SENATE OVERRULES GOVERNMENT BILLS

Fair Play Clause in Highway Bill

Provinces to Be Granted Aid According to Population

Strike Out Permission to Minister of Railways to Make Roads Where He Wants To—Tariff Board Members' Tenure of Office to Be at Government's Pleasure.

Ottawa, March 22—The upper house has taken the upper hand in the business of law-making. The grave and reverend senators have pushed the commons from the spotlight into the shadow and now hold the centre of the stage. Every once in a while during the months which have passed since parliament opened in November an occasional thoughtful soul has idly asked "What will the high Liberal majority in the senate do with government bills which the minority in the commons object to?"

These curious ones are getting their answer now. The senate is trimming up government bills gravely, judicially and firmly. Thursday, the senators decided that the tariff commissioners should not be appointed for five years but only as long as the government wants to keep them. In the light of this amendment the commission loses a good deal of the quality of permanence which was one of the things the government was strong on.

Today the senators applied the pruning hook to the government's roads aid bill. The government stated that it proposed to make an equal distribution of road allowance fund to all of the provinces, but in the commons would not put this into the bill. The senate yesterday, on the motion of Hon. Mr. Power, did it for them. It went further than that and struck out the provision that the minister of railways could go in for road building himself in any province which gave him permission to put scrapers to work.

The majority in the senate took the view that the money for roads should be given to the provinces and spent by them and not by a minister of the federal government. In view of these amendments it is possible that the government may drop the bill.

Hon. Mr. Lougheed stated that the bill had been thoroughly spoiled and Sir Mackenzie Bowell said that the government did not need the bill anyway, but could go ahead and by putting an item in the supply bill do all that they had intended to do under the law. That was the way the Liberal government treated the Conservative senate's refusal of the Drummond county railway bill.

Highway Bill Amended.

Ottawa, March 22—The Liberal majority in the senate again overruled the government today by adopting an amendment to the highway aid bill, to which the government objected, and which had been defeated in the commons.

Hon. Mr. Lougheed, as leader, expressed his sense of the loss the senate had sustained through the death of Senator A. A. MacDonald, of Charlottetown, one of the fathers of confederation. Sir Richard Cartwright said he would endorse all Hon. Mr. Lougheed had said. Senator MacDonald had in his life been of use to his country.

In committee on the government highways aid act, Hon. Mr. Lougheed said he still held the view that Senator Powers' amendment would render the bill inoperative. There was no need for it, as the government would this session bring down an estimate providing a sum which would be divided among all the provinces according to their population, or at least all provinces who qualified to the terms proposed.

Senator Bell said the amount involved was comparatively small and would not amount to more than $750,000, which was but little compared with the total appropriation. The government could not be controlled by the opposition in the direction of its expenditure. Certainly it could not be controlled by the senate which had no voice in money legislation. It could discuss it but not amend it.

The Senate's Powers.

Senator Power declared that Senator Bell had made the most extraordinary statement ever heard in a British parliament when he declared that the senate was bound to accept any decision the government might come to. The government's bill provided that it should be given a signed blank cheque by parliament which it could fill in and spend as it pleased. The amendment insured that there should be an equal distribution among all the provinces.

Hon. Mr. Lougheed said the senate had the right to amend the bill, but as this amendment had been rejected by the commons, its passage by the senate would be a want of confidence vote and lead to conflict between the two houses. The commons could hardly be expected to endorse what they had just rejected. This precedent followed would mean that the senate would dominate parliament. The bill should be accepted or rejected, but not amended.

Senator Power's amendment was carried by 35 to 11

On the motion of Senator Power, the clause authorizing the minister of railways to undertake the work of improving a highway upon obtaining consent of the provincial legislature was struck out of the bill.

The Bluebird

Ere yet the frost has ceased to spread
Its sheets upon the grass,
Or rim at night the little pools
With brittle looking glass,
Upon the ancient orchard fence
He rests his roving wing,
And every morning, rain or shine,
He whistles to the spring.

