

IMPORTANT BILLS IN LOCAL LEGISLATURE

Measure for Establishment of Agricultural Schools Passed—Session Likely to End Next Week—Splendid Progress Being Made with Supply

Special to The Standard.

Fredericton, March 4.—The legislature spent a busy afternoon, largely in committee, passing important measures providing for the establishment of agricultural schools at Woodstock and Sussex. Premier Fleming paid a high tribute to the late L. P. Fisher of Woodstock through whose generosity the Woodstock school has largely been established. The bill relating to the executive council was also agreed to.

Considerable progress was made with the items of supply and the impression is general that the house will reach prorogation at the end of next week.

The government will hear the delegation from the St. John Association in the assembly chamber tomorrow.

The house met at three o'clock. Hon. Mr. Wilson introduced a bill to enable the City of St. John to close certain ways to vehicular traffic.

Mr. Hachey introduced a bill relating to the town of Bathurst. Mr. Munro presented the petition of the town council of Woodstock to amend the act incorporating, or relating to the town of Woodstock.

Mr. Jones introduced a bill to incorporate the St. John Suburban Railway.

Price introduced bills to amend the act relating to the levying and assessing of rates and taxes in the City of Moncton, relating to the Salvage Corps and Fire Police in the City of Moncton, to authorize the city council of Moncton to issue debentures for the construction of permanent streets and sidewalks and for other purposes.

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He pointed out that the school at Woodstock has been established under exceedingly favorable conditions. The late L. P. Fisher of Woodstock, had enjoyed a large and lucrative practice. He also thought out well in regard to the distribution of his estate, leaving practically all he possessed to go towards the benefit of the town he lived in. In addition to the Fisher Memorial Hospital, a fine school costed between \$70,000 and \$80,000 had been established through the benevolence of Mr. Fisher while provision was also made for the establishment of a free public library which would be undertaken during the present year.

There was also a further provision that the residue of the estate should be devoted to the establishment of technical schools especially for the teaching of household science, manual training, and agriculture. The executors of the estate had already arranged to construct a \$30,000 building. While the late Mr. Fisher had requested that there be no monument over his grave, these institutions would stand as lasting memorials to his good judgment and his largeness of heart.

Hon. Mr. Murray suggested that as it was the intention to give instruction in manual training, that fact should be included in the section mentioning the subjects to be taught. This was done.

Hon. Dr. Landry moved to amend section three by striking out that portion of it providing for the appointment of principal, professors and staff of schools, which latter was provided for in another section.

Mr. Munro asked as to the provisions in the bill for such cases as at Woodstock where a school was being erected and provided from a private source.

Hon. Mr. Fleming said that the section covered the case and the title to the property and building was to be vested in the province.

The bill was agreed to with amendments.

Vote for Dairy School.
The House went into committee on supply with Mr. Dickson (Albert) in the chair.

On the item of \$1,000 for a dairy school, Hon. Dr. Landry said it was placed in the estimates for repairs to the school at Sussex in the event of the new agricultural school not being established there.

Mr. Young commended the work on behalf of the farmers of the province that the present government, during the past five years, had accomplished and said that conditions during that period had been much improved over the past.

School Books.
On the item of \$17,500 for school books and expenses, Mr. Black said there was getting to be too much of the province's money tied up in school books held in stock by various vendors throughout the province. He believed there were too many vendors and knew that was the case in Westmorland county. In order to get the school book business on a proper basis it would be necessary to place the books with vendors on a cash basis, and believed this would be the best idea even if it became necessary to increase the percentage of profit for the vendors up to 20 per cent. or more instead of 10 per cent. as at present.

Mr. Wood said that he favored the present system.

Hon. Mr. McLeod said that the school book business in order to be on the best basis should be a cash proposition between the department and the vendors, but he did not favor reducing the number of vendors and thus making it more inconvenient than at present for pupils and their parents to procure books.

