LOCAL LEGISLATURE.

Bill Respecting the Sale of Intoxicating Liquors.

Discussions on the Different Sections.

Winter Port Resolutions---Dr. Alward's Speech.

THURSDAY, P. M., March 15.

After dinner, Mr. Young moved his resolution, seconded by Mr. Park, in reference to Big River bridge, Bathurst, Gloucester.

Hon. Mr. McLellan, in the absence of Hon. Mr. Ryan, said the information would be furnished, as far as practicable.

Mr. Young moved his resolution, seconded by Mr. Tweedie, in reference to the building of the bridge across Little Pass, Caraquet, Gloucester.

Hon. Mr. McLellan, in the absence of Hon. Mr. Ryan, said he had no doubt all documents, etc., in possession of the government would be furnished.

The rule having been suspended, Mr. White introduced a bill providing for the appointment of stipendiary magistrates with civil jurisdiction in the parishes of Studholm, Norton and Hampton.

Bills were introduced by Hon. Mr. Mitchell to amend the fisheries act of 1884; by Mr. Wilson to authorize York municipality to issue debentures to take up certain other debentures.

Mr. Tweedie committed a bill to exempt certain property in the town of Chatham from taxation. Dr. Alward in the chair. Mr. Tweedie explained that it was the pulp factory, of which Mr. Fisher was manager, as well as the plant and machinery that it was proposed to exempt from taxation. The factory and plant, etc., would cost upwards of $100,000, and the establishment would give employment to a large number of hands. He proposed an additional section providing that the premises shall be valued by the county valuators.

Mr. Hutchison said that while the enterprise was believed to be one that will benefit Chatham, there was an impression that the parish of Chatham should pay the taxes from which the property will be relieved, and the amount not borne by the whole county. The bill as amended was agreed to.

Hon. Mr. Mitchell committed a bill to amend chap. 110 consolidated statutes of fences, trespasses and pounds. Mr. Humphrey in the chair. Hon. Mr. Mitchell said that since committing the bill, the attorney general had informed him that Mr. Killam, who was unavoidably absent, had some amendments or additions to make to this bill. He would, therefore, consent to have progress reported with leave to sit again.

Answering Mr. Stockton, Hon. Mr. Mitchell said the bill only changed the word may to shall in the duties of the poundkeeper. At present some of the poundkeepers think that they can act on their own judgment and refuse to take cattle brought to them by the field drivers. The proposed bill was to remedy that. Progress was reported as requested, with leave to sit again.

Hon. Mr. Blair committed the bill respecting the sale of intoxicating liquors. Mr. Palmer in the chair. The bill occupies upwards of 165 sections and many sub-sections. When Mr. Palmer began to read the bill, Hon. Mr. Blair said that as it had been printed, and been on the desks of hon. members for some time, he did not think it necessary to have the bill read over as a whole, and suggested that the chairman read it section by section. Hon. Mr. Blair said that hon. members were, to some extent, familiar with the liquor license legislation passed in the province of Ontario and that passed by the dominion parliament in 1883. The dominion license act of 1883 was considered a very fair measure on the whole, and was considered to have been made as effective as it was possible to make a license act. That bill was based largely on the Crooks act, and the act adopted by the Nova Scotia legislature was very similar. He might say that this act now proposed was identical with the acts passed in Ontario, the dominion parliament and Nova Scotia legislature. There was little now in it over the acts adopted in the places named, and he did not think there would be found much room for discussion. The bill only intends two kinds of licenses—tavern and wholesale. It is intended to limit the number of licenses, and to control towns and cities persons, in addition to other requirements, are required to furnish such accommodations as are necessary for guests and horses. In towns and cities such accommodations may be dispensed with at the will of the local authorities. As to the cost of 'licenses, that 'is a matter that will be largely left to the discretion of the council tee of the house. He was well aware that there were different opinions as to what the fee should be; that some favored a very high license and some a low one. For himself, he was free to admit that he favored a moderate rate, seeing that nothing was to be gained by a very high fee. The act was not intended to interfere with the localities where the Scott act is in force.

The chairman then proceeded to read the bill section by section. The first three sections passed without discussion. Section 4 requires that the city, town or municipal council shall, immediately after the passage of this act, either at its first regular meeting thereafter or at a special meeting called for that purpose, appoint a chief inspector, and if necessary one or more additional inspectors. Sub-section one of this section requires that the name of person or persons nominated shall be submitted by the clerk of the council to the local governor in council, who shall have the right to veto such nomination.