His plumage makes the sapphire pale,
And shames the turquoise, too,
Each satin feather is so deep
And beautiful a blue,
For flying northward once, he shaped
His airy course so high,
His waving pinions brushed against
The azure of the sky.

—Minna Irving in Life.

GOT UNDER THE WIRE IN TIME

Government Grants Two Race-track Charters and Flags Others

DOHERTY'S EXCUSE

Says He Couldn't Help Granting Incorporation Under the Law, But Has Liberal Amendment That Charter Be Rescinded Voted Down.

Ottawa, March 22—The commons spent the most interesting portion of its day at the races. Judge Doherty was the official starter for a bill which the Grits say proposes to lock the door after the horse has been stolen and put on the track.

The bill of the minister of justice to some extent will restrict race tracks and track racing in future. It forbids one association to lease its track to another for a meet; it provides that there shall not be more than fourteen days' racing at a meet, and that hereafter a racing association will have to obtain incorporation by act of parliament.

This will give moral reformers a fine chance to get their knives into the vitals of such sporting propositions. If any of them run the gauntlet they will have to break all records and that will be going some.

The Liberals endorsed all this as a high line of morality but asked why the government had anticipated the legislation by granting legislation to two new associations. Only Saturday the Canada Gazette contained notice that Earlscourt Racing Club and the London Racing Association had been incorporated by letters patent.

Hon. Mr. Doherty stated that under the law the government had no right to refuse the application of these two associations for incorporation. The law was mandatory.

Hon. Mr. Murphy, the former secretary of state, said that the Liberal government two years ago had refused to grant racing rights to these clubs, and there had been no legal proceedings taken to compel them to do so. He was inclined to make light of the present government's view that there could be no application refused. As the late government had passed the Miller bill against racing, it had determined to carry it out in spirit as well as letter and had therefore kept on refusing these applications until it went out of office.

Hon. Dr. Pugsley offered an amendment which would cut out the two new associations. It was lost on a party division and the bill was put through.

NOVA SCOTIANS MAY BE HEIRS TO MILLIONS

Annapolis County People Interested in Suit Against City of Philadelphia for Possession of Fairmount Park.

Boston, March 22—A lawsuit pending against the city of Philadelphia, brought by the heirs and relatives of the late Col. Jacob Baker, of that city, which involves millions of dollars and a large portion of Fairmount Park, the great breathing spot in that city, takes on a local color because of the fact that Arthur Reagh, manager of the Cudahy Beef Company, with headquarters in this city, is one of the interested parties and will be benefitted greatly in case the parties to the suit win.

When seen today, Reagh said: "I have not taken a very keen interest in this matter but, like the other members of the family, have given or vested in Lawyer Ryerson Rennie, of Toronto, the power to go ahead with the case. I have a relative in Spa Springs, Annapolis county, Nova Scotia, who is the genealogist of the family, and she has gone through the records with a fine-tooth comb and has every fact and date at her tongue's end. She is furnishing the attorney with most of the information and we are just marking time awaiting the result. I understand that the property is very valuable and that there will be quite a contest waged before the city gives it up. I am not building any castles on the strength of winning just the same."

Mr. Reagh is 34 years old. He was born in Middleton, Annapolis county (N. S.)

HERE'S A CHANCE FOR A CIVIL SERVICE JOB WITHOUT A PULL

Ottawa, March 23—The Canada Gazette gives notice that examinations will be held throughout Canada on May 13 for the following positions to be filled between July 1 and Dec. 31 next: Seventy clerkships (for men), initial salary $500 per annum; twenty-five positions as stenographers and typists, for men, initial salary $500 per annum; twenty positions as stenographers and typists, for women, initial salary $500 per annum; forty-five clerkships for men, initial salary $800 per annum.

All are in sub-division B of the third division of the civil service.

