**A DANGEROUS PIECE OF LEGISLATION.** Mr. Hazen Gondemns the Gentral Railway Bill and Reviews at Some Length the Expense the Province Has Already Been Put To. 1 1. 1. FON, N. B., April 12 .- ment of the resources in the centre to go into committee of the province and shall probably soor consider the bill an act be deriving a revenue of \$50,000 a year ig to the development of from royalties." In his address to the as in the counties of electors of Kings, the hon. gentleman unbury, Mr. Hazen ask- painted an even more glowing picture at bill stand over until of the future development of these coal the bill had not been fields to take place in the immediate stributed until this af- future. mbers had not had an | Up to the present time this provinc closely examine it. has guaranteed bonds to the amount has guaranteed bonds to the amount of \$450,000, and all that we have to show geley said that memfor it is 15 miles of a trunk railway

islature were desirous and seven miles of sidings to the mines. gh this week and there We were assured that for the addi-tional \$200,000 voted in 1903 the Cenbill requiring explanill can be taken up totral railway would be put in first class tomorrow. condition, and yet what is the condiveedle said that there tion of that road today? From Nors illness in the family

ton to Chipman it is in wretched general and he may be dition. The bridges over the Washaany moment. As he demoak and the Kennebeccasis are charge and had given said to be unsafe, and I am told toeat deal of attention. it day that the bridge at Coal Creek is air to proceed with the down. The roadbed is not in good nce and the house had condition either. Last summer matters came to the point where the secth the bill tonight. aid-I consider this bill tion men and engineers had not been t objectionable and one paid their wages for months; contractors for the new road could not get ngerous pieces of legiscome before this house their pay for work done: all the \$250 .rter of a century. This 000 and the additional \$200,000 was fifth chapter in the hisgone somewhere, and something had to be done. And what was done? markable and indefen-Without a vestige of authority, with-In 1901 this house was arantee bonds to, the out as much as asking the house to anction their action, the government .000 for the New Bruns put their hands into the provincial treasury and handed out \$30,000 in cash Railway Co. Scarcely ade in connection with to go where the other \$450,000 of the her in the house or out province's money had gone. Can anyborne out by the facts. body tell just how much public money en well remember that has been spent on this enterprise, asked to guarantee the where the money has gone to? The re the construction of a old Central railway got \$190,000 in do-Chipman to Fredericton minion subsidies and \$130,000 in proing of bonds was at that vincial subsidies. When the bill now olicy with this province before the house passes, as undoubtolicy had been to give a edly it will, the scheme will have re-32.500 a mile. We were

ceived \$700,000 in provincial guarant the new departure was essential to secure the de-at of the coal fields in Queen unbury countles and that the i from Chipman to Fredericton in cash loaned last summer, making a grand total of \$1/150.000 in public s vital to the enterprise.

