

A DANGEROUS PIECE OF LEGISLATION.

Mr. Hazen Condemns the Central Railway Bill and Reviews at Some Length the Expense the Province Has Already Been Put To.

MON, N. B., April 18.—To go into committee to consider the bill an act to the development of the railway in the counties of unbury, Mr. Hazen asked bill stand over until the bill had not been introduced until this afternoon had not been closely examined it.

Mr. Hazen said that the bill was a dangerous piece of legislation and that it was a waste of money. He said that the bill was a waste of money because it would cost the province \$2,000,000 to build the railway. He said that the province had already spent \$1,000,000 on the railway and that it was a waste of money to spend another \$2,000,000 on it.

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Well, in 1902, the very next year, we had the attorney general coming to the house and asked to have the terms of the original guarantee modified so that the bonds could be guaranteed when the road was completed from Chipman to the coal fields. That was done.

Next year, 1903, a further amendment was made to the bill, and the whole of the original \$250,000 was gone and only 15 miles of road had been built towards Fredericton. In 1904 a further guarantee of \$200,000 was asked to be added to the bill, and the whole of the original \$250,000 was gone and only 15 miles of road had been built towards Fredericton. In 1904 a further guarantee of \$200,000 was asked to be added to the bill, and the whole of the original \$250,000 was gone and only 15 miles of road had been built towards Fredericton.

bill and intends to force it through the house tonight.

What assurance has the house that this will be the final demand for this scheme? First we were asked for \$250,000, and that would secure the building of the road and the development of the coal areas. Then another \$200,000 was required, and was forthwith given to the provincial treasury. Now another \$250,000 is demanded, and who can tell how much will be asked for next year and the year after? And the arguments in favor of these new demands will be just as plausible as the arguments for this demand.

But, says the attorney general, we are going to sell the road to the Grand Trunk Pacific. What evidence that can be given the house? What assurance has he that the transaction will come near the coal fields? He has absolutely no certainty regarding it. He is simply gambling on the chance, and taking a gambler's chance, and no more. We are told that the transactional engineers have found a favorable route for the road, and that it will pass through the center of the province, and if so, it will pass many miles from Chipman. Will the G. T. P. really purchase the road, as recommended by their engineers, to be sold to the Grand Trunk Pacific? If he has any evidence, if he is in possession of a little of evidence, to show that it is in the interest of the province to sell the G. T. P. to buy the railway from Minto to Norton, let him produce it to this house. I believe that it is the fact that the attorney general is holding out these glittering generalities.

Justify, if possible, his course to his followers, who had no idea that they would be led so deeply into this scheme, and who are now being cracked pretty strong, I think, and the supporters of the government have been made to feel that they must now see this thing through even if it bankrupts the province.

It is appalling that this scheme should be sprung on the house in the dying hours of the session, and when there is no opportunity for the country to discuss the proposition. I have no hesitation in saying that this is the most iniquitous legislation proposed for many years; it is utterly indefensible, and is simply and wholly a scheme to exploit the revenues of the province. I claim that it is utterly indefensible to force this scheme through the house until we are in possession of more definite information as to the disposition of the money already paid out upon it, where the money went, who the shareholders of the company are. This is a most deplorable and a most degrading proceeding for the province to enter into.

There is not even the condition that the road will be extended to Fredericton, and there is no intention to now build that line, but the condition that has been abandoned, as is shown by the attorney general's statement that it is expected to sell the road to the Grand Trunk Pacific, and let to Fredericton will be obtained in that way. This is the first time in the history of the province that the government is entering upon ownership of a railway, and it is doing it without giving the people of the province an opportunity to say a word about it or even to know that such a scheme was contemplated and that the money was being put into this railway.