VALLEY RAILWAY BILL GIVEN THIRD READING

Government Refuses Fair Play

Opposition Seek in Vain to Have Whole Line from St. John to Grand Falls Under Construction at Once, as the Money is Provided—Upper and Lower Sections Held Up, Maybe for Years.

Fredericton, March 21—The Valley Railway bill passed its third reading in the house this afternoon after an hour or so of somewhat heated discussion, caused by the moving of an amendment by Mr. Tweeddale, seconded by Mr. Bentley, which sought to cause construction to begin on the Andover-Grand Falls and the Gagetown-Rothesay sections, so that they could be completed by November, 1913, the time that the act provides for the Fredericton-Centreville and the Fredericton-Gagetown sections to be finished.

This amendment was voted down by the government, the division standing 28 to 12, and the bill passed its third reading.

Mr. Tweeddale and the opposition fought to the last ditch for justice to the Grand Falls-and-over and the Gagetown-Rothesay sections, claiming that there was no good reason why they should be discriminated against and left for completion for two years later.

They argued that the money was available for all the road and bridges, and contractors and engineers could be had in plenty to do the work, but for some unexplained reason the government refused to listen to their pleas for justice to the people of the sections and the Valley Railway between Centreville and Gagetown will be completed and in operation two years earlier than the section at both ends This, judging from the many protests that have come in from Victoria, Queens and Kings counties, will be very disappointing to the people in those counties. They claim the same rights as the counties of Sunbury, York and Carleton, and, being under equal obligations with them, cannot understand why they should have to wait two years to enjoy the transportation facilities they have been counting upon so long.

Wants Justice to All.

There was no hesitation on the part of the opposition to support the measure. All that they asked for was justice to all. In the plainest terms the opposition leader, Mr. Copp, and Messrs. Tweeddale, Burgess and Upham defined their position. They were, as they always had been, in favor of the construction of the road from Grand Falls to St. John, operated by the Intercolonial, but they objected to the delay in the completion of the end sections.

Mr. Copp was especially vigorous in his condemnation of the road being made a political football by the government, of the uncertainty of the route and the location of the bridges, these being undecided, and hope held out to different sections, in order to bring influence to bear upon the elections.

The amendment of Mr. Tweeddale had no political significance, he said, being plainly his duty as the representative of Victoria. It was also in the interests of the whole province as it provided the necessary safeguard of early connection at Grand Falls.

In a short speech, Mr. Upham emphasized the support he had always given the Valley road, but he objected to being placed in a false position by Premier Flemming, who had accused him of obstruction. The fact was he had been always in favor of the Valley road from Grand Falls to St. John operated by the Intercolonial, while two years ago Flemming had voted against that and in favor of an electric railway.

Only last June had the premier become converted to the through line to Grand Falls and made arrangements with Hon. Mr. Pugsley for its construction. Why had the work been delayed? He was too much interested in federal politics and eight months had gone by, six of which the Conservative government at Ottawa had been in power and nothing was done yet. The people of Carleton county would have something to say to the premier when they had an opportunity about this delay.

There was more talk about elections in this short debate than during any other in the house this year. Mr. Woods, in particular, tried to excuse himself and to explain his position on the abandonment of the Hampstead-Welsford route.

Valley Road Amendment.

Fredericton, N. B., March 22—The house met at 3 o'clock. The house proceeded to the third reading of the bill to amend the act to construct the St. John Valley railway. Mr. Tweeddale moved the following amendment:

Resolved: That bill No. 3 be not now read a third time but that it be referred back to the committee of the whole house with instructions to amend the same, so as to provide that construction work shall begin on those sections of the proposed line of railway from Andover to Grand Falls, and from Rothesay to Gagetown simultaneously with the work on other sections of line, as provided by said bill, and the whole line from St. John to Grand Falls to be completed on or before the first day of November, A. D., 1913.

Mr. Woods said that he could not see the necessity of the amendment and thought the opposition members should be well satisfied from the statements of the premier that the railway would be constructed from Grand Falls to St. John and that they need have no fear for the Andover-Grand Falls section.