money put into this railway. This house is now pledged to the seemed ample, and no portion of the province for a further bonds were to be guaranteed until the road was open for traffic from ment appeals to its supporters to sanction this further guarantee, and no frederiction and a plant installed capable of raising 500 tons of the state as the assurance that the maan in frederic to the sesurance that the maan of \$700,coal a day. We were told that such sure will pass. While the province and The doubt has the assurance that the mea-coal a day. We were told that such sure will pass. While the province and province would not be called to pay one million dollars into this perintfous legislation it would be dif-one million dollars into this perintfous legislation it would be difwould be the output of total that dominion have already part interior pernictous legislation it would be dif-one dollar of the guarantee and that scheme and the promoters have ficult for even the attorney general to not assisted, the work would have a considerable revenue would be de- never risked one dollar in it, this devise. I do not wonder that the pre- stopped. If we had permitted this to rived from the royalties on the coal to house is asked to commit the province mier has left the house and refuses to be done, what would the people of this be raised; provincial railways were al- to the expenditure of another \$250,000. lend the countenance of his presence province who are interested in its so to be penalized if they did not use This is the most astonishing proposi- to the scheme. I It belongs wholly to progress have said to us? The work this Queens Co. coal. So strong were tion ever submitted to this legisla- the attorney general. It was con- went on and in January, 1904, the road the assurances given this house by the ture. When we look at that short ceived in his fertile brain. It is his is completed so as to begin hauling the assurances given this house by the ture. When we look at that short child and his only. The hon, member coal. Mr. King, Mr. Gibson and others and bright were the pictures painted that ready cost the province, is it not monstrous that a further guarantee of a quarter of a million should even be building a railway from the infernal suggested? I claim that that portion regions to the Queens county coal had been placed in the various mines, of the subsidies paid to the spurs and fields, but all the imagination of the and there was every prospect of sidings was given in absolute defiance dollar to the enterprise and another of the subsidy act. Does this scheme possess any merit at all? No person can be found who is willing to risk a dollar in it and none but the government will undertake to finance it, and yet the government comes to this house and asks for authority to take possession of the road and to operate through which this railway was to it by commissioners who shall be appointed by the government. What mers of these coal mines they will can be said for this scheme? Look at the bill. The preamble sets forth: portance to them to secure an outlet "Whereas the cost of construction has to Fredericton and connection with the been very largely in construction has been very largely in excess of what Canadian Pacific Railway than to get | was anticipated; and in order to prevent the work of construction from be-C. R. at Norton. Shortly after the ing suspended, it became necessary session of 1901, when these bonds were ing suspended, it became necessary amendment : guaranteed, a company was formed, that the legislature would be asked for additional financial assitance; and a change in the management has been That effected at the request of the government, there is reason to believe, that with additional improvements to road bed and bridges and by increasing the rolling stock the output of coal can be greatly increased; and if the enterprise had been allowed to collapse as would have been the case but for the intervention of the government, the amount already invested by the province would have been lost." This only confirms what was said by the hon. member from Charlotte and myself two years ago and disputed by the attorney general; that this was not a business enterprise but a speculative scheme to exploit the revenues of the province. From first to last this scheme has been a sink-he of extravagence, mismanagement and speculation, and has been the exploithad the attorney general coming to the ing ground for boodlers, speculators and political pets. the original guarantee modified so that I can well imagine how the attorney bonds could be guaranteed when general would appeal to the governthe road was completed from Chipman ment supporters to put this thing to the coal fields. That was done, through. We now understand quite Next year, 1903, a further amendment well why this house was kept waiting and guarantee was made. The whole nearly three hours last evening while of the original \$250,000 was gone and the hon. gentleman tried to convince only 15 miles of road had been built his supporters to vote this thing towards Fredericton. In 1908 a further through the house. He would assure guarantee of \$200,000 was asked to en- them that the opposition predictions able the company to purchase the old have about come true; the scheme is Central railway.' We were assured in a state of utter collapse; the credit that this would secure the building of of the province is impaired, and the the road to Frederiston, putting the prestige of the government gone if whole line under one management and this thing now fails through, and it is result in great development and a absolutely essential to the life of the past 20 years, but whenever they have large revenue to the province. Hon. government and the positions of the Mr. Pugsley told this house in this hon, members themselves that this connection: "It is estimated that further raid on the provincial treasury needed with this road. Let me say that if we are too optimistic that is the es-timate of a bard barded that of the says that is not say that is not s "It is estimated that further raid on the provincial treasury there are 100,000,000 chaldrons of coal be voted through. That, no doubt, I have nothing to fear from the fullto be developed. As a result of our was the kind of argument used by the est investigation and that any connec-policy we find capitalists now going in attorney general, and the effect of it tion that I have had with this road has to develop that country. We will see is seen in the very fast that imme-in a short time an enormous develop-diately thereafter he introduced this public interests. When I mention the year. The leader of the opposition ger, Clair, Martin-37.

