

# LIQUOR LICENSE BILL PROVIDES FOR AN IMMEDIATE ELECTION POLL IN CERTAIN WARDS; HAS OTHER GOOD PROVISIONS

(Continued from Page 1)

Fredericton, N. B., Mar. 30.—In the Legislature this afternoon, Hon. Mr. Morrissey stated in reply to Mr. Tweeddale's enquiry as to the distribution and expenditure of the appropriation of \$190,000 for roads and bridges in 1908 that a host of information would be found in the Auditor General's and the Public Works' reports. The amount paid out by the Public Works Department since Oct. 31st last, for roads and bridges, was \$94,750.

### Bills Introduced.

Hon. Mr. Hazen introduced a bill providing for the appointment of a stipendiary magistrate in the parish of Durham, Restigouche county.

Hon. Mr. Hazen introduced a bill to define the boundaries of the parish of St. Louis, Kent county.

Hon. Mr. Maxwell introduced a bill to amend the act of incorporation of the St. John Harbour Co.

Hon. Mr. Hazen introduced a bill respecting Justice's Civil Courts. He explained that at present, in case the jury on a civil case disagreed the court might transfer the case to another jury, which was seldom, if ever, done. It was proposed to amend the act so that the case might go on to a new jury on the application of either party.

Mr. MacLachlan introduced a bill to incorporate the N. B. Docks and Terminals, Ltd.

Mr. McKeown introduced a bill to amend the acts incorporating the N. B. Masonic Hall Co.

Mr. McKeown introduced a bill regarding the division of the parish of Lancaster into four districts.

### Answers

Hon. Mr. Fleming in answer to Mr. Robinson's enquiry, gave a detailed statement of the Provincial Accounts at the banks and of the monthly balances for the last year. He also gave a full statement of the cost of school books, the quantity of each kind purchased and the names of the vendors throughout the province.

### Liquor License Bill.

Hon. Mr. Hazen introduced a bill to amend the Liquor License Act, stating the principal alterations proposed. Section one provides that the quantity of spirituous liquors to be sold at one time shall not exceed one quart, and of malt liquors one gallon; also, that when the wholesale license authorizes the sale of not less than one quart shall mean 25 ounces and also that every person importing liquor into the province and selling it for sale shall pay the same license fee as the brewer who brews in the province. At the present time the provincial brewers pay \$800 while an importer, competing with him, pays only \$500.

### Application For Licenses.

Another provision is in respect to the granting of licenses. At present a license, taken effect on the first of May and notice of application must be given by the 25th March. As the decision of the commissioners for granting licenses is not arrived at till towards the end of April, and arrangements for the tenancy of the premises must be made not later than the first of February, the licensee, in case a license should not be granted has his premises on his hands.

The new Bill provides that notice of application in the future shall be given on the 23rd of December, and the commissioners are required to fix the date of applications before the 25th of January, so, in case a man's license should be refused him, he would have time to give notice to his landlord before February 1st.

### Number Of Licenses.

The bill also provides for the number of tavern licenses to be granted in any year, and carries out the principle of the decision in the case submitted to the Supreme Court last April under which the population of any particular ward is the basis on which the number of licenses granted is determined.

### Voting On Licenses.

Provision is made for taking a vote upon the question whether or not the licenses shall be granted in any particular ward or parish on the petition presented in such ward or parish, presented at least forty days before the regular election of members of the city or the municipal council. All persons entitled to vote in the election of members of the legislature, shall be entitled to vote at such an election, and a majority of persons casting their votes shall decide the question. An election on the question of granting licenses shall be held in a city or town every third year, and in a parish every fourth year. In the case of city or town where licenses are at present granted, if the vote shall be adverse, it shall not go into effect till the month of May in the year following, but in parishes where elections are held in October, it shall go into effect the following May.

Special provision is made for holding an immediate election poll in certain wards in the city of St. John and the parish of Harcourt in Kent Co. Mr. Tweeddale asked if the County Council elections were held in October, and the petition asking for the poll to be taken on the license question, could such poll not be taken until the next municipal election two years hence. Hon. Mr. Hazen said that was the effect of the section, but he invited

discussion on the matter. The expense of holding the poll would have to be paid by persons demanding it as at present. Alterations are made in fees which at present are based on population. It frequently happens that outsiders come and locate in some small town, where the fee is small. From that point they compete with St. John merchants, who are compelled to pay \$500. In the future these outsiders or their agents would be called upon to pay the same fee, though this would not apply to bona fide residents.

