

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, APRIL 23, 1903.

LOCAL LEGISLATURE PROROGUED LAST WEDNESDAY AFTERNOON.

House Had Three Sessions Tuesday and Much Business Was Transacted—Opposition Tried Hard to Block Highway Act, But Didn't Succeed—Much Discussion Over Public Accounts Report and Other Matters.

Fredricton, N. B., April 19.—(Special)—The lieutenant-governor formally prorogued the present session of the legislature at 3 o'clock tomorrow afternoon.

A number of members will leave for their homes in the morning. Fredricton, April 19.—In the legislature this morning, Mr. Tweedie introduced a bill to authorize a grant in aid of the Champlain tercentenary celebration; Mr. Sheehan a bill relating to the debentures of the city of Moncton.

The following bills were agreed to in committee: To provide for the redemption of provincial debentures falling due in the years 1903 and 1911; further amendment of the law relating to coroners' inquests; to authorize a grant in aid of the Champlain tercentenary celebration; Mr. Sheehan a bill relating to the debentures of the city of Moncton.

The bill to incorporate the Baker Brook Boom & Milling Company was recommended. The bill to incorporate Bath Village for water and fire purposes and a bill to provide for the establishing of an almshouse in Kings county were agreed to.

Mr. Pugsley—I think the amendments to this bill should have been printed. Hon. Mr. Hill—This bill has already been passed upon by the committee and the appropriation clauses have been voted down, and I do not think now it should be reconsidered so near the end of the session.

Mr. Pugsley—There is no reason why the bill should not be reconsidered. Mr. Fleming—We propose to add as an amendment to the second section that any plan of dam to be built shall at all times be submitted to the governor-in-council and approved by them.

Mr. McLatchey—I think all the other amendments should be submitted before the bill is voted upon. Mr. Fleming moved that the third section of the bill giving the company power to enter upon land for the purpose of constructing and maintaining the mills and dams with the proviso that before doing so the compensation agreed upon or awarded by the arbitration hereinafter provided for shall be first paid.

Hon. Mr. Hill took the point of order that under rule 88 the amendment could not be received unless upon one day's notice. The point of order was debated by Messrs. Fleming, King, Hazen and Tweedie. The Hon. Mr. Tweedie and the Hon. Mr. Pugsley and the chairman decided that under the rule the amendment could not be received.

Baker Brook Bill Knocked Out. Mr. Fleming appealed from the decision of the chairman to the speaker and the speaker decided that as the amendment was an important one it fell within the rule and the ruling of the chairman was correct.

Mr. Fleming appealed from the decision of the speaker to the house and on the question being put whether the ruling of the chair be sustained it was decided in the affirmative by the following vote: Yeas—Hon. Messrs. Tweedie, Pugsley, Farris, LaBilloy, Sweeney, Hill and Messrs. Copp, Scovil, Osmán, Carpenter, McLatchey, Goggin, Barnes, King, Ryan, Ruddick, Robertson, Tweedie, Burns, Young, Johnson, Poirer, Leger, Martin and 24.

Nays—Whitehead, Jones, Burden, Campbell, Hazen, Fleming, Smith, Gimmer, Clarke, Glazier, Morrissey, Loggie, Burrows, Chair, Hart, Morrison, B. Hon. Mr. Tweedie said that as it seemed important the bill should go through in some form he thought that if both parties would meet himself and the attorney general something might be done to amend the bill and pass it.

Mr. Fleming agreed to this and progress was reported. The bill to incorporate the Herring Cove Railway Company was agreed to in committee. Mr. Osmán explained that the object of the bill was to construct a railway from the village of Alma to Herring Cove in the county of Albert with the right to bridge the upper Salmon River and to arrange with other railway companies for running powers over their lines or to acquire them by lease, or purchase for the purpose of making connections with the I. C. R. The bill did not ask for any subsidy and none of the privileges asked for were to be granted until after proclamation in the Royal Gazette.

The bill to incorporate the Auto-Road Company was agreed to. Hon. Mr. Pugsley explained that the bill was carried by the corporation committee. Two very important questions were considered, one as to an agreement with the

New Brunswick Telephone Company so as not to encroach on the rights. The other question is the conversion of the company's line into an electric railway. This shall only go into operation on the sufficient guarantee to the government that the company is reliable and on the depositing with the government the sum of \$10,000.

The bill to provide for the appointment of a city clerk in Moncton was agreed to. The bill to incorporate the New Brunswick Central Railway Company was agreed to and also a bill to amend the act incorporating the Kent Northern Railway Company.

The bill to incorporate Bath Village for water and fire purposes and a bill to provide for the establishing of an almshouse in Kings county were agreed to. Mr. Osmán submitted the finance report of the committee on public accounts, which is as follows:

The committee on public accounts appointed by the house on the 12th inst. during the session of 1902-1903, has the honor to report that the accounts of the various departments have been examined and found correct. When considered by any member of the committee in charge and responsible for the several departments respectively have been asked to appear and have in all cases responded promptly and readily.

The several heads of the different departments occupying official sub-positions have also appeared before the committee and have rendered valuable aid in explaining details of and necessity for certain expenditures. The committee has also received much information that has been of great value in its work.

Owing to the ill health of the auditor-general, Mr. Loudon represented the office at all the meetings of the committee and his intimate knowledge of the province accounts made the work of the committee comparatively easy.

The necessary reports of the auditor-general attended and gave marked evidence of his watchful and unflinching interest in the details and duties of his department. The accounts of the Provincial Lunatic Asylum have been examined and found correct and the committee takes pleasure in commending the excellent system of account keeping adopted in this branch of the public service.

In the investigation of the accounts of expenditure upon roads and great roads it was found that in many cases the returns made to the department of public works were insufficient, lacking details of work done, cost and material used. Therefore the committee passed a resolution at its meeting of March 1st last whereby the following rates of wages paid, extent of work performed, character of material used, and a good deal of other information.

The committee earnestly hopes that in the preparation of future returns the new set of great care will be taken to secure full details of all work performed, covering rates of wages paid, extent of work performed, character of material used, and a good deal of other information.

Hon. Mr. Hill said that in supporting the resolution of his colleague, he might state that the value of the Shore Line was but little understood. It now does a large amount of business, and if properly equipped could be made to pay. If made a part of the I. C. R. it would give that line a connection with the American border, and with the American system of railways.

Mr. Osmán, of the C. P. R., had told him that it could be shorted by seventeen miles, and that the railway would be worth to sixty-five, so the trains could run from St. John to St. Stephen in two and a half hours. If this was done it would be a great benefit to the local business, and a good deal of other information.

Hon. Mr. Tweedie said that this might be all true, but it was a question whether the resolution and the house to adopt this resolution. If the resolution was a broad one so as to cover all the branch lines, it would be a great benefit to the local business, and a good deal of other information.

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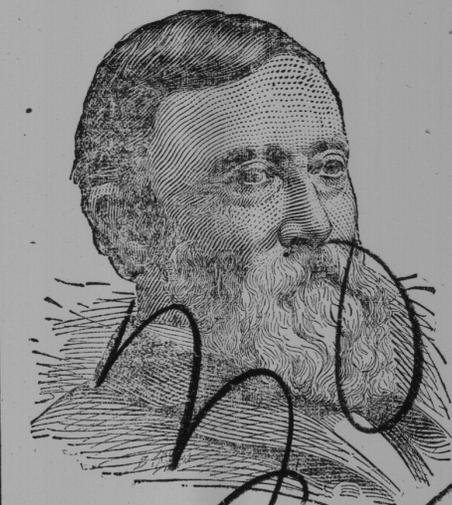
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DAN GROSVENOR SAYS: "Pe-ru-na is an Excellent Spring Catarrh Remedy—I am as Well as Ever."



HON. DAN A. GROSVENOR, OF THE FAMOUS OHIO FAMILY. Hon. Dan A. Grosvenor, Deputy Auditor for the War Department, in a letter written from Washington, D. C., says: "Allow me to express my gratitude to you for the benefit derived from a bottle of Peruna. One week has brought wonderful change and I am now as well as ever. Besides being one of the very best spring tonics it is an excellent catarrh remedy."

In a recent letter he says: "I consider Peruna really more meritorious than I did when I wrote you last. I receive numerous letters from acquaintances all over the country asking me if my certificate is genuine. I invariably answer, yes."—Dan A. Grosvenor.

A County Commissioner's Letter. Hon. John Williams, County Commissioner of 157 West Second Street, Duluth, Minn., says the following in regard to Peruna: "As a remedy for catarrh I can cheerfully recommend Peruna. I know what it is to suffer from that terrible disease and I feel that it is my duty to speak in its praise to those who are suffering from it. Peruna cured me of a bad case of catarrh and I know it will cure any other sufferer from that disease."—John Williams.

A Congressman's Letter. Hon. H. W. Ogden, Congressman from Louisiana, in a letter written at Washington, D. C., says the following of Peruna, the national catarrh remedy: "I can conscientiously recommend Peruna as a fine tonic and all around good medicine to those who are in need of a catarrh remedy. It has been commended to me by people who have used it, as a remedy particularly effective in the cure of catarrh. For those who need of a catarrh medicine I know of nothing better."

Every member had a strong feeling that something should be done by which the valuable water power at Baker Brook might be made available, and the large area of valuable timber land upon it utilized. There was strong objection against giving a private company the right to exploit the water power, which was a good thing to do. As it seemed to be impossible to effect an arrangement between the parties, the government thought it would endeavor to solve the difficulty. After careful consideration and meeting the representatives of both sides, it had been decided to obtain the right to operate in similar powers to those in the Grand Falls act. Under that authority would be given to the governor-in-council to acquire any water power in the province by purchase or expropriation. The bill provides that no expenditure on this account should exceed \$10,000 without a resolution of the legislature. The bill gave power of expropriation and specified the manner in which this should be done. It also provided the manner in which compensation should be obtained. In this case it had been agreed that the Van Buren company should sell the lands to the government for \$4,000, and that \$400 should be paid to them for their expenses. The government had reason to believe that their title to the land was good. The land would be leased to the Baker Brook Company for \$20 a year, which was the interest of \$5,000 at five per cent.

The bill was read a second time. The house afterwards went into committee on the bill, and it was agreed to read a third time and pass it.

Railway Subsidy Act Amendments. The house went into committee on the bill to further amend the railway subsidy act, Mr. Osmán in the chair. Mr. Hazen said he was opposed to nearly every section in this bill. He objected to the section which gave the New Brunswick Coal & Railway Company a title to the railway and property of the Central Railway Company.

Mr. Pugsley agreed to strike out this part of the section, the portion of it relating to the agreement between the two companies being allowed to stand. On the objection that the proposed amendment did not sufficiently safeguard the province, the government was asked to pay to the company to draw against the bonds before the work was completed.

Hon. Mr. Pugsley stated that a great change had taken place in the condition of the money market which rendered it difficult to obtain money on easy terms. The railway which the company were building was one of great importance, and was a first class road. The bridges were of steel, and it had a sixty-pound rail and masonry culverts. The work done exceeded \$3,000 in value, or \$10,000 more than the total amount of the subsidies and the bonds. He was quite willing to amend the section so that the province should be protected, and that the company be required to deposit five years' interest on the bonds.

Hon. Mr. Hill said that he was not capable of understanding what the effect of this bill would be, because two railways were mixed up in it. He would, therefore, decline to vote one way or the other.

The section was adopted as amended. Hon. Mr. Pugsley moved that the next section, giving the Shediac railway four years, instead of three, to enter into their

contract with the government, be adopted. Carried.

Queen's County Coal Fields. Hon. Mr. Pugsley said he would strike out the section with regard to subsidizing the construction of branch lines for the establishment of a mining plant in connection with the New Brunswick Coal & Railway Company. He said that the company had already built ten miles of branch line to the various mines, and that the fifteen miles of the main line

Hon. Mr. Tweedie—When this company was started it was intended that they should establish a mining plant, and they made every effort to obtain one, but attention was directed to the Butler excavator, which operated on what was termed the land draining system. Mr. Butler visited the mines, but they were unable to come to terms with him. Mr. Butler would not sell the machine, but demanded \$10 cents for every ton of coal mined. He also wanted a straight run of half a mile or a mile for the machine to operate in. It was discovered that the seams did not run so as to admit of this. It was thought best to build branch lines to the mines that were ready in operation on the line five miles in length was built to the G. H. mine, and it also served several other mines. A shorter line was built to St. John's King mine. There were \$20,000 had been expended on the mining operations in Kings county, but the road had only been opened a short time, and its possibilities had not been developed.

Mr. Hazen stated that the section with regard to the provincial secretary being allowed to guarantee bonds, although the amount of guarantee might be greater than the mileage completed, was the most objectionable in the bill. It appeared that although only fifteen miles of the road had been built, most of the bonds had been secured so that there would be no funds with which to build the road from Newcastle to Fredricton. He doubted the financial ability of the company. There was no certainty that the road would ever be completed.

Hon. Mr. Pugsley said that Mr. Hazen's statements were based on a superficial knowledge of the facts. The government had never concealed the amount of bonds they had issued. The first estimate of the cost of the road did not exceed \$20,000, although the sum of \$20,000 had been expended. There was no doubt that the road would be built to Fredricton, as by doing so the freight of coal from Newcastle to Fredricton would be reduced from \$1.70 a ton to fifty cents a ton. The bill was agreed to.

Pretty Maine Wedding. Augusta, Me., April 20.—Dr. Richard H. Stubb, of this city, and Miss Elizabeth Hope Burleigh, youngest daughter of Congressman and Mrs. Edwin C. Burleigh, were united in marriage at noon today at the house of the bride's parents, on Western avenue. The wedding, which was a very pretty one, was of a quiet homey character, witnessed only by the immediate families of the bride and groom. The ceremony was performed by Rev. Norman McKimmon, pastor of the Congregational church.

Princes and Princess of Wales at Vienna. Vienna, April 19.—The Prince and Princess of Wales arrived in Vienna today on a visit to Emperor Francis Joseph.

We Will Buy A 50c. Bottle of Liquezone and Give it to You to Try. Liquezone is the only way known to kill germs in the body without killing the tissues, too. It is the only way to end the cause of any germ disease. It is also a vitalizing tonic with which no other product can compare. It is new in America, and millions who need it do not know of it. For that reason, we make this remarkable offer: We will buy the bottle and give it to you if you need it. We will pay the freight and the postage, and you will only pay the cost of the bottle. This is why Liquezone kills every disease germ, and why a product which to the human race is life. 50c. Bottle Free. If you need Liquezone, and have never tried it, please send us this coupon. We will then mail you an order on your local druggist for a full-size bottle, and we will pay the freight and the postage, and you will only pay the cost of the bottle. This is why Liquezone kills every disease germ, and why a product which to the human race is life. Liquezone costs 50c. and \$1. My disease is: I have never tried Liquezone or Fowler's Liquezone, but if you will supply me a 50c. bottle free I will take it. My name is: My address is: Give full address—write plainly. Liquezone was formerly known in Canada as Fowler's Liquezone.