Mr. Tweedie thought that some power should be given the governor-in-council to make the appointment of inspectors, provided the councils did not appoint proper parties, and remarks of a like nature were made by Messrs. Hutchison, Stockton and Young. Finally the sub-section named was amended by Hon. Mr. Blair, by the addition of the following words: "And in case a nomination is vetoed, and. another person who shall be approved by the govt. council may be appointed."

When the sub-sections 1 and 2 dealing, dealing with "licenses," were being considered, Mr. Hetherington wanted to know if the liquor traffic was a proper one why it should be restricted; why in fact it was not treated like any other business? If, on the other side, it was an evil business, as he believed it was, why license it at all?

Hon. Mr. Blair explained that there was a license law in force in Kent, Gloucester, St. John, Madawaska and Victoria. It was the desire of the government to have that law made as perfect as possible; but in doing so he committee were not expressing an opinion in favor of a license law over a prohibitory one.

DR. ALWARD.

Dr. Alward seconding the resolution spoke as follows:—Representing the city most vitally interested in the subject matter embraced within the provisions of the resolution moved by the no. member for Kings, I cannot permit the opportunity to pass without an effort on my part to emphasize its importance. When we entered into confederation some twenty years ago, the immediate construction of the Intercolonial railway was made one of the conditions of union. Its object was not merely to connect the union, but also to afford an outlet to the s-a, through British territory, for the produce of the west. We were led to expect it would be constructed by the valley of the Saint John. The adoption of the circuitous route by the north shore felt like a chill upon the aspirations of the people of Saint John. When completed, in 1876, that government of the day was engaged in the construction of a great trans-continental highway having British Columbia as its objective point. We were bidden, wait and trust to the future. Through long years we have waited and trusted until hope deferred hath made the heart sick.

In 1881 work was commenced by the Canada Pacific Railway Company to construct a line connecting the railway system of old Canada with the Pacific slope. The burdens it imposed were heavy and quite unprecedented in the history of so young a nationality. We submitted to these burdens, boeing its completion would signalize the just expectations of our people, that the cities of St. John and Halifax would be the termini of that great highway, during the winter season.

Let us for a moment pause to consider the weight of taxation it has imposed upon us. In addition to the cash subsidy of twenty-five millions we must take into account the thirty-five millions it lent for surveys, the completion of the line from Thunder Bay to Winnipeg and the construction of the Rocky Mountain section from Kamloops down the valley of the Fraser to Port Moody, and the t--n millions loaned by the government to the syndicate and paid last year in waste lands. Nor is this all. We must not pass over the ten millions granted in the shape of aids and subventions by the government of Canada for lines east of Callander, and we thus have a grand total, apart from the grant of public lands, of eighty millions expended in the construction of the Canadian Pacific railway. Taking the population of New Brunswick at one-thirteenth of the whole Dominion, our share of this burden is over six millions, or an annual charge of interest at four per cent, amounting to a quarter of a million of dollars. For all this expenditure we want to export some counter-vailing advantage.

Three avowed reasons were put forward for the early construction of the Canadian Pacific railway. First, it would render us independent of foreign caprice. Second, it would tend to build up and strengthen our nationality. Third, it would prove a fitting complement to our policy, called national, or "Canada for Canadians." To carry out this national idea the road must be built entirely through British territory. No rival line was permitted to be built south of it by which trade could be diverted into and through American territory. For a like purpose the road was with equal despatch built around Lake Superior, when by a shorter route, by the way of Sault St. Marie, our north end could be reached through a foreign country.