### Other Conditions.

No screen blind or other device may be placed in the window in any bar room to obscure the view from the outside, though it is not necessary that a bar shall be in front. All licensed premises must be closed, except between seven o'clock in the morning and ten o'clock in the evening, on week days, except Saturdays, on which they will close at five. No licensed premises shall be open on public holidays. These provisions apply equally to beer licenses, which hitherto have permitted keeping open till eleven at night. Nothing in the bill prevents druggists, confectioners and keepers of restaurants, etc., from selling temperance drinks during prohibited hours excepting Sundays.

### The Most Advanced Yet.

Mr. Hazen said the provisions in this bill were the most advanced license law the province ever had, and it could not help but conduce to sobriety and the moral welfare of the people. He hoped that all the members would give their earnest consideration to the project and help to perfect the details and ensure the most workable measure possible.

Mr. Currie asked how the act would work in Campbellton, where ward voting was open to the whole town. Hon. Mr. Hazen said that was a matter the citizens of Campbellton would have to settle for themselves, but it might be necessary to apply to the Legislature to take a census of the various wards so that the number of licenses available in each ward might be arrived at.

### Other Bills.

Mr. Byrne introduced a bill to amend the act to incorporate the Twin Tree Mines Railway Co., and gave notice of enquiry as to the intention of the Government to provide for superannuation of teachers.

Mr. Lowell introduced a bill relating to the commissioners of the St. John Municipal Home.

Hon. Mr. Hazen introduced a bill to repeal an act relating to the Albert Manufacturing Co.

Mr. Wilson moved the suspension of Rule 79 to permit the introduction of a bill relating to the St. John Y. M. C. A. The House adjourned at 8 p. m.

# ARE AGAINST REMOVAL OF DUTY ON COAL

Special to The Standard.

Halifax, N. S., March 30.—The members of the legislative committee of the Provincial Workmen's Association have arrived in Halifax from different mining centres, and will, with the government, tomorrow, regard to legislation affecting the miners. The most important business of the committee is to present the views of the miners in regard to the proposal to remove the duty on American coal coming into Canada.

### Would Flood Canada

In conversation with John Moffat, Grand secretary of the P. W. A., he said that the proposal to remove the duty on American coal had been thoroughly discussed by the miners and they were dead against any such action. It would mean, the speaker went on to say, that Canada would be flooded with American coal, and the Nova Scotia collieries would eventually have to close down, and thousands of miners would thus be thrown out of employment.

The committee will ask the legislature to communicate with the Dominion government demanding that the duty be continued. Mr. Moffat said that the membership of the P. W. A. now stood at considerably over 5,000 and the organization was growing rapidly. He feels confident that the P. W. A. will continue to be the acknowledged labor organization.

# TWO MINUTE INTERVIEWS

E. V. B. Foster—I have followed the business of this city very closely and I do not hesitate to say that in my opinion the aldermen of St. John have been unduly criticised by the local newspapers. Too much of this sort of thing is injurious and we certainly have had too much of it in St. John. Outsiders get a bad opinion of the city as well as those who make up our civic government.

H. Hawker—Honesty and truthfulness are as essential to success in a newspaper as in any business. Fix a high standard and maintain it and success will be yours.

A Policeman—I want to congratulate you on the appearance of The Standard. It is a bright clean newspaper, and, say, I notice that you have the news too.

the Government declared that it would provide capital, whereas the Grand Trunk now has practically all at a cash outlay of \$200,000. The Grand Trunk gives one-tenth of the cost and gets all the common stock, which may be worth \$150. The people provide nine-tenths of the cost and get nothing. He appealed to the Government to say what it was going to do for the people.

### W. F. Maclean

After the speech by Pardee (West Lambton) Maclean (York) said their conclusion from Mr. Borden's speech was government ownership of the Grand Trunk Pacific. If the country was paying nine-tenths of the cost it might better pay the other tenth and own the road. That was the only way to secure investments of the country. He then passed to prophecy. Either the Canadian Northern Railway or Canadian Pacific Railway intend to secure control of the common stock of the Grand Trunk Railway and thus obtain control of the National Transcontinental. Therefore the government should forestall the railway and buy up the common stock itself. Consequently Mr. Maclean proposed a resolution seconded by Joseph Russell (East Toronto) as an addition to the resolution before the house. "And he further resolved that in order to have still further security for its commitments and to absolutely connect and own the National Transcontinental Railway system Parliament is authorized to purchase a controlling share of the Grand Trunk Company's common stock. The Speaker ruled that the amendment could only be moved in committee. Maclean let it stand.

