SEMI-WEEKLY SUN, ST. JOHN, N. B., MARCH 11, 1905.

OTTAWA LETTER. been improving, the Canada Eastern,

knowledge of railways to make clear will be required to put the road in proto the members the technical inform- per condition ? maton poured into his ears by Mr. schreiber or Mr. Pottinger, either of the table last year; covering report of whom sits close by while the railway the engineer on the roadbed and estimates are before committee. Mr. Parker of Hamilton, is beyond doubt outfit and general conditions for the the best posted railway man on either road. That return, which was fur-

not honestly approve.

ter Fortin Instantly comotive of Express West Springfield.

D, March 6. - Peter tor on the B. & A. R. ly killed by an express ngfield yards this mor

OTHERS FIRST.

standing on the westk, taking the numbers ig made up, when he oroaching. Solicitous of his men, he shouted brakeman, who was dangerous position, to vay, and tried to reach r himself.

time to reach the space acks he was struck hy ad of the locomotive veral feet ahead of the

years old and lived at Merrick. He leaves a ung children. He came ida and has been emilroad about ten years

Y AT WOODSTOCK.

ower Plan Will Also al Summer Resort.

rushed on the Electric and Power Company, Meduxnakik, about on ters miles from town. n are now employed will be immediately structure. This is one perations ever under wn. No fair estimate ut it will cost between ,000. The work of covas commenced, so that dy to withstand the ad water in the spring is on the northern side longside which, in the the power house will be

paying out of revenue account. We have put in quite a number of sleepers, and that work will go on gradually. I made the statement last year that OTTAWA, March 3 .- Were it not for believed \$1,000 a mile, or about \$100,000, the cabinet crisis and the mystery would put that road in a condition to that surrounds it, the management of the Intercolonial railway as discussed stand by that. We are gradually imthe commons for the past two days proving it, but as it is paid out of rewould have attracted more general at- venue, I do not ask any special vote. tion. Its importance justifies all the As to the necessities that may arise, I ime devoted thereto. It needs a more am not, at the moment, able to advise aggressive minister than Mr. Emmer- my hon. friend. The road now has to meet the attacks of Ontario better cars and engines and runs

tics, who are continually digging af- faster trains than before. This was ground facts as to the cost of the done without great outlay because we ning of the road and why it should could take from the Intercolonial railve an unbroken set of deficits, al- way some of the smaller cars which though the house voted money galore are outclassed on that main line. In for equipment and maintenance. this way we are able to give the better Emmerson does the best he pos- service without material increase in sibly can as an explainer, with the the cost to the railway department. material at hand, but it is not an easy Mr. Crocket-Has the minister a re-

spending everything on this road out ob for a man, who has no practical port from an engineer showing what of capital. Let us change this system and Hillsboro bridge, \$357,400." so that the people may see exactly what it costs each year." Mr. Emmerson-A report was laid on

tion.

bridges, reports as to the mechanical principle that a capital account is only of the house, and his criticisms nished when the matter was under disare legitimate, good tempered and cussion, will be found to contain all carry weight. Mr. Ingram of East the information.

Elgin, has views of his own regarding Mr. Crocket—I understood from the government ownership of railways in passage I have quoted that the minispenditures, there is no limit to the ex-Canada that he put forward as freely ter at that time had not the report of "Let me tell the present minister that when his fellow conservatives were in power as he does today. Unless the it intended to have one during the government railways are taken clear present session ?

out of the political arena and placed in the hands of an independent com-made at the time the resolution was count.' mission, Mr. Ingram contends that the under discussion, there was a report of R. will be a terrible drain on the the engineer on the table of the house finances of the dominion. He argues at that time. I was speaking about what I had gathered from going over that the best staff and the best minisin the world cannot make a road the road.

nay so long as their management is Earlier in he debate Mr. Crocket managed under a vicious system. Mr. over-ridden by the sectional demands asked the minister if it was the intenmembers through whose constituenthe I. C. R., if it were run under a tion of the government to provide a cies the line runs. Many of the deproper and not under a vicious system. new station at Fredericton. The memmands made by the members are unber for York continued: The station of pressure from which they would year to year, and conduct its business the Canada Eastern ir, that city is engladly relieved, but so long as the tierly inadequate and unsuitable for a present system is maintained they are city of the importance of Fredericton reed to do things which they can-I may say also that the station of the the best years in a series of the best Canadian Pacfile railway at Fredericyears Canada has had, during which ton is not sufficient to meet the re-Hon. Mr. Emmerson replying to Mr. all other railways are showing increas-Ingram grew a little hot under the quirements of that community. ed traffic and decreased expenses, or if bave heard it, frequently suggested cellar, possibly because the member for East Elgin used these words: "Let that the matter should be taken up not both of these, increased net proby the minister of railways with. the me remark that the statement made by Candian Pacific railway, to see if some the minister of railways last evening agreement could not be arrived at by reference to the Intercolonial railwhich a union station could be providway was one of the most doleful and ed for that city. I call the attention discouraging I ever heard a minister of the minister of railways to this of railways make in this house * * matter so that he may give it his con- are things, continued Mr. Foster with listened very attentively to the hon.

sideration. gentleman and I regret that while he increased earnestness, that need to be Mr. Emmerson-If my hon. friend taken up seriously by both sides of the January, 1905. And I answered that gave several excuses for the immense will only square himself with my hon. friend who sits in front of him (Mr. for North Toronto, "the vicious sysdeficit he failed to suggest a remedy." What Mr. Emmerson said was as Haggart), I think I may safely take tem that the prime minister spoke of, \$1,494,097.15. follows: "I recognize the fact that that into consideration. But I do not this miserable system of patronage there are two or three very large cor- want the Canada Eastern to earn the which, from the farthest end of the I. porations that are looking with long- title of being a sink hole for expendi- C. R. until you get up to Montreal, is ing eyes on the I. C. R., and I think I ture, as it was alleged to be by the the bane and curse of that railway. I can also recognize the fact that it is hon. member for Lanark. The pur- say that there is not a shadow of a question between and among these chase of the Canada Eastern has been doubt in my mind that if you were to corporations as to how the spoil is to so recent that I have not had time to put the management of that road in be divided. I also recognize that anyconsider making any serious better- the hands of a commission of men gets, that a little later on I asked him thing that can be said in the house or ments. The station that was used in who were free from the annoyance and before the country to the discredit of connection with it at Fredericton has the expense of partizan appointments, government management of the I. C. been of some service I think, but I am and were held responsible for the man-R. will only serve to improve the con-ditions of these corporations, and with-the requirements of the traffic. Of would be made to pay. It cannot be was \$1,220,968.32. The estimated cost out mentioning the particular corpor- course, all these things have to be made to pay under the present ar- of the bridge was \$1,494,097. Both exations I can quite understand why it taken into consideration in connection rangements under which from end to penditures were within the estimate. would be in their interest that the peo- with the road. I have felt that the end of the road there is a constant ple of this country should be educated Canda Eastern must in a measure fight carried on by outsiders to shove up to the point of condemning every work out its own salvation, and if the men into the service, and few ministraffic on that road and the conditions ters are strong enough to stand up | land been completed? If so, when? Mr. Emmerson justified his against that evil. These are matters prevailing on it justify improvements. "2. If not, what remains to be done, statements of the previous evening on to which I call the minister's attention. and what is the estimated cost of they will be provided. But I have not the ground that he had nothing to con-They will be discussed in this house, same, including rolling stock ? ascertained yet that there is any great ceal and had pointed out in a nonand the country is in the mood for see-"3. How many of the bridges are necessity of the immediate construcpartizan spirit difficulties which he ing them discussed and settled. I hope wooden or partly wooden structures ? tion of a new station at Fredericton. we will take hold of this subject, not so much by one making charges and steel? If so, when, and what is the said there was still to pay and still unbelieved to exist and over which the The people of Fredericton will be department had no control. Wherever rather startled at the cavalier manner there was a deficit it was beyond the another defending himself against the estimated cost ?" in which Mr. Emmerson disposed of power of the minister or his officers to charges, but by sitting down together To these questions the minister gave their request for a station in keeping prevent, such as the extra wages, the on both sides of the house trying if me this answer : with the volume, of business and the we cannot make the Intercolonial rail- Mr. Emmerson-Will my hon. friend repairs to rolling stock and the purpolitical status of the capital city of chase of rolling stock out of the way a better road than it is, not so New Brunswick. point me to the date ? revenue. much in equipment of rolling stock A. Martin-I have not got the date OTTAWA, March 4 .- Following up and perfection of roadbed, as in the my last letter, which treated of some of the lighter phases of the Intercol-Alex. Johnston of Cape Breton is methods of management and the restump speaker, even when he talks in turns it makes to the country." onial railway debate 'n committee of house. He always gesticulates R. A. P. with the alacrity of an auctioneer. He supply, there come into consideration often howls. He howled last night, the broader and more general elements OTTAWA, March 6 .- There is one when replying to Mr. Barker and Mr. discussed by Mr. Foster, Mr. Baker, man at the capital who if he would Mr. Osler and others. As Mr. Emmer-Emmerson's statement to be so far retalk, could throw an electric light on moved from doleful that it was the son incidentally admitted, these are first time in the history of the I. C. trying days for the Intercolonial. The repairers, and patchers. Not that J. country has showered money into its Israel Tarte is in personal touch with R. a minister had been able to do jushopper without stint, but the cry is what is going on, but by reason of his tice to the workmen employed on the line and pay them a decent, fair wage. still for more cash! Why this cry is long acquired knowledge of the man-The general tenor of Mr. Johnston's a question that the member for West-ner in which political ropes have been remarks may be gathered from this morland has not attempted to answer. handled in Quebec in severe exigencies. little extract : His evasions called down on his head Mr. Tarte's name has been mentioned There never was a time in the his- the wrath of that old time railway as that of the man who might be called tory of the I. C. R. when the officials minister, John Haggart, who dubbed on to come to the relief of his personal of the road were so free from inter- Mr. Emmerson a negro minstrel and friend Sir Wilfrid, for despite what has ference from politicians and others as warned him that the house was be- happened, the two Quebec brainy men at the present time." coming sick of his flippancy and mean- have a genuine admiration for each Angus McLean of Queens, P. E. I., ingless smiles. Mr. Hasgart is a other's abilities, but so far there is no made short work of Mr. Johnston's practical man of crude exterior but of surface indication that Mr. Tarte is fiery periods by telling the house that wider learning than is generally put hankering after a return to cabinet at the last election, November 3rd, to his credit. He has no sympathy worries. He is a happy bridegroom every conservative official on the with Mr. Emmerson's methods and these days and does not conceal the and steel, probably curing the current Prince Edward Island railway was does not conceal it. handed the book and the bribery oath service for Sir John Macdonald as well \$8,000. but to him. So much for the political On the item of \$15,000 for changing as for Sir Wilfrid, and if his terms are Ireedom along the government rail-ways, of which Mr. Johnston had the line at Mitchell, it came out that admitted, he will be prepared to re-the Drummond railway was not of sume business at the old stand. There A. Ma freedom along the government railboasted. the excellent character which the would also be in the undertaking the house had been almost persuaded to cleaning up of some old quarrels that Mr. Crocket of York is keeping believe when it was taken over as part have been more than hinted at in the close tabs on the railway debate and of the L C. R. The country paid \$1,- public press for some years past. Mr. as occasion arises calls the minister's 429,000 for it, and the then minister of Tarte is at the capital, as self-containattention to the non-fulfilment of anterailways promised that the accounts ed and as cheerful as when he drew a election promises. Yesterday he spoke would be kept separate from those of well earned salary from the public as follows: the main I. C. R. line-a promise that crib. I notice that there is no provision had been no more observed than the for any improvement to the roadbed of It is to be noted that while Mr. pledge of the present minister to keep the Canada Eastern railway recently Tarte's name is in the public mouth, a separate account of the Canada Eastern. Mr. Foster pointed out that taken over by the government. Would that of Mr. Blair is never mentioned the minister be good enough to state these days. Mr. Blair is not a memo the committee what the intentions parliament would have taken a very ber of the press gallery, nor does he of the department are with regard to different view of the transaction if it. haunt the corridors. Since his resigthe improvement of the roadbed of had been told the country was merely nation of the portfolio of railways and that line? I understand that when purchasing an extension of the I. C. R. canals he has been very rarely seen in the minister proposed this purchase to without any advantages in the way of the house. the house last session he spoke glowinterchange of freight and consequent ingly of the earning prospects of the increase of traffic for the I. C. R. Greenway of Lisgar, ex-premier of line, and intimated that if it were put Statements made as to the volume of Manitoba, is another man who by reagood condition and properly equipbusiness the Grand Trunk were to son of Sifton's resignation, is talked of hand over to the Intercolonial had as a possible cabinet minister. But it would pay. In the course of discussion the hon. minister, bebeen rudely shattered by the stern Greenway is not talking for publicaing questioned by one of the members facts, the Grand Trunk refusing to tion and the only way in which he carry out the terms of the alleged agree-Toronto, said : It would not necessarily require to ment. Mr. Osler supplemented Mr. up to the standard of the Intercolo- Foster's criticism by adding that it DR. WEAVER'S TREATMENT. railway, because it is not a trunk was pointed out from the opposition and never will be. Without get- side of the house in the strongest man-WEAVER'S SYRUP g a report from an engineer. I have ner possible, when that contract was For Humors over the road and am satisfied made, that the obligation on the part \$1,000 a mile will make it a spien- of the Grand Trunk was an obli-Salt Rheum Scrofulous Swellings, etc. up-to-date road, and in my opin- gation in word only and that his road, in the course of next there was absolutely no reason WEAVER'S CERATE Year or so, will be worth \$1,000,000, es- to suppose that the contract Cleanses the Skin cially considering the situation of was binding on the Grand Trunk. The government as regards the Fred- result had shown a lamentable failure Beautifies the Complexion. ericton bridge." on the government's part to put the Combined, these preparations act power-fully upon the system, completely eradicat-ing the Poison in the blood. would like to know if it is intended agreement into binding terms.

merson explained that this was meregives vent to his suppressed feelings is ly a revote, but was forced by Mr. by pacing up and down the lobbies Foster to admit that if it became with the strides of a panther. No necessary to build additions to the matter what pressure is brought to general offices there the total expendi- bear, he cannot afford to buck against western opinion. The Toronto Globe ture would reach half a million dollars. The entry of the Grand Trunk may be placated, as it is easier to Pacific into Moncton would make it reach the conscience of a man who ascends from holy orders to the ease of an editorial chair than that of a necessary for the government to acquire some more land around the staman who has striven in the arena of practical politics all his days, but

Greenway will be proof against Lau-Mr. Osler of West Toronto here made rier's seductions and will continue to a practical suggestion. He said: "We sulk if he does not openly kick. are year by year increasing the debt

of the country, nominally by increas-The cost of the P. E. Island railway ing the capital expenditure of the Inunder its present management is startling the house on both sides. The tercolonial. Let us wipe off the deficiency year by year and face it, else Murray harbor job is rolling well up we will have a debt running up into a into the millions. Hon. Mr. Emmer hundred millions on only nominal as- son last week ,pressed by Mr. Martin, sets of the country. We have been made the following admission on the item in supply "Murray Harbor branch Mr. Emmerson-I am not familia

with what was done in the past. as only speaking of the figures giving Mr. Haggart pointed out that Alex- the total cost of the bridge and the esander Mackenzie when leader of the liberal government, laid down the river, which was \$926,460.70. And the estimated cost of the line to Murray an excuse for bad management of a harbor is \$104,600.32. The whole estigovernment road. If a minister is al- mated cost, including the cost of rolllowed to charge things to capital ac- ing stock and crib work in Murray count, continued Mr. Haggart, which | harbor is \$2,795,113.17.

otherwise would go into ordinary ex-A. Martin-How much is it for th bridge and railway separately ? travagance which may take place. Mr. Emmerson-For the bridge, \$1. 494,097.15, and for the railways-that when I was managing the I. C. R. such is, the branch to Murray river and the an expenditure as that at Moncton, extension to Murray harbor-\$1,031, now asked for, would be charged to or-061.02. dinary revenue and not capital ac-

A. Martin-That is very singular to me, because, on the 23rd of January, the minister gave us this information Taking up Sir Wilfrid Laurier's "Total expenditure in connection with statement, oft repeated during the last Murray harbor branch railway to Janelection campaign, that the Interlolouary 1, 1905, is \$1,018,711.93." nial had never paid because it was And a little later on I asked what

the cost would be of completing the Foster remarked he had no doubt that road, and he told us that the estimated cost of completing this work was a mile, and now we find it has cost i \$561,253.93. I asked him further if the vicinity of \$32,000 a mile? The would be able to pay its expenses from there were not some wooden bridges which required to be replaced and he jump of \$24,000 a mile in the cost of a on the same lines that other great told me that there were three of them railway in a level country without any railways do with regard to capital and at least which would cost \$8,000. In grades The Prince Edward Island current expenditures. But in one of the face of the figures the minister Railway was built for \$8,000 or \$10,000 cites. I am astonished Mr. Emmerson-That includes the bridge. A. Martin-No, if the minister will turn to Hansard of January 23rd, page the mode of construction is cheaper.

fits year by year, here we have at the 125 of the unrevised edition-Besides that. I believe the rails were end of these prosperous years the In-Mr. Emmerson-I do not see wherein second-hand rails taken from the Intercolonial railway, which has been in the figures given on that day in any tercolonial. operation for 30 years, with a settled way differ from these. I am giving road and a fine roadbed, with all its the estimated cost of the works On initial expenses paid, showing a larger the 23rd of January, I was asked what deficit than it ever had before. These was the total expenditure in connection with the Murray harbor branch of the Prince Edward Island up to 1st of that expenditure was \$1.018.711.93. And the estimated cost of the bridge is that they are lighter. A. Martin-I want to get the cost of

the road and of the bridge separately. Mr. Emmerson-The total estimated the Intercolonial? cost of the road was \$1.031.061, and I Mr. Emmerson-Yes. have said that the total expenditure was \$1.018.711.93.

A. Martin-But the hon, minister forwhole of the new rails? this other question.

Mr. Emmerson-I was asked the total expenditure on Hillsborough bridge to January 1, 1905, and I stated that it A. Martin—I asked this question : "1. Has the Murray Harbor branch line of railway in Prince Edward IsNine Nations

Now Use Liquozone. Won't You' Try It-Free?

Millions of people, of nine different most helpful thing in the world to you. God Millions of people, of nine different nations, are constant users of Liquo-zone. Some are using it to get well; some to keep well. Some to cure germ diseases; some as a tonic. No medicine was ever so widely employed. These users are everywhere; your neighbors and friends are among them. And half the people you meet—wher-ever you are—know some-one whom All diseases that begin with fever-all inflam-mation-all catarrh-all contagious diseases-all the results of impure or poisoned blood. In nervous debility Liquozone acts as a vitalizer.

And half the people you meet—wher-ever you are—know some-one whorn Liquozone has cured. If you need help, please ask some of these users what Liquozone does. Don't blindly take medicine for what medicine cannot do Durgs neer bill. Every physician knows to kill set to an or the body without killing the tissue, too. Any drug that kills germs to a local druggist for a full-size bottle, and we will pay the drug-size bottle, and we will pay the drug-ter the set of the s medicine cannot do. Drugs never kill ternally. Every physician knows that gist ourselves for it. This is our free germs. For your own sake, ask about medicine is almost helpless in any Liquozone; then let us buy you a full- germ disease. size bottle to try.

Germ Diseases. We Paid \$100,000 These are the known germ diseases

All that medicine can do for thes For the American rights to Liquotroubles is to help Nature overcom the germs, and such results are indi zone. We did this after testing the the germs, and such results are indi-product for two years, through physi-rect and uncertain. Liquozone attacks sians and hospitals, after proving, in the germs, wherever they are.

thousands of different cases, that when the germs which cause a disease Liquozone destroys the cause of any are destroyed, the disease must end, germ disease. Liquozone has, for more than 20

Liquozone has, for more than 20 years, been the constant subject of scientific and chemical research. It is not made by compounding drugs, nor with alcohol. Its virtues are derived solely from gas—largely oxygen gas— by a process requiring immense appa-ratus and 14 days' time. The result is a liquid that does what oxygen does. Dyserver Diarbeat Dyserv It is a nerve food and blood food-the

THREW AT FOX, HIT A MINE. that road was estimated to cost \$8,000 house would like an explanation of the Millions in Silver and Nickel in Canadian Wilderness-A Strange Case. a mile, and we find this railway costing three times as much per mile as the railway built in 1871, though labor is cheaper, material is cheaper, and (N. Y. Herald.)

Two young Canadians, David Dunap and Noah Timmins, both of Mattawa, Ont., registered at the hotel in this city last week. They brought little personal baggage, but did bring two Mr. Emmerson-They were just as good rails as are being put down on freight cars which they had side-

the Intercolonial today, except that tracked in Jersey City. they were a lighter rail. They were Forty full tons of rock was in these practically new rails. You do not recars. It had been mined by Dunlap and Timmins in northern Ontario, bequire 80 pound rails on a narrow gauge railway; but you have just as good tween lakes Temiscomingue and Temrails on that railway as you have agamie. anywhere on the Intercolonial, except When the two Canadians left for

home yesterday they had sold the rock Mr. Barker-May I ask if these rails for \$75,000. They had struck a silver that were quite good, were taken off and nickel mine which promises to prove one of the richest in the world.

They have obtained complete ownership f the property, and declare they Mr. Barker-Then you charge the would not sell for \$5,000,000 each. Intercolonial capital account with the The terrifory in which the mine is

Mr. Emmerson-I might explain here; the total expenditure on the branch and Murray Harbor was \$870,-121.91, leaving a balance or difference between the estimated cost and the side of the newly laid tracks. amount^{*} expended of \$160,931.11. Then for rolling stock the estimate was

50c. Bottle Free.

can do. In justice to yourself, please, accept it to-day, for it places you un-der no obligation whatever.

Liquozone costs 50c. and \$1

CUT OUT THIS COUPON for this offer may not appear again. Fill om the blanks and mail it to The Liquozone company 55-564 Wabash Ave., Chicago.

BA

Any physician or hospital not using Lique will be gladly supplied for a test,

A CLEVER PREACHER.

Rev. A. K. DeBlois, D.D., Addresses

Students at Acadia—His Career.

WOLFVILLE, March 6 .- The Baptist congregation yesterday morning enjoyed the privilege of hearing a very impressive sermon from the Rev. A. K. DeBlois, D. D., of Chicago. Dr. DeBlois also spoke in College Hall in the afternoon to a large audience, composed of the students of the three institutions. He very forcefully impressed upon the young people the importance of practical scholarship, or the ability to bring things to pass. The man who succeeds under modern conditions must have as a prime requisite, character, or moral integrity, and joined to that the organizing power that will accomplish through others what can not be done by individual effort.

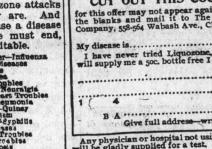
Dr. DeBlois has had a very successful career since graduating from Acadia in 1886. He took an advanced course at Brown University, was principal of St. Martins Seminary, presilocated is little known except to hun-ters. Almost a year ago the Canadian visited Europe several times, where visited Europe several times, where Pacific railroad projected a line he has travelled extensively, and is through that section, and last spring now pastor of the First Baptist church a blacksmith's shop was built along- in Chicago, where he wields a wide influence. His reading and travels have One Sunday atternoon as a black-smith, hammer in hand, was strolling and events. He is a most graceful and \$200,000, and there was expended up to November 30 last, \$145,992.35. That left him. He hurled the hammer, missed of using his large mental resources with good hag h

In Dr. DeBlois' class of 1886 there are

members, all living. These are: Rev.

a career of great promise.

and forever. That is inevitable. Hay Fever-Influer Eidney Diseases La Grippe Leucorrhes Liver Troubles Manera-Neuralgis matism hala Leyphills tomach Trouble hreat Treables





le creek will ial lake of three miles ded will be made into resort, with cottages. c. An effort. will be everything in running summer.--Woodstocl

UE OF CHARCOAL

KNOW HOW USEFUL ESERVING HEALTH D BEAUTY.

ody knows that charand most efficient disrifler in nature, but value when taken into m for the same cleans-

remedy that the more the better; it is not a ply absorbs the gases always present in the testines and carrie system

tens the breath after ig or after eating onions s vegetables. tually clears and imlexion, it whitens the acts as a natural and athartic.

injurious gases which omach and bowels; it outh and throat from tarrh. ell charcoal in one form

obably the best charst for the money is in al Lozenges; they are finest powdered Wild other harmless antiform or rather in the asant tasting lozenges, ig mixed with honey. will of these lozenges uch improved condition health, better combreath and purer blood, f it is, that no possible from their continued contrary, great benefit. vsician, in speaking of arcoal, says: "I advise al Lozenges to all pafrom gas in stoma to clear the complexion blood, mouth and lieve the liver is gre the daily use of them; wenty-five cents a box and although in some preparation, yet I beand better charcoal if l Lozenges than in any charcoal tablets.'

March 7 .- "ne King's found Serscento, the for murder, guilty of

farch 7.-Col. Otter, D. annual meeting of the Association strongly ragement of cadet rifle ouid give service amood rifles.



to take up this work to any extent during the present season ? On the item "increase of accommo Mr. Emmerson .- We have already dation at Moncton, \$110,000," Mr. Em-

here, but I think it was about ten days after the first question was asked. The minister gave me these answers : "2. The work remaining to be done

is as follows, viz.:

Hillsboro' Bridge. "Rip-rapping, completion of approaches, rip-rapping piers, erecting and placing in position five fixed spans and one swing plan, building rest piers, tracklaying and flooring o whole structure.

On the Line.

"Three iron bridges to be erected to replace temporary wooden trestles, station and terminal facilities to be ompleted, water tanks to be erected, rolling stock to be provided. "The estimated cost to complete above mentioned works is \$561,253.93. 3. There are three temporary woode

bridges which will be replaced by iron fact from public gaze. Tarte did good year, and the estimated cost is about

Mr. Emmerson-That is all right, is

A. Martin-That would make a total cost of \$587,964.

Mr. Emmerson-But you must remember there is to be an improvement. You add \$270,000 on to that estimated cost of the railway, the estimated cost of rolling stock, \$200,000, the estimated cost of crib-work at Murray Harbor, \$69,955, all included in the cost of the

railway. Now let me resume in a few words. The estimated cost of the Hillsboro River bridge was \$1,494.097.15. We expended .'rom the beginning to November 30, 1904, \$1,217,744.98, showing a balance of \$276.352.17 on the Hillsboro River bridge, as between the estimated cost and the amount actually expended.

Mr. Haggart-When was the estimate made for the bridge alone?-because the estimate furnished to the house was one-half of that \$750,000

friend is speaking of the sub-structure. Mr. Haggart-I am talking of the bridge. Mr. Emmerson-On July 5 last, the

\$2,795,113.17. That is exactly the same as I have read out to this committee. Mr. Haggart-The estimate was made in 1898, what was it then? The

estimate. Mr. Emmerson-That is ancient history. I have now to resume. The branch to Murray Harbor was estimated to cost \$1.081.061.02.

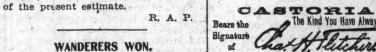
timate made. Mr. Emmerson-I do not know.

a balance of \$54,007.65. Then there the fox, but the hammer struck a projecting bowlder, making a sharp me-Harbor in connection with the railtallic sound. way, of \$69,955. No portion of that had been expended, and therefore there He struck the bowlder and became was to expend \$69,955. Now in answerconvinced that it was largely impreg- F. H. Beales, Rev. J. W. Brown, Rev. ing the question with respect to the expended \$561,253.93. reached by adding to the \$276,352.17 the balance on the Hillsboro River bridge. \$160,939.11, the balance on the branch to Murray Harbor, \$54,007.65, and the balance on the rolling stock. \$69.955. for rails at Murray Harbor. Those with about 12 per cent of nickel and a several amounts made the total sum trace of cobalt and arsenic. of \$561 253 95 which is in accordance with the answer which I gave to the vein runing along the surface of the hon, gentleman on the floor of the ground for nearly a thousand feet.

Claims were filed, and Noah Tim house A. Martin-What would be the total became the owners of the property. for the road now?

Mr. Emmerson-The total for the road, including rolling stock and cribwork at Murray Harbor, would be \$1.301.016.02, plus the balance that is to be paid, according to the statement went down. A depth of 90 feet has tives assembled on Tuesday afternoon which I read to my hon, friend a moment ago.

Mr. Haggart-My statement is that closed. the bridge was only to cost about \$750,000, and the road about one-third



CROWN LAND SALES. HALIFAX, March 7.-In the league hockey match tonight at Halifax, the Wanderers defeated New Glasgow 15

Cold Storage Department in Connec. tion With Victoria Hospital.

Char H. Fletchers

They also found a well-defined ore

FREDERICTON, N. B., March 7.yesterday afternoon, Senator Thompson presiding. It was decided to equip a cold storage apartment in connection with the institution, and a committee was appointed to deal with the question of providing a laboratory for the hospital. It was also decided that in future no charge should be made to ward patients for the use of the hospital ambulance. Last night the thermometer regis-

Urbain Johnson, M. P. P. New Brunswick's veteran legislator, arrived today for his parliamentary duties.

Many people with plenty, suffer from ruined stomachs and must sit idly by were sold at public auction: and watch others enjoy their meals. Late suppers, too much rich food, and Kent Co.-50 acres in South Rhomirregular meals, have placed them in this terrible condition. The stomach is the seat of many ills and should re-

to D. Fraser & Sons at \$1 per acre.

McGILL PROFESSORS NOMINATED.

rms of Se or excess, Mental Wearness bacco, Opium or Stimular Wood Co

John Druggists



nated with metal. He clipped some Charles H. Day, Rev. A. K. DeBlois, chips off the rock, and, taking them to Rev. H. H. Hall, Rev. Walter V. Hig-Mattawa, he showed them to Timmins gins, Rev. William B. Hutchinson, That total is and Dunlap. The latter saw the specimens were largely silver.

Rev. Mark B. Shaw, Rev. H. B. Smith. Carefully guarding the secret, the Chicago this week, accompanied by his wo men went to the place and dismother, who will remain some months. covered more than a dozen other specimens of rock. All were of silver,

mins.

The blacksmith became interested. nine ministers out of a total of fifteen

DIED AT MILL FOWN

(Delayed.)

MILLTOWN, N. B., March 2 .his brother Henry and David Dunlap Thomas Christian Smith died at his home on Pleasant street Sunday after-The three men, with a gang of 25 noon last at 3.30 o'clock. He was the miners, then took possession and be- eldest son and child of Fred Smith. gan operations. Two shafts were sunk, ' and aged 20 years and four months. and the ore vein got richer as they A large concourse of friends and relabeen reached, and what is said to be to pay the last sad rites to one who one of the richest silver and nickel de- was universally beloved and esteemed. posits on this continent has been dis-, The floral offerings were many and

profuse, chiefest among which was a magnificent pillow from the father and mother.

Services were read at the house and grave by Rev. W. J. Buchanan, pastor of the Congregational church, assisted by Rev. J. C. Robertson, B. D., pastor of the Presbyterian church.

The sincerest sympathy is expressed by the entire community for Mr. and Mrs. Smith in their sad bereavement. for Tom, as we all familiarly knew him, was a young man of exceptional talents and fine moral character a great comfort and help to his parents, and a most desirable factor in our community.

For several months he had success-The regular monthly meeting of the fully conducted an independent cash trustees of Victoria Hospital was held grocery, and had gathered about him an excellent class of customers, who shall miss him sadly.

For about four years he was the acceptable correspondent of the St. John Daily Sun, and his chaste and clever contributions were read by many of Milltown's citizens with a keen relish. He was one of the young men the amunity could ill afford to lose.

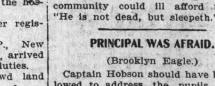
PRINCIPAL WAS AFRAID.

Captain Hobson should have been allowed to address the pupils of the school in La Crosse, most certainly: but the principal was afraid that the girls in the graduating class were contemplating a revival of the osculatory tributes in which Mr. Hobson figured

not long ago.



Wood's Phosphodine is sold by all St.





Mr. Emmerson-I think my hon.

estimate, including the wharf, was

ceive your best care if you wish to keep all the faculties clear.

minister is talking of the last year's

A. A. McLean-When was that es-

Davis & Lawrence Co., Ltd., Montreal

A. A. McLean-Is it not a fact that

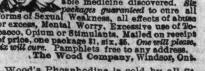
Dr. Von Stan's Pineapple Tablets are a sure cure for all such ills. They clarify the stomach and assist the digestive organs in per forming their duties. They are made from pur Pineapple extracts, easy to take and certain in

results. A tablet before and after each meal wil work wonders in rebuilding your stomach. Don't put it off for tomorrow-ask your druggist today for this sweet-flavored, sure-curing Pineapple tab-

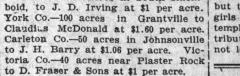
A remarkable remedy for all skin diseases:-Dr. Agnew's Ointment. It reliaves and cures the severest cases of Eczema, Salt Rheum, Tetter and other Skin Diseases.

MONTREAL, March 7.-- A cable ceived today at McGill announced that two of its most distinguished professors, Dr. E. W. McBride, Strathcona professor of zoology, and Dr. J. George

Adami, Strathcona professor of pathology, had been selected for nomination as fellows of the Royal Society.







ered 20 below the cipher. Starving in Luxury The following lots of crowd land