

CLOSING HOURS HOUSE ARE LIVELY.

Bill to Aid Restigouche and Western Road Passes After a Sharp Tilt--Unanimous Resolution on Grand Trunk Project.

Fredricton, May 8.—During the present session of the legislature 130 bills have been introduced, of which 122 passed and the remainder will either be withdrawn or killed in committee. Last session 122 were introduced and 103 passed.

The lieutenant-governor will give his assent to bills passed during the session of the assembly chamber at 5:30 o'clock to-morrow morning and will afterwards propose the house.

Fredricton, N. B., May 8.—At this morning's session of the legislature, Hon. Mr. Pugsley moved that the house go into committee of the whole to consider the railway subsidies.

Hon. Mr. Hill thought the government justified in aiding the Beersville coal road in Kent county. As to the Restigouche & Western, he declared the ending of the railway bonds a wild cat proposition, to be followed by a board of others; also the most dangerous measure introduced in the house since he became a member. He said the road would haul chiefer lumber and would take it to the Bangor & Aroostook railway, thus resulting in export of round logs to Maine for manufacture. It would also take business from the I. C. R. and C. P. R. into Maine. The outcome of guaranteeing the bonds would add \$500,000 to the debt of the province. He had hoped this road on the treasury would have been stood off. He had confidence in the premier, in his financial conservatism, and thought he would not allow the government to endorse anything that would work disaster to the province. But that confidence had been shaken. He was afraid the premier is not the man he (Hill) thought he was. "Indeed, I regret to state, that I believe he has fallen into the hands of the attorney-general."

"I am afraid that the attorney-general and generosity of the chief engineer would lead him to build castles in Spain and railways anywhere, and it looks very much as though he had converted the Conservative premier to this way of thinking. I believe this is a black letter in the history of the province, because it will land the province in a great deal of debt and deterioration from the value of private property."

Mr. Hill said he believed every member, if he voted conscientiously, would be aware of this bill, also that the premier is opposed to it, and if he could only succeed in inducing the attorney-general to withdraw the bill he would be rendering the province a great service. He believed the government dare not dissolve the house on this measure and appeal to the country. Hon. