## LOGAL LEGISLATURE

FREDERICTON, March 30. - The house met at three o'clock Hon. Mr. Tweedie laid before the house copies of the correspondence between the Royal Trust Co. and the crown land department with reference to the lands leased by the Maritime

Sulphite Fibre Co.

Hon. Mr. Tweedie said—I rise to a question of privilege. I am not in the habit of objecting to newspaper criticism, because I recognize the fact that such criticism may be proper when based on the truth. But I wish to draw attention to an article which appears' in the Sun today headed "A Hopeless Mission." The article begins as follows: "The temperance delegation which waited upon Premier Tweedie yetserday was turned down, and that with more bluntness than diplomacy. Though the delegates may feel resentment at the treatment accorded them, they can hardly be disappointed at the result of their mission, for unless they are very forgetful and possessed of an unusual amount of faith it is impossible that they expected the government to which they

made their request to grant them any concessions. The record of the government shows it to be decidedly opposed to temperance reform act." I pronounce the statements contained in this article to be absolutely and unqualifiedly false. The Rev. Mr. Hamilton and Mr. Everett, who interviewed the government, will not state that they were "turned down" in any way. The facts are that early in February the Rev. Mr. Hamilton called on me at the Royal hotel in St. John, and asked me to name a day when he and other representatives of temperance could be heard in regard to amendments to the Liquor License Act. I said the government would meet him at four o'clock the next afternoon and in the meantime I notified the other members of the government to present. While on my way down to the government building the next cermoon, the Rev. Mr. Hamilton handed me a letter, in which he said that the temperance men were not guite ready to present their case, but This meeting did not take place until Monday at one o'clock, when the Rev. Mr. Hamilton and Mr. Everett appeared before us. The meeting lasted for about an hour. Mr. Hamil n expressed himself as very much pleased with the result of the interview. I

pointed out to them that it was unfortunate that they had not met us. I told them that the session had been on for about four weeks, that every one was pressing his bills forward, and that it was difficult to get new legislation prepared at a time when every one was so busy. They admitted the difficulty of the situation, and said they would not expect the government to act hastily, but they asked us to take the matter up at the earliest possible moment, and we have promised to do so. I am sure that the Rev. Mr. Hamilton will not say that he was not treated otherwise than fairly. I do not object to fair criticism, but I think tible thing for a newspaper to resort to falsehood.

bill relating to the consolidated statutes was recommitted for the purpose of correcting a clerical error. Mr. Tweeddale introduced a bill to amend the law relating to peddlers. He explained that this bill originated with

the municipal council of Victoria county, who desire to impose a license fee on peddlers and others who came into that county to sell goods thus interfering with the resident traders; Hon. Mr. Pugsley presented the petition of the Maritime Copper Company

in favor of their bill. Hon. Mr. Pugsley introduced a bill to amend the law relating to the discharge of debtors. He explained that if a debtor applies for his discharge, and it can be shown that he had any

money or security, he may be obliged to assign them over for the benefit of his creditors. Some of the county court judges were in doubt as to whether this provision applied in the case of a debtor who was out on bail, and the object of the bill was to extend this provision to parties out on bail. Mr. Hazen asked when the consolidated statutes would be ready for distribution, and what their price would

Hon. Mr. Pugsley said schedule B is now completed, and I have the two volumes of the statutes with it attachand Mr. White thinks that both volumes with the index will be ready by fee for the statutes has not been decided upon. The last volume of consolidated statutes cost \$2, and as there are two large volumes in this consolidation, with a very full index, I think

that four or even five would not be unreasonable. Mr. Martin presented the petition of eighty inhabitants of St. Anne's, Madawaska, against any legislation that would prevent lumber cut on crown lands going into the United States. This petition was read at the clerk's

The house went into committee on ton. Mr. Grimmer in the chair

of the whole house sections four and a wide tire not cutting up a field is all astir. five were struck out. Section four was nonsense. A man cannot haul half a for the purpose of requiring persons load with a four-inch tire. I wish to resided out of its limits to take out a not put on the statute book a law that ficense. It was similar in its terms to cannot be enforced. law that existed in St. John. When the bill was before the committee of opposed, but it was finally agreed by excepting from its operation persons damage by hauling heavy loads on working in the shops of the Intercolonfal railway or on public works, or on any contract with the crown, and also professional men. He now moved

that this section be restored to the bill as amended. Progress was reported. Hon. Mr. Pugsley-With regard to the Moncton bill, it is a very important one, and I myself might be disposed to tgree with the fourth section but others might be of a different opjinion. Not ing outside of that county, such as car-