bill and intends to force it through the name of George McAvity, a man of says that my hopes have not been mediately realized, yet Sir Charles the highest business integrity and What assurance has the house that ability, everyone will recognize that Tupper was equally astray in his prethis will be the final demand for this he was a most proper person to take dictions with regard to the development of our Northwest. Yet the de-First we were asked for over the management of this road. \$250,000, and that would secure the building of the road and the develop-books and papers were handed over to building of the road and the development of the coal areas. Then another \$200,000 was required, and was forth-coming from the provincial treasury. who took weeks to investigate them. that there is no hope of the Grand Now another \$250,000 is demanded, and I am authorized to state tonight that Trunk Pacific taking over this road. who can tell how much will be asked Mr. Sharp found every item of ex- We do not base our expectations on for next year and the year after? And penditure had been faithfully account- that contingency. That railway the arguments in favor of those new demands will be just as plausible as as the arguments for this demand are the arguments for this demand. But, says the attorney general, we are column to the discounts of the second the accounts they will come to us for coal. There were also submitted to anare going to sell the road to the Grand Trunk Pacific. What evidence of that can he give the house? What assure can he give the house? What assur-ance has he that the transcontinental if the leader of the opposition desires an investigation, let him make his man, and the other down through the charges. While he has spoken of the centre of the province, which will at will come near the coal fields? He has absolutely no certainty regarding it. situation of this railway as deplorable all events go near Chipman. I am He is simply gambling on this scheme and has called us all robbers and and taking a gambler's chance, and no more. We are told that the transthieves, he has not criticized the action of the government in seeking to develop these coal fields. Now let us it is impossible it can go except by continental engineers have found a favorable route that will take the railbegin this story at the beginning, and this line. If we believe the assurances who will say that we did not exercise proper care at all the various stages as part of the Grand Trunk Pacific way through the centre of the province, and if so, it will pass many miles from Chipman. Will the G. T. of the work? First we appointed a system. The statement of Mr. Wade P. people change the route recomsub-committee of the government, conmended by their engineers to help the sisting of Hon. Messrs. Hill, Farris towards the port of St. John as one and Dunn, to examine these coal of their winter ports, should satisfy mines, and I do not think it would be anyone who is willing to be satisfied. attorney general out of a hole? If he has any evidence, if he is in possess of a tittle of evidence. to show that it pcssible to select a more conservative committee. They reported favorably the intention or even a proposal of the G. T. P. to buy the railway from Minto to Norton, let him produce it to on the mines and their prospects. Next we had the reports of experts who were conversant with mining and who this house. I believe that it is the fact the attorney general is only holding were able to show that there are at what is wanted from this house? It out these glittering generalities to least 50.000.000 tons of coal in that justify, if possible, his course to his followers, who had no idea that they field, and possibly 250,000,000 tons. That being so, we were confronted with this siton objects, the stockholders of the would be led so deeply into this proposition: We had these coal areas lying dormant, the property of the province, and we felt that if they were we had asked to guarantee more bonds scheme. The party whip has been cracked pretty strong, I think, and the supporters of the government have been made to feel that they must now developed they would give a large revestablishing great industries which ernment was financing the road. see this thing through even it if bankwould give employment to hundreds rupts the province. and perhaps thousands of people. Was It is appalling that this scheme it not our duty then to see if these should be sprung on the house in the mines could be developed? Was it not dying hours of the session, and when right that they should have a western there is no opportunity for the counoutlet to Fredericton? The leader of try to discuss the proposition. I have the opposition approved of our opening no hesitation in saying that this is the most iniquitous legislation proposed up these coal areas. There was a desire on all sides of the house to do for many years; it is utterly indefenthis. We came to this legislature in 1901, and asked for authority to guar-ante \$250,000 worth of bonds to con-the bonds will go to pay off \$169,000 sible, and is simply and wholly a scheme to exploit the revenues of the province. I claim that it is utterly struct this railway, which were not to ndefensible to force this scheme be used until it was completed to Fredericton. These were hard terms tive, and to repair the present one through the house until we are in posession of more facts about the enterand required an enormous credit to prise and the disposition of the money finance the road. Our great transconing \$21,300. already paid out upon it, where the tinental railway could not finance their road under the terms money went, who the shareholders of the company are. This is a most desoriginally granted to them and had perate, a most dangerous proceeding to go back to the government for the province to enter into. and get bonds issued on progress es-There is not even the condition that timates. We did the same thing for the road will be extended to Fredericthis railway. I have already related ton, and there is no intention to now in detail the difficulties which we enbuild that important part of the line. ountered. The contractor found that All that has been abandoned, as is what he had estimated as earth was shown by the attorney general's statehard pan and immensely more costly that it is expected to sell the to work. The engineer's progress esroad to the Transcontinental and outtimates would not pay the labor bills. let to Fredericton will be obtained in and the enterprise would have stopped that way. This is the first time in the when the contractor threw up his history of the province that the govcontract if we had not come to the ernment is entering upon ownership