Mr. Tweeddale said that one reason for necessity of the amendment was that the terms of bill discriminated against the county which he represented. No particular reason had been given by the government as to why the Grand Falls-Andover section of the railway should not be constructed simultaneously with other sections of road. The most important features of the whole proposition, was that connection should be made at Grand Falls with the G. T. P.

Hon. Mr. Maxwell said the position of his honorable friend from Victoria assumed today only followed out the tactics which he and his colleagues had pursued with respect to the construction of the Valley railway for the past three years. The whole policy of the opposition from the outset had been obstruction but in spite of their obstructions the road was now assured.

Favor the Project.

Mr. Bentley said that he wished to take exception to the charge that the opposition were obstructing the completion of the St. John Valley railway project. Ever since Mr. Robinson, years ago, had stated that the opposition stood for the St. John Valley railway, on condition that there should be I. C. R. operation, with forty percent. of the earnings to go to the province to pay interest on the bonds, and also that the line of railway should run from St. John to Grand Falls, the opposition's course had been a perfectly consistent one and no honest man could stand up and say that he (Bentley) had not been consistent in his course in regard to the St. John Valley railway. It had been said that the amendment which had been introduced by the opposition at last session was for the purpose of obstructing the project. That resolution had as its object the preventing of going ahead under Part 3 of the bill which did not properly safeguard the province's interests and which he was glad had not been adopted. The present amendment before the house was needed to prevent such a thing happening, that when the railway had been built, say as far as Andover, when the C. P. R. might step in and with its great influence cause the federal government to refuse to grant a subsidy to that point, on the grounds that it would be assisting railways which would be practically paralleling one another.

For the safeguard of the province's interests it was necessary that the upper section of road running to Grand Falls should be one of the first built.

Hon. Mr. Flemming said that if the resolution which had been introduced by the honorable member from Victoria passed this house, when the people could say good-bye to the St. John Valley railway. He had the assurance of an engineer, who was prominent in his profession, and whose opinions were highly thought of, that the road from Gagetown could not be finished in two years, and also that the heavy bridges necessary could not be completed in two seasons. The resolution called for the amending of a contract which had already been signed and made impossible its provisions.

He had given the people of the province every assurance within his power that the railway would be built, and again he reiterated the assurance that as soon as possible that portion between St. John and Andover would be commenced and immediately thereafter steps would be taken to let the contract for section between Andover and Grand Falls.

Mr. Copp.

Mr. Copp said that he was surprised at the heat shown by the hon. leader of the government in discussing the question before the house. He was surprised that he should have said that the opposition were a band of obstructionists. He would remind the house that in 1908 the then leader of the government, Mr. Robinson, gave an interview to the press in which he stated that his government was in favor of the St. John Valley Railway if leased to and operated by the Intercolonial. What the opposition had contended for was that the great undertaking should be safeguarded in every possible way. He was prepared that his attitude on this question and his record as a member of the opposition should stand before the people and because he had not always seen eye to eye with the leader of the government, he did not wish to be branded as an obstructionist.

Hon. members opposite contended that if the amendment of the member for Victoria passed it would mean good-bye to the Valley railway. He did not agree with such contention. He could see no good reason for delay. One section of the railway could be built and should be built as soon as another and altogether. The signing of the contract upon which the leader of the government lays such stress may mean nothing in a work of such magnitude. It did not give any assurance the road would be built. A deposit of $100,000 was a mere bagatelle and not a sufficient guarantee.

The leader of the government states that the route between Grand Falls and Andover has not yet been approved by the minister of railways. Suppose the minister of railways refuses to approve of any route, what would be the result? A bill was brought down to the house several years ago to aid construction of the Valley railroad and it was passed and it had taken the government all this time to bring it to the present point, and he believed that activity shown just now was to influence an election near at hand. He believed the railway could have been advanced in 1908 as far as it is now in 1912 if the government had desired it.