### Has Ought to Be Flayed

Northrup (E. Hastings) asked if it was the custom of bankers to borrow at a high rate of interest and lend it at less. He asked if it was an honest transaction on the part of the G. T. P. to spend eight million dollars on rolling stock before a road existed and lend it to the Grand Trunk at four per cent, yet the life of rolling stock was only 15 or 20 years at the most. Mr. Hays ought to be flayed alive for statements he had put in his letter. Martin (Regina) urged the need of the Grand Trunk Pacific on account of the urgency of transportation problem.

Maddin (North Cape Breton), advocated taking over the road. The Government should repay the Grand Trunk for every dollar it had spent and own the line. If it contributed nine-tenths of the cost it should pay the whole cost and have something to show.

Turris (Assiniboia), rejoiced the G. T. P. was building such a splendid road and not a line like the C. N. R. Ames moved the adjournment of the debate and the House adjourned before midnight.

### RUN OFF CAUSED DELAY

Special to The Standard. Moncton, N. B., March 30.—The Maritime Express did not arrive here till 10:30 o'clock tonight being over twelve hours late, the delay being caused by a heavy storm on the Drummond division and a run off at Barnaby River which tied up traffic at that point for eight hours.

### H. Co. 62nd Fulliers.

A meeting of the non-commissioned officers of H company, 62nd Saint John Fulliers, is called for this evening, at 8 o'clock. Company business of importance to be discussed.

### Rather One Sided.

Mr. Borden then referred to the common stock, showing that in 1904

# THE COMEDY OF ERRORS REGARDING COST OF THE G. T. P. SHOWN UP BY BORDEN; ONE-SIDED TRANSACTION RIGHT THROUGH

Special to The Standard.

Ottawa, March 30.—Soon after the House met this afternoon, Mr. Fielding moved the authorization of the ten million loan to the Grand Trunk Pacific. He said that there was no change of contract between government and the company. It was rather a banking transaction, the Government lending the company money which it could raise itself, but at some disadvantage.

### Double the Estimated Cost.

After particulars as to the line he explained that the loan applied only to the prairie section, extending from Winnipeg to Wolf River, 816 miles. By the original arrangement government guaranteed bonds had provided \$11,908,000 and the Grand Trunk guaranteed bonds \$9,601,926, making a total of \$21,509,926, or \$23,482 per mile.

The road, however, has cost much more than the earlier estimate. Mr. Hays stated the reason to be the increased cost of labor, materials, etc. Ten millions more are needed. To raise this a further issue of bonds is required. Mr. Fielding read from a statement recently furnished showing that the company's estimated total expenditure is \$9,688,425 and the Government consulting engineer's estimate is \$10,497,522. Ten millions would come between the two estimates. The company, he said, would raise any additional sum needed.

Question by Mr. Borden revealed the fact that the loan will enable the company to repay about five millions, which the Grand Trunk has advanced to the Government. If the Government wished to insist on the letter of the contract, said Mr. Fielding, it could insist on the parent company meeting all the excess expenditures. However, if the Grand Trunk floated the bonds itself, they would be issued much below par. Recent Grand Trunk bonds brought rather less than ninety. However, the Government notes that these securities soon will be worth par, and so it proposes to act as banker and lend money at 4 per cent. The Government has recently paid a shade over 4 per cent, so there may be some loss on the transaction.

### Fielding's Fond Hopes.

Mr. Fielding recalled a similar transaction with regard to the Canadian Pacific. It had paid the loan before it fell due, and they hoped that that would occur in this case. The prairie section would be profitable and the loan applied to it alone. The Government got in exchange the guarantee of the Grand Trunk Pacific, which was NOT OF GREAT COMMERCIAL VALUE. The Government would have a FOURTH MORTGAGE WHICH WOULD COVER ONLY THE ROAD, NOT THE ROLLING STOCK, which is covered by equipment mortgage. The Grand Trunk would guarantee the bonds, and this would be a substantial

guarantee. However, THERE IS A PRIOR LIEN ON THE COMPANY OF \$24,413,797 STERLING, AND BONDS AND DEBENTURES ON STOCK. Next to this would come the proposed bonds and a number of other guarantees of like character, such as the Canada Atlantic. THESE WOULD RANK EQUALLY WITH THE GOVERNMENT GUARANTEE. To pay obligations, the Grand Trunk has had the following sums available: In 1904, £556,000; in 1905, £713,000; in 1906, £838,000; 1907, £842,000. The interest on the ten million loan would be £80,000 sterling.