ceived \$700,000 in provincial guaran-tees. Subsidies for the road from Chipman to Minto, both dominion and provincial, will be some \$100,000 more, the province an opportunity to say a money refused to make any further, word about it or even to know that advances, and money had to be got vince. such a scheme was contemplated and elsewhere. My connection with the the house is aware of the intention road has been commented on, but the only a few hours before the scheme is legislature declared that as attorney that I did what I could to get them 1000 which has been given or is to be branches. give coal to the railway. Branch lines profitable business. But just at this time came violent snow storms, which though thousands of dollars were expended in a vain attempt to keep it for the purchase of the other road shown the million. a public scandal. That was the time when the premier had refused to aurun the road, I venture to say there thorize the issue of more bonds. What bill No. 100 is referred to the commit- then? Should they have let the entercught the government to have done and I do not think the attorney general prise go down and the road stop, and would use it in his house. No doubt should we have allowed the working men to go without their wages? As these men believed the government was behind the road, it would have been a swindle on them if we had repremier had better ask for that sum fused to pay them. After the accounts now. I have no sympathy with the had been fully investigated the prem somewhat abusive ier insisted in a change of managebeen used by the leader of the opposiment. George McAvity said he would tion. I do not believe there has been not take the management unless cerany boodling, as it termed, but I think tain improvements' were made. C. this road is going to be a white ele-Hunter, a railway man of twenty phant on our hands. I regret that the years' experience, was placed in charge words boodler, speculator and rascal of the line. He reported that the comhave been used, for these words will pany had forty flat cars, but that was be printed in all the newspapers, and not nearly enough to haul the coal there will be an impression that there that was needed. He also reported has been a great deal of wrong doing. that the locomotive power was inade- For that reason I trust that the govquate. In order to operate a railway ernment will see their way clean successfully you must have large loco- have a commission of enquiry for the motives. Mr. McAvity made it a con- purpose of showing that every dollar dition that the government should do has been properly expended, for I bewhat was reasonably necessary. Was lieve that the words which have been and that his condition today shows not that a wise course? Could the used are unjustifiable. government say we will go no further, The amendment was spoken to by but let the undertaking collapse? I ask this house to say at what particu-Maxwell, Mr. Grimmer, Mr. Osman, lar time they can affirm the govern-Mr. Flemming, Mr. King, Mr. Leger ment committed an error of judgment. Mr. Burns, Hon. Mr. Tweedle and Last fall Messrs. Wainwright and Mcothers and a vote was taken at a quar-Nab went over the road and were well ter to five a. m., the amendment bepleased with it. We have the statement of Mr. McAvity that from en- ing defeated on the following vote: Yeas-Messrs. Hazen, Smith, Flemquiries he has made he believes the ming, Grimmer, Clarke, Morrissy, rallway can do a paying business. We have his further statement that if Glasler, Maxwell, Hartt, Morrison and kind against the government for the he can get rolling stock and have the Hon. Mr. Hill-11. Nays-Hon. Mr. Tweedle Hon. Mr. bridges repaired they can get coal to Pugeley, Hon. Mr. Jones, Hon. Mr. Farris, Hon. Mr. Labillois, Hon. Mr. Sweeney, Mesers. Whitehead, Copp, Scovil, Osman, Ryan, Carpenter, Mctimate of a hard-beaded man of business. Two thousand tons a day means 600,000 tens a year and that would give Barnes, Murray, Purdy, Robertson,

Surprise Soap Moncton, going over our line to Chiplooking forward with confidence to the railway coming to Chipman. If anyon that subject, that they are looking We also have the assurance of the mittee and agreed to. minister of railways, and I do not be-lieve that he would make a statement to the people of St. John that he is not prepared to carry ont. Now is proposed to get rid of the very thing to which the leader of the oppo company. No stockholder has receive it would have been said that the govpropose that the company shall relin-quish their interest in the road for the payment of one dollar. Then the crown will be in a position to sell on lease it We have provided that there shall be two commissioners, one of whom will be Mr. McAvity and the other a gentleman not connected with the legislature or the government, in whom everyone will have confidence worth of liabilities and pay off \$24,000 of interest, to purchase a new locomo and to provide rolling stock and build bridges, the estimate for the latter be-