Most carefully was every avenue guarded lest some portion of the traffic might be diverted until the gates of Montreal were reached. A like policy, we demand, for the east; other things being equal we expect our government to guard with as jealous care and foresight the diversion of that traffic after it has left Montreal. From such a policy we regret to say the government of the day is taking a departure. The indignation aroused in St. John by the advertisement calling for tenders to convey Canadian mails, during the winter season, by the way of Portland can scarcely be conceived. Irrespective of party we met upon a common platform and our indignant protest soon made itself felt. St. John was substituted for Portland and there the matter now stands. Since then we have had the assurance of the minister of marine and fisheries, backed by that of the Minister of Finance, that the claim of St. John to the one of the termini of the Canadian winter ports should not be ignored. I stand not here, sir, to claim for St. John any advantage to which they cannot lay a just and legitimate title. We ask no favor, but demand a recognition of the rights to which we are fairly entitled. The advocates of Portland for our winter port say, in order to compete with India is the production of wheat we must reach the ocean by the shortest possible route. They say we cannot compete successfully with Portland as a half port 207 miles from Montreal, while the distance to St. John by the short line is 440 miles, being 143 miles against us; yet as a countervailing advantage, the sea voyage from St. John to Liverpool is 150 miles shorter than from Portland to Liverpool. The distance accordingly from Montreal to Liverpool by the way of St. John is seven miles shorter than by the way of Portland. In favor of St. John as one of the winter ports it may be urged, the Canada Pacific Railway is giving special attention to the grading and inland making the short line a greatly superior road to the Grand Trunk Railway. further claim our port is capable of competing with any other port for the outlet of Canadian traffic on the Atlantic sea board. It is the fourth largest ship owning port of the world. It has an open harbor all the year round. It has unrivalled facilities for both dry and floating docks. It has freights to offer at all seasons of the year to the largest vessels. Especially will this be so, when the short line is completed. Right large ocean steamships have been in our harbor loading at the same time. When the Allan line of steamers first carried mails to Portland, being unable to get return freights there, they came to St. John to load. And yet notwithstanding all this, it is said the approaches to our harbor render navigation unsafe and the dense fogs of the bay preclude the possibility of our competing successfully with either Portland or Boston. I give as unqualified contradiction to both assumptions. During the autumn and winter months our harbor and its approaches are quite free from fog. There is no port north of Hatteras freer from ice, than the harbor of Saint John.

From a report of the special committee of the St. John board of trade, on the Bay of Fundy and port of St. John, it appears that during a period of ten years, from 1876 to 1886, the number of sea going sailing vessels and steamers arriving and departing aggregated 33,213 vessels of 10,790,946 tons.

The total value of imports and exports for the like period amounted to $84,179,364. As an evidence of the small relative amount of disasters and casualties, it was shown, the percentage of loss, for these ten years, of tonnage of both steam and sailing vessels as compared with total tonnage entered and cleared is .26 of 1 per cent.; and of loss of cargoes of sailing vessels as compared with the total amount of imports and exports is .05 of 1 per cent.

The committee further reported that the agents of St. John for marine insurance companies are taking risks from St. John direct to Europe at the same rate of premium as from Halifax, Boston and Portland.

These briefly are some of the reasons in which we ground our demands to a just recognition of our rights on the part of the Dominion government. Let the same justice be done the east as has been done the west. We plead not as suppliants for a favor; but as freemen, who know our rights, and knowing dare maintain them. I speak, sir, in behalf of no mean city; on the contrary, for one that ranks fourth among the great shipowning ports of the world. I raise my voice for the rights of a people down by the sea, who boast for their country a mercantile tonnage that places it fourth among the nations of the world and whose 87,000 sailors man her ships, which sail on all seas. I have an abiding faith in this young nationality of ours. We of the east are proud and justly proud of our western heritage. They of the west should feel equally proud of our splendid Atlantic frontage through whose marts and ports the ever-increasing trade of Canada should by all possible means be made to follow to the markets of the world.

In consequence of not receiving the copy of the report of yesterday's speeches and proceedings till a late hour to-day we are not in a position to make room, as we desire, for any of the speeches on the winter port resolutions, except Dr. Alward's.

At the Hotels.

The hotels were crowded with lumbermen and lobbyists last night, many of the latter having been here for two or three days. The Queen took care of 85 guests and all the room at the Barker were taken. The following arrived at the Queen yesterday: Gilmor Brown, St. Stephen; Geo. B. Dunn, Houlton; C. A. Harmon, Peel, C C; D F. Maxwell, St. Stephen; W. Stairs Duffus, Halifax; R. Lindsay. A. G. Lindsay, Woodstock; L. J. Almon, Rothesay; T. W. Peters, Chas. W. King, L. W. Pond, J. McArthur, S. Hayward, J. Fraser Gregory, R. J. Warden and wife, Jas. T. Kennedy, J. F. McMillan, Geo. Murray, Geo. W. Jones, F. H. McMillan, C. W. Weldon, H. W. Frith, St. John.

Thearrivals at the Barker yesterday were: C. F. Woodman, W. il. Murray, J. R. Warner, F. Stetson, R. V. Barker, John S. Knight, Harris Allan, J. McLeod, J. A. Price, St. John; D. H. Keswick, Hartland; W. R. Connell, G. R. Ketchum, Tyler O. Burpee, Woodstock; W. G. Hatch, Prince William; O. G. Lindsay, New York; F. W. Giberson, Andover; F. H. Hale, Woodstock.

