. Tweeddale had referred more than once in his speech to the great anxiety of Mr. Pugsley for having this project successfully carried out, and a search of records showed that Mr. Pugsley had been first heard from on the subject about eight or ten years ago. When in Kings county he issued an indefinite letter to the electors, when he was seeking election at a bye election, saying that he had looked forward to the time when there would be a railway up the valley, and intended to urge upon his colleagues that this work be undertaken in the near future, and pushed forward as rapidly as the finances of the country would warrant. Nothing more was heard from the new minister of public works in the way of stirring up his colleagues to the necessity of the railway until the session of 1907 when on the discussion of an auto bill at the suggestion of Mr. Hazen, the Valley Railway was taken up and within forty-eight hours Mr. Pugsley came before the legislature with the Mann telegram. Hon. Mr. Hill, at that time a supporter of Mr. Pugsley, said that Mr. Pugsley's proposition was "founded on two telegrams and a lot of ifs."

Mr. Hazen Alone.

The record showed that the present premier was the only man who did anything in the House or through the usual channels to bring about the building of the road. In the seventeen years that Hon. Mr. Farris had been a representative of Queens for some years as a cabinet minister, he had never risen nor done anything to bring about a successful conclusion of the project. Mr. Carpenter, the other then representative, had never urged his party to do anything, except on one occasion when he drew attention to the fact that Mr. Hazen had made some very strong remarks about the proposed Valley Railway, and he (Carpenter) expected that within a few years he would only have to drive three or four, instead of twenty-five miles to a station. This had been his only mention of the question in his eleven years in the House.

It was the opinion of many people, including Liberals, that the conditions now insisted upon by the federal government were onerous and discouraging and were evidence on the part of Mr. Pugsley and Mr. Carvell that they did not desire to facilitate the building of the railway.

Mr. Tweeddale in taking out the last paragraph had taken out prime reason for offering the resolution, and had taken an improper course in bringing it up, when the speech from the throne forcasted legislation to assist in the building of the railway.

A Great Handicap.

The lack of transportation facilities had proved a great handicap to the people of the St. John River Valley, and while portions of it were the oldest settled parts of the province and inhabitants had been energetic and of fine stock, the country had retrograded in the last sixty years and the lack of transportation facilities had caused many young men to leave. The climatic, social and other conditions of the St. John Valley were not surpassed in any other part of this Dominion, or in the other countries which he had visited and an era of great development would undoubtedly follow the building of the railway. The fruit lands of the St. John Valley were without equal, and fruit growers had received encouragement from the present commissioner for agriculture, that had not been equalled in years. Agriculturists and fruit growers were looking forward more hopefully than in the past, and fruit growers would extend their orchards and feel they were able to compete more successfully in markets when the Vally Railway was constructed and they were given transportation facilities.

He had every confidence in the present government to bring about the construction of the railway and in view of the fact that the resolution moved by the member for Victoria was not calculated to advance the project in its present stage, and could not meet with the approval of the House he would move the following amendment:

The Amendment.

Resolved that all the preamble and resolution after the words "province as a whole," at the end of the first paragraph in the preamble be struck out, and the following substituted in lieu thereof:

"Whereas as the Legislature of New Brunswick passed an act at the session of 1907 whereby aid was proposed to the construction of a road along the valley of the St. John river, by a provincial guarantee of $15,000 a mile, the Hon. Wm. Pugsley then attorney general of New Brunswick announcing that "this is liberal aid and the assistance is so large that it will secure the early construction of the road."

"And whereas the late Government resigned office without having accomplished anything towards the construction of this railway, and the present administration was obliged to take the matter up anew.

"And where the Hon. J. D. Hazen, Premier of this province, in the month of April, 1909, received a delegation of residents of the river counties and announced that if the Government of Canada would agree to operate the valley railway as a branch of the Intercolonial Railway of Canada, on a basis of a rental of 40 per cent. of the gross earnings to be paid to the province, the Provincial Government would guarantee to the amount of $25,000 per mile the bonds of a company undertaking to construct a line, the rental received to be applied towards paying of interest on bonds thus guaranteed at a rate of 4 per cent.

"And whereas this proposition was immediately communicated by the delegation to Sir Wilfrid Laurier, Prime Minister of Canada, who promised an early answer to what he pronounced to be a definite proposal from the Government of the province.

"And whereas this Legislature is not aware that such answer as promised has been given to the delegation or to the St. John Valley Railway Company or to the provincial administration.