### Mr. Borden.

Mr. Borden said that Parliament and the country are thoroughly committed to the project. The enterprise must be carried out. The only question is on what terms it shall be carried out. If the company is not prepared to keep the two agreements it has made with the Government, Mr. Borden reviewed what has occurred since Sir Wilfrid Laurier had left the House that time would not wait. The enterprise had been conceived in haste, moulded for political purposes, and carried out in the wild, extravagant and folly. It would be difficult for the Government to show one prediction which had been fulfilled. Two thirds of Sir Wilfrid Laurier's speech in 1903 had been a mere idle wind, falsified by the event.

### A Comedy of Errors.

Laurier had declared that the railway would open the northern zone, AND ENTER THE ROCKIES BY THE PEACE OR PINE RIVER PASS. THE RAILWAY had actually been built ONE OR TWO HUNDRED MILES SOUTH OF THE ROUTE he had stated. It was to be at least thirty miles from other railways; for many miles IT SHAN WITNESS A STONE'S THROW OF OTHER TRANSCONTINENTAL LINES. The mountain section would cost FIFTY MILLIONS MORE THAN THE ESTIMATES. Laurier said that the cost would be thirteen millions. The road is not a third built and the DEBT ROSE LAST YEAR FIFTY MILLIONS. As to shortening the route through New Brunswick, the saving of distance had COST ONE MILLION A MILE. Mr. Fielding had declared that the cost of the Moncton to Winnipeg line would be FAR LESS THAN \$75,000,000; now he admits IT WILL BE \$134,000,000. In 1904 Mr. Fielding accepted under protest the estimate of the mountain section of \$56,000 a mile, and said its length would be 450 miles, making the cost \$25,800,000, or FORTY MILLIONS SHORT of the estimate of today. The high standard of the road was no reason for the gross excess of estimates for low grades had been allowed for from the start. In 1903 the Government had assured the House that the Grand Trunk had been behind the project. Today the Government was lending ten mil-

lions, FIVE MILLIONS OF WHICH WAS TO GO TO THE GRAND TRUNK WHICH WAS TO HAVE BEEN BEHIND THE PROJECT. Portland the Terminus. He referred to the use of Portland by the Grand Trunk, quoting the Government assurances in 1903 and 1904. Graham's statement that the railway will ship to Portland where its connections are. Mr. Borden next adverted to the Transcontinental Commission. About the same time the American Government appointed the Panama Canal Commission, the Canadian Government appointed men of no experience or fitness for such work, to be its commission. Men Who Don't Know. Chairman Pardee had absolutely no experience in building railways; neither had Mr. McIsaac; Mr. Reid was competent to pronounce on the manufacture of stationery and corsets, but was not a railway authority; Mr. Young doubtedly understood straw buying, but not railway matters. They had been appointed by reason of partisan services rendered. The American commission, on the other hand, had been composed of eminent engineers, who were appointed for administrative work. THESE WERE TWO METHODS, WHICH DID THE HOUSE PREFER? The Grand Trunk had come for better terms. The Government was asked to provide a large proportion of the cost of the western division. On the western division the country gives the original guarantee, prairie section, \$11,908,000. The Government Bill. Guarantee, mountain section, three fourths of enough bonds to produce \$87,000,000, that is \$73,000,000, making the guarantee \$54,750,000. Present loan \$10,000,000. Total, \$76,658,000. And cash and seven years' interest on Government guaranteed mountain section bonds \$13,413,750. Total \$90,071,750. The Grand Trunk Bill. On western division Grand Trunk guarantee is: Prairie section \$20,500,000, reduced by this loan to \$10,500,000. Mountain section \$18,250,000. Total \$28,750,000. The Government Pays Nine-Tenths. The Government will build the whole of the eastern division. Thus the station is: Eastern division will cost \$190,000,000. Western division will cost \$100,000,000. Total, \$290,000,000. Of this the Grand Trunk will provide one-tenth and the people nine-tenths. Rather One Sided. Mr. Borden then referred to the common stock, showing that in 1904



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Do come and see us about your Fur-lined Coat now don't put it off it will pay you handsomely and be a good thing for us because your order reaches us at a time our work people are not rushed. No use seeing us after the date mentioned above to get this price you must be one of the number ordering NOW.

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### ROBBERS AT WORK

Special to The Standard. Port Elgin, March 30.—When Spence and McLeod opened their store at Port Elgin this morning they discovered it had been burglarized during the night and six boxes of jack-knives and a quantity of canned goods, silk ties and silk handkerchiefs stolen. The Cape Tormentine station at Bale Verte also was broken into last night and a commercial traveller's trunk rifled. Suspicion rests on two unknown men who were seen in Port Elgin yesterday.

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