Mr. Upham contended that he had not opposed the building of the Valley railway but that he had always put forth every effort to promote and assist the scheme. It was only last June that the premier came back from Ottawa and announced that the contract had been made for I. C. R. operation of the road but previous to that he had a scheme for an electric railway. Why did not the premier go ahead last summer? The thing looked to him like an election dodge. He had favored the Valley railway from start to finish, and he thought every member of the house should support the amendment.

Mr. Burgess argued that it would be economy to build the whole road from Grand Falls to St. John at one time rather than construct it in sections. Engineers could be found, contractors with their plants were available, and money had been provided, then why not go ahead with the whole line at once? He would like to ask the premier one question. Did he not while at Ottawa last winter send a telegram to a Victoria county man that there was nothing in the rumor that the I. C. R. would operate the road between Grand Falls and Andover?

Hon. Mr. Flemming, in reply, said that while in Ottawa he had received a telegram from a Victoria county gentleman and had sent a reply as follows: "Railway will be built from St. John to Grand Falls."

The vote being taken on Mr. Tweeddale's amendment it was lost on the following division:

Yeas—Messrs. Currie, LaBillois, Copp, Sweeney, Tweeddale, Burgess, Bentley, Leger (Westmorland), Byrne, Leger (Gloucester), Upham, Burchill—12.

Nays—Hon. Mr. Flemming, Hon. Mr. Grimmer, Hon. Mr. Morrissy, Hon. Dr. Landry, Hon. Mr. McLeod, Hon. Mr. Maxwell, Hon. Mr. Murray, Messrs. Dickson, Guptill, Woods, Slipp, Baxter, Taylor, Jones, Munro, Sproul, Pinder, Young, Moorehouse, Glasier, Prescott, Wilson, MacLachlan, Allain, Perley, Cyr, Bourque, Sheridan—28.

The vote on the amendment was the same, only reversed.

Bills and Petitions.

Mr. LaBillois presented a petition in favor of a bill relating to Restigouche county.

Hon. Mr. McLeod presented a petition in favor of a bill to incorporate the St. John River Hydro-Electric Co.

Mr. Pinder presented a petition in favor of a bill relating to Agricultural Society No. 34, York county.

Mr. Pinder presented a petition in favor of a bill to amend the act incorporating the Central & Northeastern Railway Company.

Hon. Mr. McLeod introduced a bill to amend the act respecting the solemnization of marriages.

Mr. Slipp presented a petition in favor of a bill to amend the act incorporating the Fredericton & Grand Lake Coal & Railway Co.

Mr. Baxter presented a petition in favor of a bill to amend the act incorporating Fernhill Cemetery Company.

The house went into committee, with Mr. Byrne in the chair, and agreed to a bill relating to the election of wardens and vestrymen of Trinity church, St. John, with amendments.

The bill to provide for the government of St. John city by an elective commission was then taken up

Mr. Baxter said that the amendments had been made were all desirable and had the approval of the chairman of the charter committee, W. H. Barnaby, and other promoters of the bill.

The bill was agreed to as amended.

The house took recess at 6.15 o'clock.

ST. JOHN COMMISSION BILL AGREED TO WITH CHANGES

Government Retains Grip on Its Patronage—Chief of Police, Recorder, Board of Health, Municipal Home, and Slaughter House Commissioners Will Not Be Appointees of the City.

Fredericton, N. B., March 22—The St. John commission bill passed committee stage in the house this afternoon, and is now ready for a third reading.

Mr. Baxter explained that it was necessary to pass the bill at once and obtain the assent of the governor, in order to make further legislation unnecessary.

He also stated that he had heard from W. H. Barnaby, the chairman of the citizens' committee, that they were satisfied for the bill to go through with the proposed changes. These include the amending of Section 11, which provides that the county councillors shall not be interfered with in the arrangement of those matters which only concern the parishes, also those sections which provide that the board of health, slaughter house commission and the municipal home commission shall remain as they are, as well as the appointment of the chief of police and the recorder.