And whereas reports have appeared in the press that at a recent meeting in Woodstock, F. B. Carvell, Esq., M. P., read a letter said to have been addressed to himself by Sir Wilfrid Laurier stating that the Federal Government would operate the proposed valley railway on a 40 per cent. basis provided the road was constructed and equipped according to a very high standard as set forth in a letter written some time previously by Hon. Wm. Pugsley to the president of the St. John Valley Railway Co.

"And whereas such communications, however interesting they may be in themselves, cannot be regarded as binding or official proposition, or as offering any safe basis for action by the provincial government.

"Therefore resolved, that this legislature will be glad to learn that a definite and authoritative reply has been received from the federal administration by the provincial government or someone who has authority and is responsible in the promises, so that the matter may proceed with all possible expedition, and that this legislature is strongly impressed with the urgency of the case, and is determined to do all that is possible to satisfy the reasonable demands of the people interested, and is confident that the administration is dealing in this matter in the best interests of all concerned, and endorses the course so far pursued by the leader of the government.

"And further resolved, that as the speech of his honor, the Lieutenant Governor, at the opening of the present session of the legislature announced that a bill would be introduced by the government at the present session in aid of the construction of a railway along the valley of the St. John river, which it was hoped would lead to the construction of that long desired and desirable public work at an early date. It is not in public interest or in interest of proposed work that this legislature should express any opinion as to the best means to be adopted for construction of proposed work until such bill has been brought before this House for consideration."

Mr. Munro.

Mr. Munro in seconding the amendment, said that the project was one in which he personally and also his constituents were much interested. He agreed to the preamble of the resolution that the railway was long needed and had been mooted for many years past. At last session Premier Hazen gave the delegation that waited upon the Government a definite proposition for the building of the road, which was conditional only on arrangements being made with the Federal Government. The delegation were told to find out if the Federal Government would agree, but up to this time no direct reply had been received.

He believed that the case was well summed up in the resolution that had passed the Woodstock Board of Trade at a recent meeting, which earnestly requested the Federal Governmnt to communicate their answer to the Provincial Government or to the company. That Board of Trade was composed of both Liberals and Conservatives.

This was not the first time this had been urged. It has been done for months at Woodstock. It was recognized that the guaranteeing of bonds meant the pledging of the credit of the Provincial Government to a large extent.

He thought parties to the contract might arrange as to the standard. The conditions imposed by the Federal Government asked for a standard equal to that of the G. T. P., the highest standard of any railway in Canada.

Hon. Mr. McLeod—Even better.

To Defeat Project.

Mr. Munro said that statement was true, and conditions were not being imposed with intention of assisting in the building of the road but with deliberate intention of defeating the project. When the late Government had been in power for so many years there had been nothing done to assist this project until 1907 and then, it was on the eve of an election.

Mr. Pugsley had then said that the cost of the G. T. P. down the valley would be $44,000 per mile, and the cost of a railway such as his bill proposed for the valley would be $30,000 per mile. Let today he asked the Provincial Government to build a railway up to the standard of the G. T. P. and claimed that it could be done on a guarantee of bonds at $25,000 per mile and the double subsidy of $6400 per mile, or a rate of $31,000 per mile. His arguments did not hold good, and if he was sincere he was not arguing on lines that would bear out his assertions.

The need of the railway was apparent, and as to its financial yield through operation, it might be said that it would go through one of the most thickly settled districts of the province, there being perhaps double the population on the valley route compared with that traversed by Canada Eastern. That should be a guarantee that it was going through a country where it was needed and would be used, and its building would, he believed increase the population of that section of the province very largely in a few years. The amendment he felt met the situation very clearly.

A Competitive Line.

The railway should be a competitive line when built. In Carleton county they had now the C. P. R., giving transportation and shipping facilities, but the shippers felt that the facilities were not what they ought to have. The freight charges had advanced and now bear heavily on industries in the town of Woodstock. The people therefore felt that there should be a competitive line. There was no politics in this phase of the question. He was assured that the legislation which would be introduced would meet with a favorable reception, that it would have the approval of the House, and give to the people of the province a railway which was much needed and with competitive rates. The cry of Woodstock for a competitive line was not selfish, it was simply a cry for preservation and protection and when the legislation was passed he felt that it would be guarded with provisions so as to assure a competitive line. He believed that the premier and government wanted to see the railway built and if the federal government would only communicate direct, so there would be something to work on, there would be no delay in the matter of this legislation.

Mr. Burchill.