Personal and Political.

F. H. Hale, M. P., Woodstock, is at the Barker.

Jas B. Todd, director of the N. B. Railway Co., is in town.

C. W. Weldon, M. P., of St. John, arrived in the city last evening and is registered at the Queen.

Mayor Sturdee, and Aldermen Busby, VanWart, Price and Jones, of Portland, are in the city looking after the Portland bills before the legislature.

John F. Zebley, of New York, president of the St. John street railway company, is in the city. A meeting of the members of the company present in the city was held at the Queen last night, preparatory to presenting the bill to the legislature incorporating the company.

Royal Templars.

A variety socials is to be held at the temperance hall on Monday evening next under the auspices of the Royal Templars of Temperance. The entertainment will consist of music, readings, addresses and a varied assortment of refreshments will be on sale at the tables.

The quarterly convention of the York District Council of Royal Templars will be held at Mouth Tay, Nashwaak, on the 30th inst.

At Government House.

In the place of the usual afternoon reception on Tuesday at Government House, an "At Home" was held between the hours of four and six. There was a large attendance of guests. Among the singers taking part in the musical programme were Mrs. T. C. Allen, Miss Lugrin, Prof. Bristowe and Prof. Stockley.

Bridges Gone.

The chief commissioner of board of works received word on Tuesday that the highway bridge over Green river, in Madawaska, had fallen from the heavy weight of snow upon it. The bridge at Redback, on the N. W. Miramichi, has also been severely damaged from the same cause.

Business Changes.

Mr. S. L. Morrison will remove his grocery business about the first of next month to the vacant store, corner York and Queen streets. Mr. Morrison will have one of the best grocery business stands in the city. His present stand will be occupied after the first of May by Messrs. L. W. Johnston & Co., who will also occupy the upper flats of the whole building.

The Hospital Fund.

Through a typographical error the amount received up to date for the Victoria hospital was stated in Saturday's GLEANER as nearly $6,000. It should have been nearly $3,000.

Free Trade.

The reduction of internal revenue and the taking off of revenue stamps from Proprietary Medicines, no doubt has largely benefitted the consumers, as well as relieving the burden of home manufacturers. Especially is this the case with Green's August Flower and Boshee's German Syrup, as the reduction of thirty-six cents per dozen, has been added to increase the size of the bottles containing these remedies, thereby giving one-fifth more medicine in the 75 cent size. The August Flower for Dyspepsia and Liver Complaint, and the German Syrup for Cough and Lung troubles, have perhaps, the largest sale of any medicines in the world. The advantage of increased sizes of the bottles will be greatly appreciated by the sick and afflicted, in every town and village in civilized countries. Sample bottles for 10 cents remain the same size.

HIGHLY SPOKEN OF.—Mr. Jas. M. Lawson, of Woodville, Ont., speaks in high terms of Yellow Oil for rheumatism, lame back, sprains and painful complaints. Yellow Oil used internally and externally in case of pains rheu coughs, colds, sore throat, etc., and has made many remarkable cures of deafness.

See the card of Dr. McAllister, druggist, in another column.

THE COUNTY COURT.

The Bribery Cases—Tuesday Afternoon's Proceedings.

[From Yesterday's Weekly Gleaner.]

The jury returned at half past four. A true bill was found against Messrs. Hilyard and Hazen. In reference to the bill against Mr. Temple the jurycame into court and asked the judge if it was necessary to support the indictment that the bribery should be personal. The judge directed the jury that to support the indictment the bribery must be personal. The jury retired, and after some further consideration, there being no evidence of direct personal bribery by Mr. Temple, found no bill against him.

The indictment was prepared by the attorney general, and it is to be regretted that it was drawn for direct personal bribery, instead of bribery through Mr. Hazen as his agent. We do not pretend to understand law, and it may be that the judge was wrong in his directions and the indictment as prepared was sufficient for a case of bribery by agent, but we would have expected the indictment not to charge direct personal bribery, but to have charged bribery through an agent as everybody has so understood the evidence from the first. Had the attorney general been present he might have then and there added such a count, or amended the indictment to meet the point raised, and indeed the solicitor general might have made the same application, but perhaps he would be diffident about changing the indictment as drawn by the attorney general. The matter will probably not rest here, as it is only on the various officers at the next court to present a fresh indictment for bribery by an agent, a course which we presume will be adopted. In the meantime Mr. Temple, will, of course, take what comfort he can out of his temporary escape while his unfortunate dupes will stand waiting trial.