ong ago the municipality of Kings tion after a certain day I cannot colpassed a by-law to prevent persons liv- lect my pay. A more vicious propo-It was discovered that there was a this section submitted to the men who great scarcity of carpenters to do the make wagons in New Brunswick and work in Kings, and I believe the law if 25 per cent of them say that it is was rescinded. It was here discovered feasible, I will not object. The twothat owing to some error the amend- inch axle is the ordinary farm wagon ments did not fit the bill, and that the axle and a four-inch tire for same was true with regard to the other | such bill which was before the committee. Both bills were referred back to the this section stand. committee on corporations.

The house took racess.

The Speaker took the chair at nine

Mr. Smith moved that the bill No. 47 be referred back to the corporation committee, as there were a number of entlemen who wished to be heard on the bill and did not know that it had reached the present stage.

The house went into committee, Mr. McLatchy in the chair, and the following bills were agreed to: An act to amend the acts incorporating and relating to the town of Woodstock.

To authorize the town council of the town of St. Stephen to provide a system of water works for the said town. An act relating to the town of Newcastle.

To authorize the county council of Gloucester county to effect temporary loans in certain cases To incorporate the Andover Masonic Hall incorporation.

To authorize the county council of the municipality of York to assess in aid of the Victoria Hospital. Hon. Mr. Tweedie presented the petition of Wm. Damery, James Russell

and others in favor of their bill to incorporate the Bartibogue Boom Company. Mr. Loggie gave notice of enquiry in regard to the Russell road in North-

umberland county. The house went into committee, Mr. Allen in the chair, and the following bills were agreed to: An act to authorize the cancellation

of a certain grant. An act to amend an act providing counties, fowns and parishes. An act to amend an act for the pur-

pose of establishing the parish line between the parishes of Botsford and Shediac, in the county of Westmorland, was added as section 2 of the

Railway Company. The house adjourned at ten o'clock.

FREDERICTON, March 31.-The house met at three o'clock. Hon. Mr. Labillois, in reply to Mr. Hazen, said that it was the intention of the government to send an official down in April to examine into the conwould meet the government later on. dition of the wharf near the court house in the parish of Burton.

Mr. Osman presented the petition of S. W. Colpitt and others for the incorporation of the Herring Cove Railway

Hon. Mr. Pugsley introduced a bill to incorporate the Maritime Copper Co. Mr. Young introduced a bill to incorporate the Twin Tree Mines Railway

privilege as chairman of the committee on public accounts. In the Sun of today in a report of the proceedings of the public accounts committee was county bridges received \$718.35, but ex-The sum of \$100 was paid for caretak-On motion of Hon. Mr. Pugsley the to be conveyed by the report was that | These inspectors will receive salaries very little had been expended on the 1903 was \$8,194.28. Reporters who were did not know the first thing about admitted to attend the meetings of the bridges. committees should endeavor to tell the

truth. Mr. Copp rose to correct a report which appeared in the Moncton Times in regard to his attitude towards the fourth section of the Moncton bill. The facts were that when the bill was before the committee he and Mr. Legere opposed the section as was originally drawn, but after a conference with Mr. Chandler an amendment was drafted to which they agreed. But when the committee met again another member of the committee moved that this amendment be struck out, and this was

Hon, Mr. Pugsley, for Mr. Allen, in troduced a bill to amend the act of the St. John River Log Driving Co.

The house went into committee the highway bill, Mr. Copp in the chair. Hon. Mr. Labillois moved section 49, which provides that tires shall be two and a half inches wide on a one and a haif inch axle, three inches wide for The index is very nearly ready, a 13-4 inch axle and 4 inches wide for a two inch axle. Penalties for violation of this law do not come in force first of May. The amount of the until the first of January, 1904, but persons selling tires of lesser width cannot recover for them after a year from the act going into operation.

Mr. Flemming asked how the chief commissioner had arrived at a decision in regard to these tires. Hon. Mr. Labillois-The most practical men in the province have been consulted.