Mr. Burchill said he did not know whether his remarks would meet with approval, or whether he would get as much applause when he sat down as when he stood up, but he was present to state his honest views. He had been willing to wait to give his views on the subject under discussion when the government's proposition was brought down and he felt that the wishes of the promoters of this resolution might have been as well served if they had waited until that time. But the placing of this resolution before the House made it necessary for him to state his views. He had always disapproved of guaranteeing bonds of railways. The period of building railways in this province had almost reached it limit. Much public money had been put into railways in this province and not always were the railways in the place where they would do most good and some were built for political reasons. Both Provincial and Dominion governments had been indulging in by play. There had been too much politics in the question for the public good, and if they would sink party politics some good would perhaps result.

The Narrow Gauge Road.

The province's first experience in assisting the building of a railway was when they gave ten thousand acres of timber lands per mile for the building of what was known as the Narrow Gauge Railway. It was the biggest mistake of all. No doubt those who then controlled the destinies of the province thought they were doing what was right, but probably if they were now living they would agree that they had make a great mistake.

The next policy was subsidizing railways at a larger amount of money per mile; up to the present $2,750,000 had been given in railway subsidies. This money had not all been given with the best judgment. Sometimes the railways were not where they would give the best service and very often they were built for political reasons. Evidence of this was that rails of one road were now being taken up and shipped to the United States for junk.

Mr. Slipp and Mr. Munro had both described the country through which this railway would pass as unexcelled and he asked if anybody ever heard of a proposition to build a railway when it was not to go through the best country in the world. All remembered the rosy language with which the now federal minister of public works painted the propositions he brought forth in this House. Always when a railway was wanted it was stated it would go through the best section of the province, that its building would result in extending fruit growing and assisting the agricultural interests but he was sorry that these predictions had not always turned out as prophesied.

The Last Policy.

The last policy in assisting the building of railways had been in guaranteeing bonds for a large amount per mile. He was in the House when the first bill of that kind was brought down, but finally there was so much opposition to it in the government caucus that it was withdrawn. The now leader of the government then remarked at that time in the House that in entering on such a policy no one would see the result. The province did enter into the policy later, however.

No one saw the result and now one result therefrom was that the government would bring in a bill guaranteeing the bonds of a railway on the St. John valley to the extent of $25,000 per mile. The result is that the province will have to assume a liability of five million dollars. Although not in the House when the policy was adopted he was strongly opposed to it. Several very strong speeches were made against it by the then opposition members, and also Mr. Hill, and he merely recalled these facts to show what the hon. gentlemen opposite thought of the matter at the time. He himself thought that the policy of the government was wrong. It might be all very well to say the province would not be called upon to pay. That might or might not be so but the liability remained as soon as the guarantee was given.

With all the requirements of the province at the present time in the way of roads, bridges, education pensions and other services and in view of the limited revenue of the province and its inelastic nature it would be a very wrong and dangerous thing to undertake a liability of five millions and add it to the public debt. He did not take that view with the idea of discriminating against the district affected but from the standpoint of the province at large which was not in a position to stand the outlay.

Information Lacking.

The House had absolutely no information before it as to the length of road, cost, probable freight or anything else yet the members were asked to assume responsibility for some five millions on account of it. The only information the House has so far was that given by the gentleman who was now surveyor general, who when the matter was before the House in 1907 said the earnings would not be sufficient to pay for axle grease. His own opinion was that unless the road was connected with a trunk line it would not pay and if it was connected with a trunk road such road would not use the valley route instead of its own. Even if he stood alone in the matter he must place himself on record as being strongly opposed to the proposal. There must be a limit to the provincial liability and that limit might as well be drawn now as at any other time.

There were other branch lines badly needed in other parts of the province and if the resolution was adopted the construction of such roads would be impossible for all time. He moved as an amendment 'that all the words after the third preamble be stricken out and the following inserted: "Therefore resolved that while this legislature sympathizes with the people living along the valley of the St. John River, in their desire to receive railway facilities, yet in view of the financal resources and present obligations of the province and in the absence of definite information regarding the proposed road it is not desirable nor in the interests of the province at large that bonds should be guaranteed to this extent without the question being first submitted to the people."

Too Much Politics.

Mr. Currie in seconding Mr. Burchill's amendment said there was too much politics in the matter when it came to adding five million of dollars to the public debt. He remembered Mr. Hazen's speech at Bathurst in 1908 when he said the province was then owing $8,800,000 which included the $1,960,000 for the valley railway under Mr. Pugsley's scheme. Since then some $390,000 had been added for the railway to the Drummond mines and now they were asked to put another $5,000,000 on it for the valley railway which would make the public debt something like $16,000,000

The House then took recess until 8 p. m.