The indictments against Messrs. Hilyard and Hazen were allowed to stand over for trial till the June session of the court, owing, it is said, partly to the necessity of having another judge to try the case, Judge Steadman being related to Mr. Hazen, and partly for the convenience of the attorney general.

ST. JOHN RIVER LOG DRIVING CO.

Annual Meeting at the Queen Hotel Yesterday—Sale of the Corporation.

A large number of lumbermen were in town yesterday in attendance at the second annual meeting of the St. John River Log Driving Co. The meeting was held at the Queen hotel at noon yesterday. The lumbermen did not do a very large business in the majority. The board of directors were elected for the ensuing year as follows :— Franklin Stetson, St. John, President; Robt. Connors, St Francis; Darius R. Nixon, Brighton, Carleton Co.; Wm. Tidlie, Brighton, Carleton Co.; F. W. Giberson, Andover;

J. Fraser Gregory was re-elected secretary-treasurer of the company. With the exception of Mr. Connors the board of directors is composed of new men, most of whom belong up river. This is claimed to be advantageous inasmuch as the driving operations can be personally supervised by them. The company, it is understood, were not altogether satisfied with the operations of last season. Indeed some of the lumbermen are opposed to corporation driving, so unsatisfactory were the operations of last season. The season, however, was an unusually hard one for driving, and it is not to be wondered at that some of the parties concerned were not satisfied with the result.

At the close of the meeting the sale of the driving took place in front of the County Court House, Wilmot Guiou auctioneer. The competition was between five or six persons, and was finally knocked down to Mr. Geo. T. Tidlie, of Brighton, Carleton Co., who has associated with him Messrs. D H Nixon and F. W. Giberson. Messrs. Tidlie, Nixon and Giberson are therefore the corporation drivers for the coming season They entered into bonds for the fulfilment of their contract. The contract price for the different driving districts are as follows :— Grand Falls to Fredericton

Mouth Grand Falls to Fredericton, 10 cts. per M
Mouth Salmon River 15   " "
Aroostook Falls 15   " "
Mouth Tobique 14   " "
Big French side 9   " "
Becaquimec 9   " "
Meductikeag 5   " "

Last year the contract from Grand Falls and the Aroostook was taken for 12½ cents, whereas this year the lowest bid for the former was 18 cents and for the latter 15 cents per thousand.

A petition was drawn up by the members of the company to be presented to the legislature praying for some changes in the corporation act.

Snow and Slush Clearing.

Clearing snow, ice and slush from off the side walks became the order of the day all along Queen street yesterday. The side walks, through neglect to clear away the snow during a stormy winter, have been in a bad condition since the thaws began. Indeed it seemed impossible for three weeks to remove the ice. A storm, then when merchant set the example of slush and ice clearing yesterday morning, he was followed by numbers of others and in a short time Queen street presented a lively and active scene as the army of shovellers and pickers got down to work. Some laid bare the asphalt, while others contented themselves with clearing away the slush and digging drains and others again, of course, preferred to let nature do its own work unrestrained. The asphalt as yet only appears in patches and the monotony of pedestrianism is greatly relieved by stepping from a foot of ice down on the pavement and then up again after a few steps, the same thing to be repeated every few seconds. But a few days more of soft weather and the asphalt will be entirely cleared of it ice covering if the clerks follow up their work of yesterday and to-day. A portion of one was cleared away in front of the Sharkey block yesterday afternoon, and there being no drainage the place was soon filled with water. A number of boys did nothing else last night than to watch the pedestrians as one after another came tumbling into the pool.

In Short Metre.

St. Patrick's Day.

Remember the concert in St. Dunstan's hall to-night.

Mother Goose and her family are coming to town.

Blankets cleansed 40 to 60 cents per pair at Ungar's laundry, W. S. Carroll, agent.

Victoria Hospital Concert.

The concert in the city hall to-night, in aid of the Victoria Hospital fund, will, no doubt, be well patronized. An excellent programme has been prepared.

St. Patrick's Society Concert.

The concert to-night under the auspices of St. Patrick's Society promises to be an enjoyable affair. The proceeds are to be applied towards a charitable purpose. "We bespeak for the society a bumper house.

GONE FOR GOOD.—Prompt relief to persons suffering from the accumulation of tough mucous—the construction of false membrane—and at once relieve the difficulty. For sale by all druggists. Take Allright or Spyten Devil at once, afterwards Haygard's Pectoral Balsam.