Mr. Flemming-I have had some experience in wagons and I know that people of this province, unless they are fined over and over again, will never submit to this law. No man will put Hon. Mr. Sweeney said that when it will be violated in every section of this bill was considered in committee New Brunswick. This notion about who worked in the city of Moncton and protest against this bill, for we should

Hon. Mr.Labillois - Our object in municipalities this section had been highways, and it is clear that our

narrow tires. Mr. Legere-I am in favor of wide tires, but I do not think that the wirth of the tires should be regulated by the size of the axle. There are plenty of wagons that will not carry more than a ton that have a four-inch

axle. Mr. Flemming - This amendment provides that if I sell a man a wagon with narrower tires than the regulasition never was made to a legislature nters, from working in it. Very soon in this country. I am willing to have wagon is absurd. ask the chief commissioner to let

Mr. Ryan thought that the amendment result he placed an every mem- Dr. Chase's Officent

Ragged clothes quicklythat's what common soaps with "premiums" cost; but

REDUCES EXPENSE Ask for the Octagon Bar

ber's desk before they were asked to pass it. Mr. Hartt thought the law would work great hardship, for it strikes at the manufacturers. The farmers are not prepared for such legislation.

Mr. Labillois-After years of experience we think that this is the only way we can obtain good roads. section can stand for the present, but I desire to direct attention to what was said by Mr. Campbell on this subject. He said, "We are spending considerable time and money in constructing roads, and we claim to be doing all we possibly can towards improving these roads. We claim that we would do more if we had the money with which to improve them, and yet, notwithstanding the enormous expenditure which we are putting on these roads, is it not strange that the people should spend additional money in purchasing for the division of the province into narow tires with which to destroy these roads. Narrow tires will destroy the best roads that we can construct. In France the tires on wagons having very heavy loads are eight inches in width, and the front axle is shorter than the hind axle. In this way the wheels do not run in the same line but Mr. Osman gave notice of motion to act as rollers and improve the roads. suspend rule 79, in order to introduce In England the tires on lumber wagons bill to incorporate the Herring Cove | are four inches wide, and on dray wagons six inches, and the front axle is shorter than the hind, the wheels thus forming perfect rollers. The heavier the load you put on a wagon with such tires the more improvement t is to the road. With narrow tires the neavy load tends to drive the tire like

knife into the surface of the road. t will form a rut, and that rut will hold the water and each succeeding wagon will simply chura the rut deeper. Narrow tires act as a pick on the surface of the road, while wide tires act as a roller. In nearly all the Euroean countries wide tires are used. They are being used extensively now in Ontario. A short time ago the city of Ottawa passed a by-law relating to the width of tires, and I think the farm wagons are now obliged to have tires three and a half inches in width and

section stood over. All the remaining sections of the bill were passed. They related to the Susfound the following statement: Kent pension bridge, St. John, making road superintendents constables, managers amination showed that a large portion of draw bridges, fast driving on of this expenditure was paid the care- bridges, fines, etc. A section was passtakers, while very little went for re- ed making road superintendents compairs to the bridges themselves." This missioners under the Labor Act. This was a very unfair report. The total will do away with all present Labor sum expended on bridges in the county | Act commissioners. There was also a of Kent during the year was \$718.35. section passed authorizing the government to appoint inspectors of wooden ing on the Rexton bridge to Pascal bridges, not to exceed ten in number. Herbert, who had to attend to the draw | Also three inspectors of masonry and on that bridge. The impression sought one inspector of steel and metal work. Hon, Mr. Labillois said that much bridges of Kent, but as a matter of better results would be obtained by fact the expenditure on permanent having regularly trained inspectors. bridges in Kent Co. during the year At present there were lots of men who

> Mr. Flemming asked if this act would apply to all the highways in the province. Hon Mr. Labillois-There is some difference of opinion as to whether the

highways of St. John county should be included. The government has not yet decided that point. Mr. Hazen gave notice that he intended to move some amendment to

the bill on its third reading. Progress was reported with the understanding that it would be taken up again on Wednesday.

On motion of Mr. Barnes the bill to incorporate the New Brunswick Central railway was referred back to he committee on standing rules. Hon. Mr. Pugsley explained that the oill had been advertised in Kent and Westmorland, but not in Queens, and was proposed to strike out that porion of the bill which authorized the company to build in Queens.

On motion of Mr. King, the Sussex ncorporation bill was read a second The house adjourned until Tuesday.

## GREAT RELIEF.

## Peace is Assured in the Balkans.

ROME. March 31.-The governments of Italy and Austria have concluded a complete agreement regarding affairs in those states is assured, both powers pledging themselves not to underalso decided upon the manner of the assignment to the different Macedonthe bill relating to the city of Monc- indeed, I never met a man who would armeric created under the Russo-Aususe a four-inch tire. If the law is passed trian reform scheme. The Italian the occupation of the Vilayet of Mon-

> The powers signatory to the treaty of Berlin have been notified of the Austro-Italian agreement which is considered as putting an effectual stop to the troubles in the Balkan states and eliminating the possibility of their being used as instruments for aiding a Macedonian uprising in the sprng.