Resuming Mr. Currie said the time has arrived when the province should stop building railways. He remembered the discussion on the Intercolonial Railway and the attitude of some members of the present Government to it and it was remarkable the change of views they had undergone. Now the president of the council referring at the time to some remarks of Mr. Hill on that road describing it as a wildcat scheme, said the first wildcat was upon them and the whole horde would be with them soon. In his (Currie's) opinion the biggest wildcat of the lot was this valley scheme. He felt strongly the province had reached the limit in its expenditure and members should stand on their independence and not blindly follow their leaders.

Amendment Put.

The Speaker then proceeded to put Mr. Burchill's amendment as an amendment to the amendment moved by Mr. Slipp, when Mr. Burchill objected pointing out that his amendment was to the original resolution and not to Mr. Slipp's amendment which he had not heard.

The Speaker said that under these circumstances Mr. Slipp's amendment must be put first, the yeas and nays were being called, when Mr. Burchill said he would change his amendment to make it an amendment to Mr. Slipp's amendment, but the Speaker ruled that this could only be done with the unanimous consent of the House.

Mr. Copp rose to object on the ground that Mr. Slipp's motion had already been put to the House and they must have some regard to the rules of order.

Hon. Mr. Hazen said that Mr. Burchell's amendment was made under a misapprehension and he thought hon. members opposite should not persist in their objection to its being altered.

Mr. Copp persisted in his objection and Mr. Speaker ruled Mr. Burchill's amendment out except as originally put, if there were any objections.

Mr. Slipp's amendment was then put and on a vote being taken 27 were for it and 14 against it as follows: Yeas, Messrs. Hazen, Flemming, Grimmer, Morrissy, Landry, McLeod, Maxwell, Murray, Dixon, Woods, Slipp, Hartt, Taylor, Jones, Munro, Sproule, Pinder, Young, Robison, Glasier, Prescott, Wilson, MacLatchlin, Allain, Cyr, Bourque and Hatheway. Nays — Messrs. Currie, Labillois, Robinson, Copp, Sweeney, Tweeddale, Burgess, Bentley, Legere, Lowell, Sormany, Leger (Glou.), Upham and Burchill.

Hon. Mr. Flemming submitted the annual report of the Hotel Dieu Tracadie. Mr. Sweeney asked for leave of absence for Mr. Byrne till Friday.

The house adjourned at 8.40 p. m.

WEAVING THE WEB ABOUT PRETY SCHOOL TEACHER

Trial of Sophia Kretchman Goes On at Waterbury---Damaging Evidence Introduced.

Jury Told She Returned Again and Again to Finish Her Victim With Knives and Revolvers.

SOPHIE KRITCHMAN, FROM A PHOTOGRAPH TAKEN IN THE COURT ROOM AT WATERBURY, CONN.

Waterbury, Mar. 2.—The trial of Sophie Kritchman and Joe Mitchell for the murder of Bronislow Kalvinskas in Union City, September 17, last will be resumed in New Haven tomorrow. Today the state proceeded rapidly along the line of evidence begun yesterday presenting several witnesses who told of seeing Sophie Kritchman going towards the woods. Victoria Dalton aged 11, who testified that she went with Sophie to the woods on the night of September 17 was the chief witness of the day.

The authorities say Sophie Kritchman clew Bronislow Kalminskas, who loved her, bloodily and without mercy returning again to where he lay dying to stone him and slash him with knives, after having carefully planned the deed, and that her hand was nerved, not by jealousy or revenge, but for the sordid sake of money—a scant $200 Kalvinskas had saved for the wedding.

Now she is on trial for her life before the superior court here.

All day she sits at the trial table clad in a schoolgirl frock of blue that barely reaches to her shoe tops. Her frailty has scarcely semed to justify the two brawny deputies who walk, one on each side of her, into the court room day after day.

She seems a gentle girl, full of tears and soft sighs, not a fiend who would use her sex to lure a stalwart man to a lonely spot and then kill him cruelly.

The allegation is that Sophia, knowing of Bronislaw's $200 proposed a walk to the woods. They sat down on a bank. She lulled the giant with her poutings and caresses until he grew drowsy and then she bade him sleep. She smoothed her handkerchief and spread it over his face.

"To keep the flies off," she told Bronislaw, the state alleges.

"Because she could not look into his eyes and do what she was determined to do, was her real reason," the prosecutor told the jury.

She bent over him with a revolver and poured shot after shot into his body, it is alleged. Then she fled.

The prosecution is trying to prove that she returned in the evening to see if he was dead. He was groaning. Then in a fenzy she stoned him and slashed his throat with a razor. Again the next morning, after she had been to church, she returned to the woods. He was still alive. According to the grewsome theory of the state's attorney, she shot him again.

Hours later Bronislaw was found, still breathing. His dying gasps were to accuse Sophia and another sweetheart of hers Jos. Mitchell aged 23.