I may say, in conclusion, that this has been undertaken with a good deal of reluctance, but we saw that there was no other course open if we were to bring the enterprise to a successful conclusion, and I may say also that I have more confidence today in the ultimate success of the enterprise than I ever had. As to the statement made by the leader of the opposition that the members supporting the government were forced to accede to this, I may say that the men on our side of the house are not the men to be forced. They are men of an independent mind and I am proud to believe that they are supporting us in this matter be cause they think it in the best interests of the country, and will receive the sanction of the people of this pro-

Hon. Mr. Hill said it seems to be expected that I would not be in sym-

ISLAND LETTER. The bill was then considered in com The act to confirm the agreemen with the Grand Falls Power Co. was Legislature Settling Down to Busi. considered in committee and agreed ness - Students Successful-The house adjourned at 5 a. m. **Recent Deaths.** THE VIRGINIAN CHARLOTTETOWN, April 14 .- The legislature is settling down to steady work. There are no very important measures to come before the house Premier Peters has introduced a bill further securing the independence of the general assembly and providing Made Better Time Than that before any action can be taken to recover any of the penalties mentioned in said act the person taking the Victorian. such action must deposit \$200 as se-curity for the costs. An amendment to the prohibition act will also be asked for making the right of search more workable and compelling a man tried HALIFAX, N. S., April 14 .- The for drunkenness to tell the stipenew Allan liner turbine steamship diary magistrate where he obtained the Virginian arrived today from Moville, liquor. This bill is being introduced breaking the Allan line record from at the instance of the Provincial Tem-Moville to Halifax in the actual elperance Alliance, whose annual meetapsed time of 6 days 14 hours and 34 ing was held a few days ago. The ofminutes from port to port. The tur-bines were perfectly satisfactory, never once stopping on the voyage. non, Montague; vice-presidents, Rev. A. D. McDonald, Wm. McLeod. John

"Child's Play

Wash Day"

Means: To make the dirt drop out, not be rubbed in, use

he "Surprise" way without boiling or scalding the clothes. Its a new way and a clean, easy method of doing

Surprise is all Soap; a pure Soap which makes a quick lather.

Read the directions on the wrapp

The Virginian took the southerly route, making a distance of 2,500 miles, and Anderson; secretary, A. D. Fraser; her actual average speed per hour, detreasurer. E. F. Purdy ducting seven hours detention on ac-Annie F. Webster of Charlottetown count of fog and bad weather was, has graduated from St. Luke's train-Captain Vipond says, 15.7 knots, her ing school for nurses at New Bedford net average speed being 15.1 knots per Mass., and has received a good ap-What prevented a greater pointment there. hour. George Essory was fined \$100 and speed was simply lack of steam pressure, due to the priming of the boilcosts yesterday for a violation of the ers. The Victorian's average speed prohibition law. hour had been 13 1-3 knots; at per times the Virginian's speed occasionally rose as high as 16 1-2 knots an Capt. Vipond, who is in command, says the Virginian is a grand sea boat. He reports that on Wed-nesday night he received a wireless message from the Victorian, eastward cities.

bound, that they had seen an iceberg, but that morning in latitude 42.30 N., longitude 47.19 W., they had passed an iceberg themselves and for 13 hours thereafter they saw bergs continuously till latitude 42.25 N., longitude 51.43

Mrs. James A. Campbell of Andover, Mass., has been engaged as or-ganist and choir instructor of the Prince street Baptist church. Mrs. Campbell is a graduate of the Bosto Conservatory of Music and has held positions in several Massac

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Miss Amy Desbrisay has gone to Montreal to study nursing in the Royal Victoria Hospital.