TRIPLETS TWICE IN 3 YEARS. Three Boys Presented to Cashier Budd

of Brooklyn. Mrs. Alfred Budd of 1550 46th street, Borough Park, Brooklyn, has presented to her husband for the second time within three years, a set of tripletsthree boys, whose combined weight at birth was 17 pounds. The boys weigh respectively four, six and seven pounds The first triplets born to the Budds were girls and one boy. The boy and one of the girls died, but the second girl is strong and healthy and the pride of her father. Mrs. Budd is not

vet 30 years old .- New York Sun.

To prove to you that Dr. Chase's Cintment is a certain and absolute cure for each and every form of tching, bleeding and protruding piles, ere have guaranteed it. See tes-Piles he manufacturere have gua

**Boston Business Men Pass**ed Strong Resolutions,

Which Failed to Show Wherein the Advantage Would Be

to Canada.

BOSTON, March 31.-Boston commercial circles, both the pro and anti-Canadian reciprocity parties, were well morning, when the committee on federal relations gave a hearing on the Drinkwater of Braintree in favor of reciprocity with Canada. The text of the resolve is as follows: Resolutions in favor of reciprocity

with Canada. Whereas, Canada is the hest foreign customer of the United States, excepting England and Germany; and Whereas, The internal development of the United States has been such as to necessitate a readjustment of tariff schedules, in order that our foreign trade may be conserved and promot-

ed: and Whereas. Unless more favorable trade relations are established between the United States and Canada, there is danger that the market we now possess in the dominion will be seriously curtailed, to the especial detriment of the manufacturers and mer-

chants of Massachusetts; and Whereas, A policy of international good will and commercial exchange is preferable to and more profitable than ne of tariff reprisals; therefore, be it Resolved, That the general court of Massachusetts regards the time as opportune for a revival of negotiations designed to bring about closer trade relations between the United States and the Dominion of Canada. Resolved, That the general court of Massachusetts urges upon congress that action to this end be taken at once, either by reconvening the Anglo-American Joint High Commission for the sole purpose of negotiating a recithe dray/wagons four inches." The procity treaty with Canada, or by dopting such other methods as to

congress may seem best. Resolved. That copies of these resolutions be forwarded by the secretary of the commonwealth to the presiding officers of both branches of congress, and also to the senators and representatives in congress from this com-

monwealth. There was some delay in getting a quorum of the committee in the room and it was therefore after o'clock before Senator Cole of Essex called to order. Representative Drinkwater, speaking for his resolution, said he introduced it not as a democratic measure and not to make party capital therefrom. There is no politics in it. he said, and his only thought was the welfare of the commonwealth. If, party must give them assistance. Canper capita and the third in every respect. The Canadians need our manube opened and that Canadian lumber, coal and live stock be allowed to come fisheries interests of Massachusetts,

gradually shrunk and are still shrinking. The next speaker for the resolution had been advised not to appear at the hearing because the resolution was introduced by a democrat and was therehad come and the men he represented

ment.

The city of Boston, he said, is the natural trade centre of the great country to the north and northeast of us. For this reason he favored reciprocity. While the increase in population from 1880-1899 was about the same as from ing off in the industries of Boston ac- sure you that what the commission counts for the dull times and the poor markets for real estate. Our great | ly impressed them with the possibility in the Balkans by which the status quo industries are languishing for the want of Canada being made in the near fugain them a market to the north comes only for Canada and the Canadian take territorial occupation. They have in part from the farmers. Mr. Whitney Northwest, but the route by which the then read from statistics to show that of the different products; the egg progendarmerie will be entrusted with duction was one a week for the inhabone pound for five persons, etc.

Whitney, is that the people of Massaon the western industries, and our money sent out by our consumers will come back to our industries. We want to get the things we need and pay for NEW YORK LUMBER MERCHANT. them in the labor of our artisans and mechanics. New England's only chance for progress is the development

been diverted from Boston and will which could not be taken away from English market at the present cents worth.