The governor-in-council still have power over the bye laws, and the secret ballot is introduced into civic elections for the first time. There shall be two officials scruitineers, residents of each polling district, appointed by the returning officer, who is the common clerk. The polls will close at 4 o'clock instead of six. The ballot will remain of the same form as at present, and must be official, but may be obtained as usual from the official printer.

Apart from some minor changes in the wording of the act these are the only alterations of importance.

TORY HEADSMEN'S BILLS HELD UP, RESIGN JOBS

Wanted $2,500 for Firing of Dube—Two Other Quebec Commissioners on strike, Too, and Threaten to Make Revelation if Their Demands Are Not Acceded To.

Ottawa, March 24—The Borden government is now engaged in a merry squabble with a number of its own specially appointed executioners of Liberal office-holders.

At least three resignations, The Telegraph understands, have already been handed in, and several others are said to be pending. Moreover, some of the correspondence, in connection therewith, it of a somewhat startling and significant character. It is said to do much towards illuminating the character of the "investigations" held, and the part played in the proceedings by Conservative and Nationalist candidates and local patronage committees.

It is an amusing commentary that the trouble with the commissioners is likewise caused by the spoils. The government announced in the house that these "investigators" were to be paid $15 per day and expenses each, and the auditor general is understood to have governed himself accordingly.

As a result when Emile Gelly, of Levis, sent in a bill close to $2,500 for the investigation and decapitation of Superintendent Dube, of the Intercolonial Railway, upon whose division it will be remembered some enthusiastic engineer tooted a locomotive whistle when Armand Lavergne was holding an open air election meeting in the interests of the Bourassa-Borden combination last September, the account was refused as exortionate. Thereupon Mr. Gelly protested, and, when he secured little satisfaction, promptly tendered his resignation.

Two More Resignations.

Several other cases of similar character followed, several of the disputes being most acrimonious in character and resulting, the Telegraph learns, in at least two additional resignations, those of Napoleon Garceau, of Drummondville, and L. O. Beaubien, of Quebec.

The protest of the investigation commissioners seems, however, to be widespread, and is said to embrace correspondence of a most peculiar nature. In some cases the commissioners have intimated that they were interfered with by local Conservative patronage influences, and apparently no expectation was evidenced that their duty was other than that of official executioner. In some cases, it is stated, that the successor to the Liberal official was practically notified before the "investigation" was commenced.

Another interesting feature of the resignations, or threatened resignations, in Quebec, is that the commissioners have intimated that, if their accounts are not honored in full, they will state their grounds to the public, that their withdrawal from the government service is based upon protest against the government handling of the naval and school questions and the alleged duplicity of Hon. Mr. Pelletier, the postmaster general, to his pre-election undertakings on both matters.

As a result the minister in question will probably lock horns with the auditor general's department in an effort to get a settlement with his "axe men," and thereby seek to escape the political consequences of his volte face to save his portfolio.

The situation, however, is unusually tense, and is giving the government considerable worry. It is what these commissioners are apparently prepared to disclose, if they are not placated, which is causing the ministerial uneasiness.

GOVERNMENT PLANS VAST EXPENDITURE

WIFE'S INQUIRY BETRAYED HIM

Wife of "Boston Magnate" Wrote to Montreal Authorities for News of Him

ONCE OF FREDERICTON

George F. Howell, Who Bought Millions of Property in Montreal on His Nerve, Lived in the Capital About Twelve Years Ago—Was Boston Newspaper Man, Too.

Boston, March 24—Mrs. Grace Howell, wife of George F. Howell, who is said to be wanted by the authorities of Montreal for his real estate "deals," and her fifteen-months-old baby, are living with Mrs. Howell's mother in Waltham, and has seen or heard nothing of Howell for more than four weeks.