Mr. Young favored doing away with vendors altogether and having the government dispose of the books to the trade on cash terms, allowing a sufficient margin to make it profitable for merchants to handle the books.

Mr. Wood said that he favored the introduction of an entirely new system.

On the item of \$500 for executive council contingencies, Hon. Mr. McLeod said that there was a printer's error in the estimates as submitted to the House and that for pro-council and members without portfolio \$400 should have been placed as the allowance for each.

Moving Picture Censors.
On the item of \$12,000—expenses of the moving picture censors, Mr. Stewart (Northumberland) asked for information.

Hon. Mr. Grimmer said that the board of censors inspected every film which came to the film exchanges at St. John and from there were sent to moving picture theatres throughout the province. As many as thirty-six

films a day were passed upon and the members of the board spent thirty hours a week, and in some cases even more, in carrying out their duties. The chairman of the board was paid \$400 per year and two others were paid \$300 each. The film exchanges paid license fees and so did the theatres and operators of machines with the result that moving pictures were a revenue producer for the province. Already the work of the board of censors was showing good results. They were protecting the morals of the people and particularly young boys and girls against harm which might come from their watching exhibitions of improper pictures. The board had turned down some films which had noticed any mark on them, and had refused to allow them to be shown.

Hon. Mr. Grimmer said that the board of censors was not a vaudeville. Licenses were granted for the operation of moving pictures and vaudeville was under the control of the police. The board of censors was doing a lot of good work. He was satisfied that the police could and would look after the regulation of vaudeville in the theatres in the City of St. John.

Mr. Munro said that he had never noticed any mark on any of the pictures in moving picture theatres to indicate that they had been passed upon by the board of censors of this province.

Hon. Mr. Fleming said that at present stamps were placed on the films but that a die was being procured which would stamp the pictures with the censors marks of approval would be shown.

The committee reported progress and supply was made the order of the day for tomorrow.

The house adjourned at 6.20 o'clock.

Germany's Troubles
It is only on rare occasions that the confederated character of the German Empire is brought to notice, and one of these occasions is the succession as Regent of Bavaria of Prince Louis. It is known that Prince Louis is more of a Bavarian than a German, and his accession to the throne is a source of trouble to the German confederation. The German Empire is a confederation of kingdoms and principalities that have been united under one overlordship for certain purposes, chiefly those of defence and tariff. Outside of these questions the constituents of the German Empire are often at odds with each other, and particularly are they at odds with Prussia, which is the

leader of the confederation. In Canada we have some approach to the questions that are frequently agitating the Germans in the controversies over provincial rights, as to escape from States similar questions led to the Civil War. The confederates carried the doctrine of State rights to the extreme of declaring that a State had the right to secede from the union. In Germany this extreme view has not many exponents, but there is often much friction, and under Prince Louis there is likely to be more.

The Policy of Prussia.
Ever since the foundation of the present German Empire, in 1871, and even prior thereto, from the time of Prussian Teutons would derive North German Confederation at the close of the war of 1866, there has been a tendency on the part of Prussia to dominate all the confederacy, except the part of the North German Confederation and then of the Empire at Berlin. This policy has been pursued, sometimes additionally by Bavaria to the attention, at other times boldly and openly—but always without interruption—until some of the smaller States have ceased to exist and are independent power or authority, save in name. Indeed, the Prussians are never tired of pointing out, in speeches and in print, the superior advantages which Prussia has over the other kingdoms, especially in those kingdoms that have some historical additions to support them. Chief among these is Bavaria, for Bavaria is second to Prussia alone in the confederation, in population, wealth and in pride and tradition. The Bavarians' bitterness is exemplified by a couple of stories recalled by "Ex-Attache" in The Pittsburgh Dispatch. One is to the effect that the present Kaiser was questioning a Bavarian recruit at Kiel as to certain facts in history. Finally he asked the recruit who was the natural and hereditary enemy of his country, expecting, of course, that the answer would be "France." To his astonishment the recruit answered that the natural and hereditary enemy of Bavaria was Prussia. Another time the Kaiser, who was then crown prince, had in the division of his command some recruits for certain purposes, chiefly those of defence and tariff. Outside of these questions the constituents of the German Empire are often at odds with each other, and particularly are they at odds with Prussia, which is the