Besides the farmers, the only other class of persons to be affected are the of Massachusetts were four hundred favor of it." times as great as the fisheries. Ought, then the comparatively few fishermen to stand in the way of the great host of artisans? If the senior senator from Massachusetts fears ghosts I

by the ghosts of the artisans who are driven away from the state by his illliberal policy, as by the ghosts of our

ancient patriots. Eugene N. Foss then spoke in favor of the bill, saying that he also had been advised by his republican friends not to attend the hearing. But he considered the interests of New England above party. "I am an employer of labor," said Mr. Foss, "having in my employ 1,500 men. I have just built a new plant at Hyde Park, and now I intend to show the people what is the real situation in manufacturing in New England. We have to send west for our materials and then seek a market there for them. no market to the north and the east. All we can manufacture here profitably is patented goods and specialties. There is no growth of mills except for fine goods. Our mill owners are building in the south, where they get coal at a great reduction.

time has come when we can have freer raw materials without injuring anybody. The freight rate would protect our industries in the west. We of New England rightly ought to have the market to the north represented at the State House this and east. Mr. Whitney has done much for New England by developing the Nova Scotia coal mines. This coal can resolve introduced by Representative be used here and would be if the duty were removed. Nova Scotia is bound to develop and Massachusetts capital ought to have a part in the development, as it had in the development of the west. We have the most skilful labor in the world, but what does it amount to if we do not have the raw matreials? We want Canadian reciprocity. It will benefit every industry n Massachusetts, and not the least the fisheries."

Former Congressman John F. Fitzgerald said that six years ago, when ne was in congress, he received petitions in favor of reciprocity, and ever since he has known that the business men want it. But protests in Washington amount to nothing. They are brushed aside. We must rise up and make our importance felt by our votes Cheap labor can be obtained in Maine and in the south, but that does not injure Massachusetts. We are at the mercy of circumstances. The Goulds, Vanderbilts and Rockefellers care nothing for Boston, and will not send business here. Yet, we are crazy enough to think we can compete with favored ports. What we want is our natural market, and we must let our representatives in congress know our sentiments in no unmistakable man-

### THE BEST WAY

TO REACH BRITAIN.

Mr. Reford Advocates the Galway-Halifax Route.

(Toronto Globe.) There was more than the usual amount of interest attaching to the meeting of the Canadian Club Friday evening from the fact that two of the members of the Transportation Commission were present to speak upon a feature of the development of Canada which is closely bound with its future.

Robert Reford of Montreal, one of his life in the shipping business from however, one party turns a deaf ear that port. He is deeply impressed with to the wants of the people, the other the importance, not only to Canada. but to the whole empire, of a Canadian ada, he said, is our greatest customer | mail and passenger service. "Although the Canadian government have for many years subsidized a Canadian mail factured articles and we need their and passenger service between Canraw material. He urged that the door | ada and England." said Mr. Reford. "80 per cent. of Canada's mails and passengers go and come via the Uninto the United States. One of the ited States, largely New York, in prefgreat opponents of reciprocity is the erence to the Canadian route, the effect of which has been terribly disasbut they with all their protection have trous to Canada, by giving the world -the people of Great Britain included -the idea that Canada cannot give a mail and passenger service equal to thereby emphasizing the feeling. which has been so injurious to Canada, that the United States possesses fore a free trade movement. Still he on the continent of North America all that is worth having, and that Canada know that it is not a free trade move- is a place greatly inferior as regards

settlement or investment of capital."

A CANADIAN ROUTE. Mr. Reford went on to advocate the route he has already advocated, namely, from Halifax to Galway, claiming that any present route could be cut 1890-1900, the industries have failen off down one-half. "I have been appointn the last decade. In Boston alone in- ed by the Canadian government as a dustries fell off \$4,000,000 in the last de- member of the Transportation Comcade. This city is the manufacturing mission now inquiring into the transcentre of Massachusetts and one of the portation question by water and othergreat centres in the country. This fall- wise," said Mr, Reford, "and I can ashas already seen and heard has great of a proper market. The objection to ture the route of transportation not bulk of the produce of the western itants, the poultry a pound apiece, see and understand this is evidenced power may be employed by farmers. by the State of New York having late-The result of this situation, said Mr. ly voted the enormous sum of \$101,000,chusetts send west for their food. But | Canal. Well, gentlemen, in my opin-

ness."