This house is now pledged to the credit of the province for a further \$250,000 to the Grand Trunk Pacific, and appeals to its supporters to support this further guarantee, and no doubt has the assurance that the measure will pass. While the province and the promoters have already paid one million dollars into this scheme and the promoters have never risked one dollar in it, this house is asked to commit the province to the expenditure of another \$250,000. This is the most astonishing proposition ever submitted to this legislature. When we look at that short piece of road and see what it has already cost the province, it is not surprising that a further guarantee of a quarter of a million should even be suggested. I claim that that portion of the subsidies paid to the spur and branch lines was given in absolute violation 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 it by commissioners who shall be appointed by the government. What can be said for this scheme? Look at the bill. The preamble sets forth: "Whereas the cost of construction has been very largely in excess of what was anticipated, and in order to prevent the work of construction from being suspended, it became necessary for the government to give assurances for additional financial assistance; and a change in the management has been 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 it has been, the province would have been the loser of the amount already invested by the province would have been lost."

This only confirms what was said by the hon. member for 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-hole of extravagance, mismanagement and speculation, and has been the exploiting ground for bootleggers, speculators and political pets.

I can well imagine how the attorney general would appeal to the government supporters to put this thing through. We now understand quite well why this house was kept waiting nearly two hours and why the hon. gentleman tried to overturn while his supporters to vote this thing through the house. He would assure them that the expectation predictions have about come true; the scheme is in a state of utter collapse; the credit of the province is impaired, and the prestige of the government gone if this bill is not passed. That is what he has absolutely certain, and it is absolutely essential to the government and the positions of the hon. members themselves that this further aid on the provincial treasury be voted through. That, no doubt, was the kind of argument used by the attorney general, and the effect of it is seen in the very fact that immediately thereafter he introduced this

name of George McAvity, a man of the highest business integrity and ability, everyone will recognize that he was a most proper person to take over the management of the road. When he took over the management of the books and papers were handed over to him. They were then submitted to Mr. Sharp, a chartered accountant, who took weeks to examine them. I am authorized to state tonight that Mr. Sharp found every item of expenditure had been faithfully accounted for. Not one cent had been diverted to any other object than the building of the road. The accounts were also submitted to another accountant, F. S. Corbett, of St. John with the same result. Now if the leader of the opposition desires an investigation, let him make his charges. While he has spoken of the situation of this railway as deplorable and has called us all robbers and thieves, he has not examined the accounts of the government in seeking to develop these coal fields. Now let us begin this story at the beginning, and let us say that we did not exercise proper care at all the various stages of the work? First we appointed a sub-committee of the government, consisting of Hon. Messrs. Hill, Harris and myself, to examine the accounts of the mines and their prospects. Next we were overheard with mining and who were able to show that there are at least 600,000 tons of coal in that field, and possibly 200,000 tons more. We were confronted with this proposition: We had these coal areas lying dormant, the property of the province, and we felt that if they were developed they would give a large revenue to the province. We were also establishing great industries which would give employment to hundreds and perhaps thousands of people. Was it not our duty to see that the country was developed? Was it not our duty to see that the country was developed? Was it not our duty to see that the country was developed?

There was a desire on all sides of the house to do this. We came to this legislature in 1901, and asked for authority to guarantee \$250,000 worth of bonds to be used until it was completed to Fredericton. These were hard terms and required an enormous credit to finance the road. There was a desire on all sides of the house to do this. We came to this legislature in 1901, and asked for authority to guarantee \$250,000 worth of bonds to be used until it was completed to Fredericton. These were hard terms and required an enormous credit to finance the road. There was a desire on all sides of the house to do this. We came to this legislature in 1901, and asked for authority to guarantee \$250,000 worth of bonds to be used until it was completed to Fredericton. These were hard terms and required an enormous credit to finance the road.

The bill was then considered in committee and agreed to.

The act to confirm the agreement with the Grand Falls Power Co. was considered in committee and agreed to.

The house adjourned at 5 a. m.

ISLAND LETTER.

Legislature Settling Down to Business — Students Successful — Recent Deaths.