Rev. Robert Pegrum, M. A., has ac-cepted a call to the pastorate of the Central Christian church in this city to succeed Rev. R. W. Stevenson. He W. was reached. It is very unusual, is a native of England, a graduate of the University of London, and has lately been teaching in a college at Revere, Mass Dr. E. A. Robertson, a native of Rollo Bay, has graduated from the Chattanooga Medical College, winning the faculty gold medal. The congregation of St. James' Presbyterian church have decided to erect a new manse for the use of their esteemed pastor, Rev. F. F. Fullerton When the building is completed the whole will form one of the best church properties in the maritime provinces. Miss Holman of Union road has returned from India, where she was engaged in mission work for the Methodist church for four years. C. D. Johns of St. John is here soliciting for the Independent Order of **RIGHT EVER SINCE** Foresters. He expects to remain about six months. A twelve year old daughter of John Stewart of Southport had four fingers of her left hand shattered by the explosion of a cartridge which she was picking. The four fingers had to be amputated. Herbert Bell of Augustine Cove has won the medal in advanced "honor and He Has Had Good Heath Ever | mathematics at the University of Edinburgh. He is the first colonial to se cure this honor. The provincial government has decided to give the Exhibition Association a grant of \$4,000 for two years. Recent deaths here include Mrs. Elizabeth Myers of Hazelbrook, aged 96: Charles Turner of Dundas, aged 81; Mrs. Edward Wadman of Augustine Cove, aged 84; Gertrude King of Char lottetown, aged 26; Mrs. James Brown of South Granville, aged 71; Mrs. Robert McLaurin of Lot 16, aged 80; Francis Burke of Lower Montague, aged 61; Mrs. Jane Barr of West Royalty, aged 85; Docia Francis of Westmorland, aged 29; Louis Bell of Charlottetown aged 21; Mrs. Wallace Field of Rocky Point, aged 24; Mrs. John A. McDon-

SEMI-WEEKLY SUN, ST. JOHN, N. B., APRIL 19, 1905.

first bill guaranteeing bonds with liton and opposition. We were soured that the province would really not be called upon to contribute one thing which appealed forcibly to me was the fact that the railway from Chipman to Fredericton would pass section of the province that had long looked for railway communication in vain. If you will go to the district traverse, if you will talk with the All assure you that it is of greater imto St. John anl connection with the L. composed of friends of the government and who did not put one dellar of their own money into the enterprise. scheme was financed then and has been financed ever since wholly on the money and the credit of the province. Even Mr. McAvity, who was induced a short time ago to take over the management of the road, has only one share of stock and will not invest a single dollar in it as a business enterprise, for he knows that it is not such. It may be said without the possibility of successful dental, that this is a paper scheme from first to last, and has not a bit of substance or practical business to commend it. It has been simply carried on by the government as a speculative scheme from the beginning and not a dollar of legitimate capital has ever been put into it by any person.

Well, in 1902, the very next year, we house and asked to have the terms of dream he had of the attorney general developing their mines were ready to hon. member was unequal to the task of supposing that the attorney general would have the province owning and kept their road closed up all winter, aloperating railways. Every statement ever made regarding the Central or the New Brunswick Coal and Railway open. Here I confess that I did not Companies when raids upon the prov- realize all the difficulties that were incial treasury have been in order to be faced. I was have been falsified by the facts, and accounts which prove that \$70,000 I contend that before this house should had been expended on bridges be asked to commit itself to this and I believed that all the bridges on scheme and to pledge the credit of the the road were in good condition. Then province for another quarter million one of the bridges went down and dollars, it should be in possession of there was difficulty with the Norton some facts regarding the road and the bridge. Then the resources of the expenditure of the money already company became exhausted and the given, I therefore move the following men were not paid. There was almost That the speaker do not now leave

the chair, but that in the opinion of this house it is desirable that before tee of the whole house that all the facts in connection with the management of and expenditure of public moneys made in connection with the New Brunswick Coal and Railway Co. be enquired into and ascertained, and for that purpose that a royal commission be appointed with power to call witnesses and take evidence under oath and to report to this house not later than the first week of the next ession thereof.

Hon. Mr. Pugsley-I feel that if the leader of the opposition had been very solitious to ascertain the facts with regard to this railway he might have had ample opportunity of doing so whenever he chose to ask for it. He said that this line has been carried on in the interest of boodlers and political pets. If he really believes this he has not been doing his duty as a member of this legislature, for he has sat for the past five weeks without making any movement for the purpose of verifying his belief. Surely when he was making enquiries on this subject early in the session and when he was given the fullest information that we had in our possession, if he honestly believed that there was anything being done in connection with the road that was detrimental to the public interests it was his duty to demand an investigation. It is very easy to make these general assertions. The opposition has been making charges of this it either. Here there is a sum of \$700,- Capt. Vipond says, to see many icebergs so far south at this time of given to this railway, and what have year. The Virginian on her return to Liverpool will again sail on the southerly route, but running on the followfifteen miles of railway in the county ing westerly voyage she will take the of Queens that did not exist before ? Hon. Mr. Pugsley-And nine miles of north, which is at least 250 miles shorter. The Virginian had 1,429 passengers.