At that time Howell told his wife he was going for a trip through Maine and Canada, and asked her to go along. She declined, and says that she has not had a word from him since. They were then living in Brookline, but she has now gone to live with her mother, Mrs. Carle Dent.

Howell, though born in Montreal, had lived a number of years in Fredericton, and some time ago Mrs. Howell wrote to the post office there to ask for news of her husband. It is believed to be this letter that turned the attention of the authorities to Waltham.

Howell was well known to the newspaper men of Boston. For some time he represented a Boston afternoon paper in Watertown and Newton and later he worked on the city staff of a Boston paper.

Lived in Fredericton.

Fredericton, March 24—(Special)—George F. Howell was well known in Fredericton about twelve years ago. He went to the States then and has not been here since. While in New Brunswick he was arrested in Woodstock on some charge in connection with a horse and rig, but the charge couldn't be proved and he was released.

WANTS FERTILIZER OFFERED AT COST

R. G. Murray Says It is Only Way Farmers Can Have a Chance.

Friday, Mar. 22.

R. G. Murray, who went to Fredericton last evening on legal business expects to press upon the provincial government, while there, the importance of adopting the suggestion made at the meeting of the Farmers' and Dairymen's Association that chemical fertilizer be made and supplied to farmers at cost by the government.

Mr. Murray believes that this policy is the solution of the problem of filling up the vacant farms of the province.

"What possible chance is there for the new settler without capital to make a living for himself and his family during the first two years he is on one of these farms?" said Mr. Murray in speaking of the matter. "The farm is grown up in wire grass which is worth nothing and it cannot be cropped without fertilizer or manure which the newcomer certainly has not got on the farm. The very highest profit that can be made by growing crops with chemical fertilizer is $40 an acre and on poor soil under unfavorable conditions the margin will be a great deal less, probably not more than $12 an acre. If the farmer pays $40 a ton for fertilizer you can see he will never get a start, whereas if the government could provide the fertilizer at about $23 a ton he would stand a better chance. This recommendation was made to the agricultural commission but so far has never been acted upon."

Over $200,000,000 in the Estimates

Foster, Aghast at Raid on the Treasury, Protests

His Appeal Not Likely to Be Heeded as the Tory Motto Seems to Be "a Short Life and a Merry One."

Ottawa, March 24—The cabinet council spent yesterday getting the final draft of the supplementary estimates for the coming fiscal year ready for presentation to the commons either tomorrow night or early on Tuesday.

The pruning knife, wielded principally by Hon. Geo. E. Foster, was freely used, but the aggregate still left is enormous.

The estimates for public works alone, as submitted by the minister, totalled about $18,000,000 and ministerial supporters from all parts of the dominion have been stubbornly insistent in getting liberal amounts for their respective constituencies.

"A short life and a merry one" seems to be the motto of the present lavish administration.

It is expected that the total of the supplementaries will be in the neighborhood of $25,000,000, bringing the total expenditure voted by parliament this session, including railway subsidies, aggregating $31,000,000, well past the $200,000,000 mark.

Large votes for the Welland canal enlargement, for the Hudson Bay railway, and for the militia and agricultural departments will be included. The minister of public works has been pressing for a large sum in the supplementaries to enable a beginning to be made this year on the Georgian Bay canal, but it is probable that project will be staved off for a little while longer pending further surveys and reports from experts as to the commercial feasibility of the route.

In view of the extent of the supplementaries and the large amount of business still before the commons and the senate, it is unlikely that prorogation will be reached until Wednesday or Thursday of next week.

SELLS FARM IN BRITISH COLUMBIA; MAY SETTLE HERE

Englishman Greatly Interested in New Brunswick and May Succeed in Getting Several Friends at Home to Come Here to Live.

Friday, Mar. 22.