Railroad trade from the west has ber market so far as New York was payed out and winds up automatically concerned is quite as good as it was on the drum as the return trip is made never come back, but there is a sea this time last year. He was well aware trade which may be developed, and that there was a depression in the us by railroads. This is the sea trade and it would not be surprising if in the with the places north and northeast near future the American market of New England. Our wage earners might show an inclination to sympafood, perhaps 75 cents a day, while that the U.S. government will retail- of his daughter, Mrs. William Raythis state produces only about four ate if any export duty were put on New Brunswick sawn logs. export duty, but if I were a Canadian nett and J. N. Barnes and Boyer. shermen. In 100 the manufactures instead of an American I would be in

CASTORIA. The Kind You Have Always Bought Bears the Signature wink that he will be troubled as much



## TO SAVE THE LOGS.

Fred D. Miles Has Everything in Readiness.

Booms Are Ready—A Floating House For the Men Has Been Prepared. and Work Will Soon Begin.

pond above the falls, for use in the picking up of the logs which it is feared will go adrift up above when ception of a small fringe of northern New the ice breaks up in the warmer weather, are progressing with great despatch. The booms, which are termed links of booms, measure 1.025 links. which would be sufficient to handle an ther shut-downs will be announced as booms will be towed up the St. John river as soon as the ice begins to move the trade is good. down in this direction. The timbers used in the structure of the booms and Worcester capitalists are forming a \$150,were secured from A. Cushing & Co., 000 company to build a carpet factory at and have been put together under the Sherbrooke, Que. Several members of direction of Fred D. Miles, agent here | board of directors are to be Canadians. The for the D. D. Glasier concern. Mr. Miles superintended much of the work carried on by the lumbermen not in Canada on account of the high tariff on long since on the river and on that carpets, which makes the export of such texoccasion received most complimentary assurances of his capability in this Further seizures of Canadian direction from the mill owners whose been made by the United States treasury timber he succeeded in taking care of. partment at various points. These furs an David Andrews,' woodboat, the Sea said to have been shipped by a Mond Bird, has been fitted up as a floating boarding house for the accommodation fur smuggling for several years. of the men who will go up to carry that commission, has been engaged all on the operations. This sturdy little craft will give comfortable quarters Swift and Co. on account of alleged for 50 men. Wm. Cooper will be the manager of this eating and sleeping

vacht and will have the aid of a capable assistant. The materials required for the handling of the logs are aboard the vessel ployes in operating the cold storage depart and the supplies for the use of the ment. workmen will be taken on as soon as

necessary. for distribution among the farmers and his friends are much encouraged. resident along the river banks and they drift into the sections. The men | niversary of his birth. Mr. Woodin thus equipped will tow the logs cap- born in St. Patrick, Charlotte Co., N. tured by them to the shore and then ! was Henry M. Whitney. He said he that obtainable via the United States, tugs will take hold of them. They St. John with all possible speed. The permanent headquarters in Park Square. farmers who last year assisted in la- ladies' auxiliary will also be formed. bor in this direction, the salvation of the driftings logs, earned \$6,000 to \$8,- Revere, March 28, Timothy Daly, aged 5 000 through their efforts. Only about ten days were occupied thus in the March 26, Dan Daly, comedian, native of performance of this job. All who are Bathurst, N. B.; in this city, March 26, Mrs. expected to be on the scene will be Alice J. Moore, wife of William Smith there when needed. Messrs. Glasier and Sewell will start

with the men they have in camp pro- ly the past few days, under the stimulus of bably 30 each, to work among the logs the fine weather. With the exception of a at the opportune time. The water in the river is rising slow- are firm and practically unchanged from a ly. It went up two feet in the week

just closed at Indiantown. MAY DO PLOUGHING BY ELEC-TRICITY.

Farmers with Motive Power at Low Price.

