IEAD ALMOST FROM HIS BODY

ble Death at Welsford—Believed of Freight Train-Companion Track.

VOL. LI.

feated.

en another brakeman coming up from ere the cars had been shunted on the ing saw the body lying across the track. Conductor body. the body he gave brought to the city. The d by the accident made it r reight to wait for the Bos ontreal trains, and it was ne O'Neil's undertakin

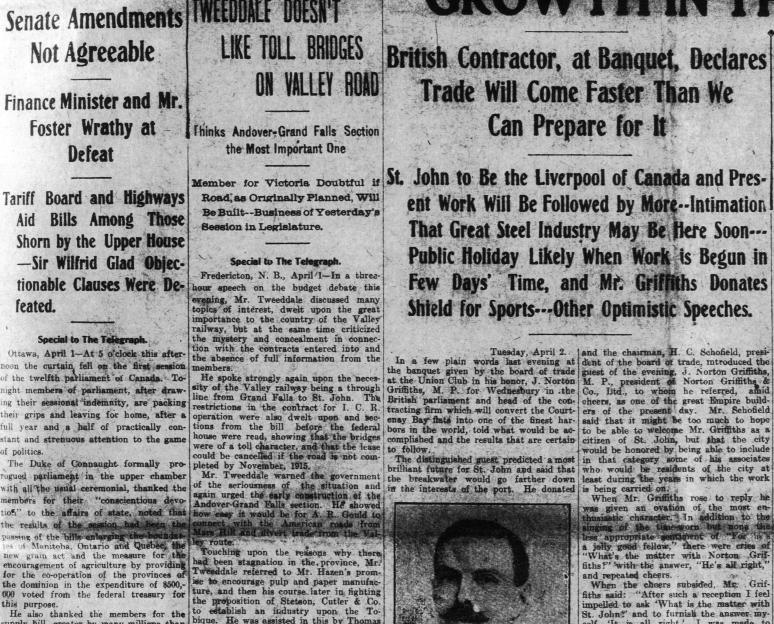
Tabusintac, and, beis survived by five sis ters ai Harding and Mrs. W. Ed. John Garvin lle, and Mrs. William Shea and Young, of cob and Ronald Strang. working at c during the su a brak The the rear of the N warehouse and fell cries were heard by Strang orking near by and h

be expected that nearing the time of expiration, rmen should increase their cut Transatlantic shipmen in trying t from private used to ship from 50,000.000 British market and whose transatlan cent of what they did a few

not fall off until afte lumber

in not taking with the honorable membe

government should elay than necessar crown lands goes to the United States is because ned there in its raw stat its manufactured state iln and paper





ped as far eastward as the Thirty Men Camp, north of Kamloops, the most eastof writing notes and leaving them Grif-I feel Mr. Eills, on direct e Ellis, on direct examination

The differ

with the method of having

gentlemen opposite would have answer to the people for the govern hent having gone out of its way to help o defeat reciprocity in the election last eptember, and thus having done a great

njury to the province. It would be a ardship on the firms which had fitted up rossing mills to make them stop oper ating those mills if they wished to con ue cutting regulation sized saw logs for ir mills, and make. them erect saw mills which would not pay any more in wages than rossing mills. In the revenue of the province it was

pleasing that there was such a good sized revenue from big game, which was becom-ing so plentiful that in St. John county moose were being killed along the road The government was assisting numerous

branch lines of railway, and while that was a good thing, it should be done in a business-like manner. The aggregate amount from the guaranteeing of bonds was getting to be a serious drain on the province, and the history of branch lines was not of the very best. Many schemes e been entered into in good faith, but the results were none too good. The Cen tral Railway will no longer figure as an asset, when the government figured out the debt, but the province would still have to pay the interest. In the handling of the Central Railway

his honorable friends had not ceased their great responsibility, and he was not sure that they had not been in too great a hurry to make a present of it to the C. P. R. Last year there had been a debt of \$20,000 in the operation of the road. He id not know how that the deficit was

n did not know how that the deficit was li met, but he supposed that next year he r- would find it had been charged to the bonded indebtedness of the province. I Legislation for the construction of the Minto-Gibson line had been rushed through in a great hurry. If the government had guaranteed the honds of the company to guaranteed the bonds of the company to build the road and had then passed the road over to the C. P. R., asking that company to guarantee the bonds and look company to guarantee the bonds and look ing for no return, a much better bargain would have been made. There was no provision in the bill to fix freight rates on coal shipments. Coal was a commodity which was moved very cheaply, and if the company carried coal to Montreal, the freight returns on the Gibson-Minto .por tion would be very small. The governmen more care should have exercised a little and attention in carrying out this projec His (Bentley's) course in connection with the Valley Railway had always been consistent, and he had always desired to asafeguard the interests of the province. Honorable gentlemen opposite sought to compare the present project with that brought in by Dr. Pugsley providing for the building of the road to Centreville. Everybody knew that Dr. Pugsley's prop-ception had been that if the bonds had osition had been that if the been guaranteed for the construction of s the line to Centreville, the Canadian Nor-

thern Railway would construct the re-maining portion of the line north for onnection. Bentley moved the adjournment of

the debate, which was made the order of Mr. Cyr gave notice of enquiry regard-ing the purchase of property in Madawaska

Mr. Baxter, on behalf of Mr. Slipp, presented the report of the corporation

bey The house adjourned at 6 o'clock

by tonight every bit of work will be stop-