Hon. Mr. Hill-Provision was to be Arriving close on her heels was the made for the establishment of certain Dominion liner Canada, with 1,100 passteam shovels, which were estimated sengers. The Canada left Laverpool to cost \$75,000. They were not obtainbefore the Virginian and came direct ed; perhaps they were too expensive. to Halifax, while the Virginian called I was asked by a certain high government authority if sidings could not be at Moville for the mails, which means substituted, and this it seems has been a total difference of about 14 hours.

done. There seems to be nothing certain about the road. The original tain about the road. The original scheme was carried through the house HAS BEEN ALL by the persuasive eloquence of the attorney general. He was just as persuasive and just as hopeful then is now. We were told that the \$200.000

T. H. BELYEA, P. M., PROVES would be a finality. Something has THAT DODD'S KIDNEY PILLS been said about errors in judgment. CURE PERMANENTLY. but I think the first and greatest error was having anything to do with it at all. What proof have we got that Some Years Since He Used Them Now there is any finality in this arrangement?. In a year or two they will Since-Story of Well-Known New be asking us for another quarter of a The worst feature of the Brunswick Man. whole affair is that the government will be in the business of running and opening railways. If the government

LOWER WINDSOR, Carleton, Co., N, B., April 14.-(Special.)-"Yes, I have good health ever since I used will be a large loss. Grand Lake coal Dodd's Kidney Pills." The speaker is a cheap fuel, not of the best quality, was Mr. T. H. Belyea, postmaster here, and one of the most highly respected men in this part of the coun-It is a good steaming coal, but it is not try. Asked to give his experience with fit for domestic use. I firmly believe the great Canadian Kidney Remedy, that \$500,000 will be required to com- Mr. Belyea continued : plete and equip this road so that the "I had been troubled with my kid-

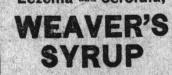
neys for a number of years. I tried several kinds of plasters and other names that have kinds of medicines, but did not seem to get any lasting benefit. Hearing Dodd's Kidney Pills so highly recommended I decided to try them and they made a complete cure of me. That is two years ago now, and as I said before I have had good health ever since used Dodd's Kidney Pills."

Dodd's Kidney Pills cure once and for all. There is no stage or form of Kidney Disease that they do not cure completely and permanently.

JACKSONVILLE, Fla., April 14 .- Manus, formerly of New Haven, aged Latest advices from Palm Beach state 45; at Winnipeg, Felix Campbell, formthat Joseph Jefferson is resting easy erly of Newport, aged 19.

some improvement. Mr. Jefferson's family are with him. Mr. Jefferson's Mr. Robertson, Mr. McLatchy, Mr. age is against him, but his family are hopeful of recovery.

**Blood** Poison Brings Boils, Salt Rheum, Eczema and Scrofula,



Cures them permanently. Davis & Lawrence Co., Ltd., Montreal.

ald of North Rustico, aged 34; Alexander McDonald of Glencoe, aged 77; Benjamin Douglas of St. Peters, aged 26; Thomas Pierce of Charlottetown, aged \$1: R. C. McLeod of Summerside: William A. Findlay of Bristol, aged 47; Hattie Pearl Bryenton of Mayfield, aged 15: Jane McGregor of North

ance upon you have to congrat River, aged 90. Deaths of Islanders clusion of your abroad include, at Winnipeg, P. J. Mcof you with n your individual perity.

JACKSONVILLE. JACKSONVILLE, N. B., April 15-Charles Wheeler, who has been dan-Mrs. William Simonson has returned from Woodstock, where she was visiting her niece, Mrs. Dr. Prescott. be taken The superior school is to from this village to Victoria Corner. Miss Helen Palmer who met with a serious accident last week, is reported better. Dr. Hand is in attendance. The many friends of Mrs. Andrew

Wylie regret to hear that she is in very poor health. "I don't suppose you Kentuckians ever put water in your whisky, colonel." "Yaas, suh, some Kentuckians do, but they sell it, suh."-Philas delphia Ledger.

gerously ill, is improving.