INDIANOPOLIS, Ind., March 30 .-Indiana farmers living near traction | 10 and 12 inch random lengths, 10 ft and up the farm products of Massachusetts states will have to take to find its lines may before long do their ploughfour-inch tire on a two-inch axle - ian Vilayets of the international gend- nowhere meet the wants of the people market in Europe, because via Canada ing, cultivating and threshing by \$17 to 17.50; all other random lengths, 9 inch of the state. He presented statistics is vastly cheaper and the shorter electricity. Israel Hoagland recently route, with other points in its favor. had on exhibition at the Commercial able boards, 5 inch and up, \$17; matched That the people of the United States Club drawings showing how electric boards, \$18.50 to 19. Shingles-Cedar. Mr. Hoagland says that he rented a \$2.25 to 2.30; do, clear wh., \$2.15 to 2.30 piece of land near Chicago and dem- No. 1, \$1.30. Laths, spruce-11/2 in. 000 for the enlargement of the Erie onstrated the practicability of his farm motor. He declares that he ploughed 4 ft., ex., \$44 to 45; do., clears, \$42 to the money they send out is spent up- ion, they can spend \$500,000,000 in the an average of twenty acres of corn a 2nd clears, \$40 to 41; pine extras, \$500,000,000 in the an average of twenty acres of corn a 2nd clears, \$40 to 41; pine extras, \$500,000,000 in the an average of twenty acres of corn a 2nd clears, \$40 to 41; pine extras, \$500,000,000 in the an average of twenty acres of corn a 2nd clears, \$40 to 41; pine extras, \$500,000,000 in the an average of twenty acres of corn a 2nd clears, \$40 to 41; pine extras, \$500,000,000 in the an average of twenty acres of corn a 2nd clears, \$40 to 41; pine extras, \$500,000,000 in the an average of twenty acres of corn a 2nd clears, \$40 to 41; pine extras, \$500,000,000 in the an average of twenty acres of corn a 2nd clears, \$40 to 41; pine extras, \$500,000,000 in the an average of twenty acres of corn a 2nd clears, \$40 to 41; pine extras, \$500,000,000 in the acres of corn a 2nd clears, \$40 to 41; pine extras, enlarge ent of their canals, and still day, at a cost of fifty cents an acre. home industries suffer. What we want the Canadian route, through its na- The cost a day for a motor to do all is our natural markets so that the tural advantages, will take the busi- kinds of heavy farm work, he says, will not average more than \$4. The drawings show a farm through which runs a traction line. A wire duty on the weight of the whole barre runs from the trolley wire, and on a H. B. Homan, a prominent New York plough is a drum, containing the wire. lumber merchant, is in the city on As the plough moves across the field, of the trade to the north and north- business with the mill owners of St. driven by a motor, connection is kept John. Mr. Homan says that the lum- with the power by the wire which is

> across the field. HARTLAND.

HARTLAND, March 30 .- The funeral of the late Rev. Joseph Parsons was bank, \$7.621/2 to \$6.871/2. Pickled herring and spend fifty per cent, of their pay for thize with it. He does not think it likely held Tuesday afternoon from the home quiet at \$6 to 6.50 for large Nova Scotist mond. Service was conducted by Rev. "Of John Perry, assisted by Revs. Woodcourse," said he, "I am opposed to the worth, Noble, Prosser, Vanward, Ben-Considerable hay and potatoes are being shipped from this station. Scarcity of cars makes it very unpleasant for shippers. Hauling still holds good. Mrs. David H. Keswick is somewhat better, having been sick for several weeks. A boy arrived at the home of Harvey McKinney this week.

# **BIG INDUSTRY**

To Be Estabished in Sherbrooke, Que.

Boston News Containing Much of Interest to Provincialists.

BOSTON, March 30 .- Social and theatries! affairs have been in the background week, overshadowed by the passion tide and the demand of religion. Some of the the tres it is said, have been slimly attended The Boston and New York Exchanges will The booms which are in course of be closed tomorrow. The weather is ples construction in Murray & Gregory's sant, but the winds continue cold and are keeping the season backward. The snow in this city disappeared a week ago under temperature of 73 degrees. With the England there have been no spring flood in these states. The spring trade generally as brisk as usual, but is rap improving at most points. Many of the ton mills are curtailing production, and in mense quantity of stuff. The season advances. Although Maine lumber mills may be late in starting, business in

It is announced that Boston, New York concern is to manufacture Wilton and B sels carpets. The industry will be star tiles to that country unprofitable.

firm, which has been engaged extensively The Dominion line str. Ontarian was belled at Portland for \$9,000 yesterday age sustained by their shipments of my made from St. John to South Africa a ye ago or more. Suit is brought to damages. It is claimed the damage

due to negligence of the stermship Rev. Thomas McGoldrick, pastor of S Leo's Roman Catholic church, Dorcheste The minute the ice is reported as formerly of St. John, was resting comfe having started rope will be despatched ably this afternoon. His condition is easi George Woodin of Bath, Me., had a cel these men will pick up the logs as bration March 26 in honor of the 83rd G. Herbert Windeler has been president of the British Charitable Societ will be placed in booms and towed to of this city. The society will soon established The following deaths are announced: native of Bathurst, N. B.; in New York