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Luitpold's Unpopularity.
The new regent of Bavaria bears in his body a bullet he received in the war between Prussia and Bavaria that year, and it is perhaps natural that he should be a vigorous and outspoken champion of the rights of Bavaria or Teutonic particularism as they call it. His will to have his King Louis, his cousin, who was deposed in 1886 because of his antagonism to the German policy of centralizing authority in Berlin, than his father, who was for a long time suspected of being a party to the schemes that emanated from Berlin, and had for their object the relegation of Bavaria to the status of a vassal to Prussia. The late Prince Luitpold had the mortification of seeing the statues erected in his honor in Munich and elsewhere defaced and of hearing his name blasphemed in public. Eventually he was able to convince the Bavarians that he had no option but to acquiesce in the de-thronement of his nephew, and that to have resisted would have plunged his country into a hopeless war.

The Rights of Bavaria.
The new Regent's loyalty to Bavaria has never been questioned. Indeed, on one notable occasion he created a sensation by resenting certain remarks that tended to place Bavaria in an inferior position. It was at the time of the coronation of the present Emperor, Prince Henry of Prussia, the Kaiser's brother, was present on behalf of the German Empire, and many of the reigning kings and princes of Germany were also guests. In an eulogy of the German Empire, the toastmaster had the indiscretion to mention the fact that not only a representative of Germany, but of several vassal States, were present. Before Prince Henry could rise to respond to the toast to his honor, Prince Louis quickly sprang to his feet, and said that for his part, and on behalf of other princes present, he resented the suggestion that he was a vassal, and that he or they were anything but allies of the Emperor of Germany. The awkward error of the previous speaker was the apology for and the banquet flowed smoothly to its close. Nevertheless, the blunt speech of Louis endeared him to his countrymen and in fact he was a vassal, and that he or they were anything but allies of the Emperor of Germany. The awkward error of the previous speaker was the apology for and the banquet flowed smoothly to its close. Nevertheless, the blunt speech of Louis endeared him to his countrymen and in fact he was a vassal, and that he or they were anything but allies of the Emperor of Germany.

STEAMERS FROZEN IN ICE.
Riga, Russia, March 2.—Over thirty steamers were found to be frozen fast in the Gulf of Riga today. Ice-breaking tugs have been despatched to the scene to endeavor to extricate them from their dangerous position.

THE NOVA SCOTIA TRUST CO.
Offer Subject to Previous Sale
\$80,000.00
7 P. C. CUMULATIVE PARTICIPATING PREFERRED STOCK

Amherst Pianos Ltd.
At \$100 per share, Carrying 40 per cent. Bonus of the Ordinary Shares of the Company.

CAPITAL
Authorized \$250,000
Issued \$225,000
7 per cent. Preferred Stock
Ordinary Shares 250,000 250,000

J. A. McDONALD, Halifax, President and Managing Director; late President and General Manager Canada Car & Foundry Co.
GEORGE T. DOUGLAS, Amherst, Vice-President; Manager Canada Car & Foundry Company, Amherst.
E. N. RHODES, M. P., Amherst.

HON. SENATOR N. CURRY, D.C.L. Montreal; President and General Manager Canada Car & Foundry Company.
J. W. McCONNELL, Montreal; Vice-President Montreal Tramways Limited; Vice-President Halifax Electric Tram Company.
MELVIN S. CLARKE, Halifax, Real Estate Broker.

HON. O. T. DANIELS, Halifax, Attorney-General of Nova Scotia; President The Nova Scotia Trust Co.
C. T. HILLSON, Amherst, Capitalist
J. E. LUSBY, Amherst, Contractor.
A. A. BARKER, Amherst, Merchant.
WILLIAM M. McDONALD, Halifax, Secretary-Treasurer.