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 that before any action can be taken to recover any of the penalties mentioned in said act the person taking such action must deposit \$200 as security 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 for drunkenness to tell the stipendiary magistrate where he obtained the liquor. This bill is being introduced at the instance of the Provincial Temperance Alliance, whose annual meeting was held a few days ago. The officers elected for the ensuing year are as follows: Pres., Murdoch McKinnon; Montague; vice-presidents, Rev. A. D. McDonald, Wm. McLeod, John Campbell, and A. D. Fraser; treasurer, Dr. F. Purdy.

Annie F. Webster of Charlottetown, has graduated from St. Luke's training school for nurses at New Bedford, Mass. She received a good appointment here.

George Essary was fined \$100 and costs yesterday for a violation of the liquor laws. He was fined for selling liquor at the instance of the Provincial Temperance Alliance, whose annual meeting was held a few days ago. The officers elected for the ensuing year are as follows: Pres., Murdoch McKinnon; Montague; vice-presidents, Rev. A. D. McDonald, Wm. McLeod, John Campbell, and A. D. Fraser; treasurer, Dr. F. Purdy.

THE VIRGINIAN

Made Better Time Than the Victorian.

HALIFAX, N. S., April 14.—The new Allan liner turbine steamship Virginian arrived today from Montreal, breaking the Allan line record from Montreal to Halifax in the actual elapsed time of 8 days 14 hours and 34 minutes from port to port. The turbines were perfectly satisfactory, never once stopping on the voyage. The Virginian took the southern route, making a distance of 2,900 miles, and her actual average speed per hour, deducting seven hours detention on account of fog and bad weather was, Captain Vipond says, 15.7 knots, her net average speed being 15.1 knots per hour. "What prevented a greater speed was simply lack of steam pressure, due to the priming of the boilers. The Victorian's average speed was 14.5 knots, and at times the Virginian's speed occasionally rose as high as 16.2 knots an hour. Capt. Vipond, who is in command, says the Virginian is a grand making a distance of 2,900 miles, and her actual average speed per hour, deducting seven hours detention on account of fog and bad weather was, Captain Vipond says, 15.7 knots, her net average speed being 15.1 knots per hour.

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HAS BEEN ALL RIGHT EVER SINCE

T. H. BELYBA, F. M. PROVES THAT DODD'S KIDNEY PILLS CURE PERMANENTLY.

Some Years Since He Used Them Now and He Has Had Good Health Ever Since—Story of Well-Known New Brunswick Man.

LOWER WINDSOR, Carleton, Co., N. B., April 14.—(Special.)—"Yes, I have good health ever since I used Dodd's Kidney Pills. The speaker was Mr. T. H. Belyba, postmaster here, and one of the most highly respected men in this part of the country. Asked to give his experience with the great Canadian Kidney Remedy, Mr. Belyba continued:

"I had been troubled with my kidneys for a number of years. I tried several kinds of medicines, but did not 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 I used Dodd's Kidney Pills."

JACKSONVILLE, Fla., April 14.—Latest advices from Palm Beach state that Joseph Jefferson is resting easy and that his condition today shows some improvement. Mr. Jefferson's family are with him. Mr. Jefferson's age is against him, but his family are hopeful of recovery.

Blood Poison

Brings Boils, Salt Rheum, Eczema and Scrofula,

WEAVER'S SYRUP

Cures them permanently.

Davis & Lawrence Co., Ltd., Montreal.

Criticisms

Travelling

(Special) BOSTON, April 15.—The United States population is rapidly increasing. The population of the United States is now over 80,000,000. The population of the United States is now over 80,000,000. The population of the United States is now over 80,000,000.

Local Government

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FREDERICTON

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LEGISLATION

Unusual Number

(Special) FREDERICTON, April 15.—The house passed today a bill to amend the act relating to the appointment of judges. The bill was passed by a vote of 12 to 8.

Legislative Assembly

I desire to thank the members of the assembly for their kind and generous support of the public works and important services now being undertaken upon your behalf. I am sure that you will be satisfied with the progress of your individuality.