Having made a success of farming in British Columbia and sold his holdings there at a good profit, S. Brentnall, an Englishman who was in the city yesterday, says that he will not return to the West, but if he returns to Canada he will try his luck in New Brunswick. Mr. Brentnall arrived in the city for the purpose of taking passage on the C. P. R. steamer Empress of Ireland which is to steam tomorrow for Liverpool, but hearing of the great opportunities for taking up vacant land in New Brunswick, he made some inquiries yesterday, and last evening discussed the prospects of securing a considerable quantity of land, with some prominent members of the board of trade.

He said yesterday that he had been in touch with some friends in England who were thinking of coming to Canada to take up farming, and that if he were satisfied with the openings in New Brunswick he might be able to persuade them to enter on an enterprise in this province.

When asked to discuss the relative merits of the east and west for agricultural prospects, Mr. Brentnall said that although he was in one of the most desirable farming sections of British Columbia, the same extremes of heat and cold were experienced as in the east. It was absurd to represent British Columbia as a land of eternal summer, although it was true, of course, that the temperature did not go down so low as forty below zero at any time. Farm values were high in British Columbia and he thought it a great hazard for the newcomer to invest in farm land at $1,000 an acre as it was a very difficult task to make it pay at this rate. For the cultivated portion of his farm he was paid at the rate of more than $[illegible] an acre and could not complain at all of the years spent in the Pacific province.

Mr. Brentnall is a fine type of the old English free trader and he professes to see in the high cost of living and unnatural conditions in western cities the need for freer trade, or at least reciprocity, with the United States.

"One man's gas bill in his rooms, with only a few lights," he said, "amounted to $27.50 a month, and this is accounted for by the high wages which the company must pay to the men. If a single man could live on $15 a month for board and lodging it would not be necessary to pay him $65 to $80 a month.

"In the country districts," said Mr. Brentnall, "reciprocity is still a very live issue, as the farmers must have a market for their increasing wheat product. One farmer alone has 35,000 bushels of wheat spoiling in his field, either because their is no market or because the grain cannot be moved east and west fast enough.

"It looks to me," said Mr. Brentnall, "if little England with coal the only natural product which she exports, can find free trade profitable that Canada with her limited natural resources would find it the best policy. If the manufacturer can make plows and sell them to the farmer so much the better, but you or I should not be paying that manufacturer for carrying on his business. He should be able to look out for himself."

WANTED—A cook by ... with references to Mr ... son, Rothesay.

FOR SALE—Horizontal ... one Leonard engine 9 ... disc masher, Maple Leaf ... particulars address R. H. ... Round Hill, Kings county.

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WANTED—A second cla ... for District No. 12, ... April 1. District rated pe ... ing salary, to W. M. Mc ... Coal Mines, Queens Co.,

WANTED—A second ... female teacher, for B ... District, No. 8, Parish of ... mence 1st of April. Appl ... to R. M. Gillespie, Birch

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GAME PROT

In the printed reports ... cessful meeting recently h ... the auspices of the New ... Forest & Game Association ... tion was made of the addr ... J. A. Knight, game commi ... Scotia. The reports did n ... Knight's argument altogeth ... Knight, for example, did n ... one member of the Nova ... sion is paid, though his st ... ing the duties of the dif ... might have suggested th ... matter of fact, each of th ... is paid in proportion to ... required to give to the w ... unusual, however, to hav ... composed entirely of unpa ... which case the executive ... a secretary or other pa ... Newfoundland game comm ... be organized on that plan ... Dominion Conservation Co ... No comparison was made ... of the qualities of game ... the respective provinces. ... assume that New Bruns ... larger forest area has more ... other provinces. This ... spends a great deal more ... protection than do some. ... in revenue derived is large ... ference in the license syst ... fact, set forth by Mr. Kn ... Scotia has not exploited it ... extent as an attraction f ... sportsmen. As showing ... will do, Nova Scotia had ... deer up to about fifteen y ... now has them in considera ... over the province.

To serve with hot cho ... sandwiches may be made ... with a filling of chopped d ... nuts, blended with a few ... and lemon juice.

To keep salt meat from ... every fortnight with white ... has been mixed a little sa