The man's accusation was rehearsed in the court room. The girl never blanched but she dabbed her eyes with her handkerchief and sobbed like an abused child.

She accuses Mitchell of everything saying he threatened to kill her if she told.

The trial is the principal topic of conversation in this part of Connecticut. The people look at the girl's generous mouth, her mild brown eyes, the dusky hair falling softly over her brow and they, too, think if the guilt of the crime lies between Sophia and Mitchell, Mitchell is the guilty one. He will be tried later.

NORTHWEST FLOOD SWEPT

Unknown Havoc Wrought By Unprecedented Disaster In United States North West—Death List Grows.

Seattle, Wash., March 2.—Mountain floods are sweeping every river valley in the northwest tonight and railroads are helpless to move traffic. Bridges are gone, trackage is washed out and defiles are filled with avalanches. Many river towns are inundated and a large number of people in various places are temporarily homeless.

The superabundance of water comes from the melting of vast quantities of snow in the Cascade mountains by a warm sea breeze. The weather bureau here predicts that water will continue to rise tonight and tomorrow. Thus far the financial loss by the flood has been small and the discomfort of the evicted dwellers along the swollen streams in less than during former overflows.

PROGRAMME OF DAIRY SCHOOL

Special Course Of Instruction Arranged — Lectures On Husbandry By Leading Farmers—Opens At Sussex.

Special to The Standard.

Sussex, Mar. 2.—The provincial dairy school located here has issued its programme for the spring sessions. The arrangements include special courses of instruction in home dairying and creamery making from March 22nd to April 1st, and a cheese makers course between April 5th and April 15th.

Mr. C. W. McDougall, L. C. Daigle, and Geo. Ransom will conduct the courses in dairying. Mr. Geo. E. Fisher, of Chatham, N. B., will lecture on field and animal husbandry, and Dr. J. Standish, of Truro, N. S., will lecture on veterinary service.

The course in home dairying includes cheese making in addition to butter making, milk testing and the operation of hand separators.

For the creamery and cheese makers courses improved equipment is being provided. The manufacture of pastourized cream butter is to be taught under creamery conditions and with the new cheese making apparatus greater yield and improved quality of cheese can be secured.

The courses will include lectures upon field and animal husbandry by one of our leading New Brunswick dairy farmers, and upon veterinary science by the professor of that subject at the Truro agriculture college.

Tuition is free to all who attend. Ladies are especially invited to the Home dairy course. Board may be obtained in Sussex at reasonable rates. Students may take one or all courses. Applications should be made to C. L. McDougall, Sussex, N. B., as early as possible.

MR. SIFTON IS CENSURED

Canadian Mining Institute Upbraids Him For His Lack Of Knowledge Concerning The Mining Practices Of Co's.

Special to The Standard.

Toronto, Ont., March 2.—At the opening of the session of the annual meeting of the Canadian Mining Institute this morning what was practically a vote of censure on Hon. Clifford Sifton, chairman of the conservation commission was passed. It was moved by R. W. Brigstocke of Cobalt, seconded by J. E. Hardman, of Montreal and carried. 'That the Canadian mining institute regrets that the chairman of the commission on conservation should publicly have made statements reflecting on the mining and metallurgical practices of Canadian companies without being fully acquainted with the facts."

The resolution followed the address of the president, Dr. Miller, Provincial Geologist for Ontario, who in the course of his remarks took exception to Hon. Clifford Sifton's statements at the meeting of the commission in Ottawa recently, respecting the number of accidents in Canadian mines and responsibility therefore.

It is expected that Dr. Adamson, McGill University, Montreal, will be unanimously elected president of the institute.

PREMIER M'BRIDE IS CHEERED TO THE ECHO

Victoria, Mar. 2.—Premier McBride delivered a speech on the second reading of the railway bill, this afternoon, speaking for two hours. On concluding led by the party whip, the Conservatives rose and cheered him over and over again. The Premier added little other than was before known of the bill. He said that during the seven years he had been in power, the Government had been approached by about one hundred promoters relative to railway schemes. These offers were turned down because the promoters wanted too much. The building of the Canadian Northern in British Columbia, he expected to be followed by more marked activity on the part of the Canadian Pacific Railway, the Grand Trunk Pacific and other lines.

The Premier contended that he had more than carried out his pledges, given before the elections. He had the assurance that every man employed in the construction would be white. In the matter of control of rates, the Premier said he had secured better than the Manitoba Government. The Canadian Northern Pacific would not take an appeal to the Railway Commission, undertaking rather, if such course should be brought about, to express satisfaction with the rates struck by the local government.