son, aged 35 years, formerly of Nova Scotia. The lumber trade has improved, especial recession of \$1 to \$2 in yellow poplar, prices week ago. Shipments are coming in more regularly. As yet spruce has not advanced, although quick deliveries command higher prices than the agreement rates. The building outlook is somewhat obscured. New England contracts which have been let to date Inventor Has a Novel Plan to Furnish amounting to about \$3,000,000 less than those of last season. Laths are weak and shing are steady. Quotations are as follows: R shipments: Spruce-10 and 12 inch dimen sions, \$20; 9 inch and under dimension, \$191 \$20.50; 2x3, 2x4, 2x7, and 3x4, 10 ft. and up and under 10 ft. up, \$18 to 18.50; merchan \$3.30 to 3.40.; do, clear, \$2.80 to 2.90; do, 3.25; 1% in., \$3.25 to 3.40. Clapboards clears, \$54 to 55; 2nd clears, \$49 to 5 Lent having about passed the fish trada has relapsed into quietness. The absurd rule

ing of the treasury department that salt fish from the provinces are to be assessed for brine and all, has caused some confusion but prices have not yet risen. It is thought that the order will be rescinded by the courts. The additional duties, amounting to 50 per cent., are being paid under protest. Mackered are in great demand at \$15 to 16 per bbl. for large No. 3 and \$19 to 21 for Prince Edward Island bloaters. Salt cod continues scared and high. Large shore are held at \$9 ts \$9.25 per quintal in the commission houses medium, \$7 to 7.25; large Georges, \$7.50 te 7.75; medium, \$6.50 to 6.75, and large dry split. Lobsters are in fuller supply with

live held at 20 and boiled at 25 cents. Cook's Cotton Root Compound Is successfully used monthly by over 10,000 Ladies. Safe, effectual. Ladies ask your druggist for Cook's Cotton Root Compound. Take no other, as all Mixtures, pills and imitations are dangerous. Price, No. 1, \$1 per box: No. 2, 10 degrees stronger, \$8 per box. No. 1 or 2, mailed on receipt of price and two 8-cent stamps. The Cook Company Windsor, Cat Bernstolle Bruggists in Canada.

No. 1 and No. 2 are sold in all St. John No. 1 and No. 2 are sold in all St. John

OTTANA OTTAWA ,Marc

n Monday Mr. has been the total nission appoi the lobster and o Atlantic seaboard, by Hon. Raymond ter of marine and amount so far paid Mr. Ganong elic formation that Co. A. J. Copp, M. P their expenses, have not yet be reveral commission the following sun expenses and allow Armstrong, St. An allowance, \$244.72 travelling expense nce, \$235.51; J. S. dalen, \$235.51; exp Found, secretary, \$136.15. The com said, will resume coming summer.

Mr. Ganong wa Mr. Sutherland. works, that work at Wilson's Beac commenced in 190 this spring, operat suspended during amount expended 187.06. The people of

tre pressing the g

new drill hall an they will be suc o whom they erday having p matter favorably Many items in are for drill halls tario cities and be some move in In the meantime St. John to press nition without de given the propos careful attention in a position dur to give the St. some valuable si may not be deen a strong delegation home on the go awake cities have administration requests fired at few hours' per the ministry is achieve success. ever occasion John's claim for armory, and has fustice of which works and the could not deny. path just now the city of the parliament an ment whose pol starve out thos

OTTAWA, Mar vill start on its here is natural lament Hill toda ng more concern which the train with the busines All of them say, will be taken up return to the pos alance of the ruished by the which work will

hey cannot buy.

"I cannot give them from my to that effect. typed answer of rland when members with public works i for which gran mates. Mr. Sutl is a totally differ Sutherland of th mered the c from the oppos was loudly aggre is as mild as tha treats all inqui cortesy and bring down all pers asked for. vided always that tinue passing ot committee of st minister's pleds that it will be to call for furthe the desired inform There appears to mises made by t

Sutherland. Despite all thi gainer by his ch liamentary debat antagonizing of critics, and t strong talk that aggressive metho tics deceive for brethren who Speaker, who whenever occasi Being no match and trained parli nett, Sproule. Ister has quite off excuse that the prepared under chief architect. marks of preced erroneously repo latter story does is the privilege of vise the reports they are finally limit for correcti which the book for are made up and

the maritime prov the votes for pu tario, yesterday' some facts rega which properties tracts awarded l "business men" t moral lesson. Yesterday in

While there is no

said the total cos ory and drill she which amount ov been expended. be completed be This is but one of sums are expend sheds, while the tre starved so far dation for the mi

terned.

In connection w for the Stratford, Sam Hughes laid that less expensiv built in the large armeries establish