1.—AMHERST PIANOS LIMITED starts with net earnings sufficient to pay considerably more than the 7 per cent. dividend on the entire issue of the preferred shares.
2.—President McDonald predicts that the business for the current year will show a material increase over the past.
3.—The profits, when the manufacturing plant at Amherst gets fully under way, it is estimated will show 11 per cent. on the entire issue both of the preferred and common stock.
4.—The demand for pianos is rapidly developing in the Maritime Provinces and there is an enormously increased requirement from the West.

5.—Amherst can supply the demand economically. The ready and growing market in Newfoundland, the West Indies and South America, is peculiarly accessible to the factory at Amherst.
6.—The management is expert, and labor conditions at Amherst, particularly in an industry like that of piano manufacturing, are pre-eminently satisfactory.
7.—The management of the factory at Amherst will be in the hands of G. B. Davis, a man of undoubted sagacity and experience.
8.—The company will have ample capital and investment in its securities appeals to clear-headed business men.

Subscriptions Will Be Received by
THE NOVA SCOTIA TRUST COMPANY
Financial Agents Halifax, N. S.

NOT AN EXPERIMENT BUT A GOING CONCERN
Smith Silver Black Fox Company, Ltd.
MONTAGUE, P. E. I.
Capital \$150,000, 1,500 Shares at \$100

A guaranteed 40% profit payable in September of this year.
One of the best equipped ranches on the Island.
A stock of five pairs of proved breeding foxes of the best blood.
Careful, experienced and successful management.
A probable profit estimated at from 40% to 80%.

PROVISIONAL DIRECTORS:
H. A. POWELL, K. C. ST. JOHN, N. B.
Member of the Waterways International Commission.
ALEXANDER E. SMITH, MONTAGUE, P. E. I.
JOHN C. MONTAGUE, MONTAGUE, P. E. I.
ROBERT A. TAYLOR, MONTAGUE, P. E. I.

For information regarding the Company, or prospectus, apply to
C. H. McLEAN or A. C. JARDINE, 93 Prince William Street, St. John, N. B.
Apply Today as the Shares are Going Fast.

RAILWAYS.
CANADIAN PACIFIC
AROUND THE WORLD
EXPRESS OF ASIA
From Liverpool, June 18th
Full Particulars on Application.
SHORT ROUTE TO MONTREAL
ALL RAIL ROUTE
St. John to Boston
Two Trains Every Week Day.
W. B. HOWARD, U. S. A., C. P. R.,
St. John, N. B.

INTERCOLONIAL RAILWAY
Winter Service
Quebec and Montreal
No. 134 Express leaving St. John at 6.35 P. M., connects at Moncton with the
MARITIME EXPRESS
Leaving Moncton at 9.50 P. M. Daily, except Sunday.

Daily service from Moncton by the
OCEAN LIMITED
Departing at 2.30 P. M.
Connection from all points between St. John and Moncton by Number Two Train leaving St. John at 7.00 A. M.

For rates, reservations, etc., apply to
GEORGE CARVILL, City Ticket Agent
8 King Street.

THE INTERNATIONAL RAILWAY
Cutting Campbellton at the head of navigation on Bay Chaleur with the St. John River Valley at St. Leonard's and connecting the intercolonial and Canadian Pacific Railway systems.
Winter Time Table Summary

GOING WEST.
Express train leaves Campbellton daily (except Sunday) at 7.30 a. m. for St. Leonard's and intermediate stations, due at St. Leonard's at 12.25 p. m.
GOING EAST.
Express train leaves St. Leonard's daily (except Sunday) at 5.00 p. m. after arrival of C. P. R. Express from St. John, Vancouver, etc., due at Campbellton at 10.00 p. m.

And in addition to above and to the ordinary freight trains there is also a regular ACCOMMODATION TRAIN carrying passengers and freight running each way on alternate days as follows, viz: Going West—Leaves Campbellton at 8.00 a. m. for St. Leonard's and intermediate stations, Monday, Wednesday and Friday, due at St. Leonard's at 4.20 p. m.
Going East—Leaves St. Leonard's at 8.30 for Campbellton, etc., Tuesday, Thursday and Saturday, due at Campbellton at 4.30 p. m.

Governed by Atlantic Standard Time.
See local time tables and for full information regarding connections, etc., apply to R. B. Humphrey, freight and passenger agent, 55 Canterbury street, St. John.

PICKFORD & BLACK LINE
ST. JOHN, N. B. to DEMERARA.
S. S. "Oruro" sails Feb. 8 for Bermuda, Montserrat, Dominica, St. Lucia, St. Vincent, Barbados, Trinidad, Demerara.
S. S. "Hafni" sails Feb. 20 for Bermuda only.
For passage and freight apply to
WILLIAM THOMSON & CO., Agents, St. John, N. B.

THE MARITIME STEAMSHIP CO. (Limited)
Commencing Feb. 7 and until further notice the gasoline boat Page and other boats will run as follows: Leave St. John, N. B. (Tuesdays) and Warehouse Co. on Saturdays, 7.30 a. m. for St. Andrews, calling at Dipper Harbor, Beaver Harbor, Black's Harbor, Back Bay of Letete, Deer Island, Red Store, St. George, returning leave St. Andrews Tuesday for St. John, calling at Letete or Black Bay, Black's Harbor, Beaver Harbor and Dipper Harbor. Tide and weather permitting.
Agent, THORNE WHARF & WAREHOUSE CO., St. John, N. B.
Phone 77. Manager, Lewis Connors, Black's Harbor, N. B.
This company will not be responsible for any debts contracted after this date without a written order from the Company or Captain of the steamship.

FURNESS LINE
From London, Jan. 30, Feb. 5, Feb. 19, Feb. 26, Feb. 29, Mar. 5, Mar. 11, Mar. 18, Mar. 25, Mar. 29, Apr. 5, Apr. 12, Apr. 19, Apr. 26, May 3, May 10, May 17, May 24, May 31, Jun. 7, Jun. 14, Jun. 21, Jun. 28, Jul. 5, Jul. 12, Jul. 19, Jul. 26, Aug. 2, Aug. 9, Aug. 16, Aug. 23, Aug. 30, Sep. 6, Sep. 13, Sep. 20, Sep. 27, Oct. 4, Oct. 11, Oct. 18, Oct. 25, Nov. 1, Nov. 8, Nov. 15, Nov. 22, Nov. 29, Dec. 6, Dec. 13, Dec. 20, Dec. 27, Jan. 3, Jan. 10, Jan. 17, Jan. 24, Jan. 31, Feb. 7, Feb. 14, Feb. 21, Feb. 28, Mar. 6, Mar. 13, Mar. 20, Mar. 27, Apr. 3, Apr. 10, Apr. 17, Apr. 24, Apr. 30, May 7, May 14, May 21, May 28, Jun. 4, Jun. 11, Jun. 18, Jun. 25, Jun. 30, Jul. 7, Jul. 14, Jul. 21, Jul. 28, Aug. 4, Aug. 11, Aug. 18, Aug. 25, Aug. 31, Sep. 7, Sep. 14, Sep. 21, Sep. 28, Sep. 30, Oct. 6, Oct. 13, Oct. 20, Oct. 27, Oct. 29, Nov. 5, Nov. 12, Nov. 19, Nov. 26, Nov. 28, Dec. 4, Dec. 11, Dec. 18, Dec. 25, Dec. 27, Jan. 3, Jan. 10, Jan. 17, Jan. 24, Jan. 31, Feb. 7, Feb. 14, Feb. 21, Feb. 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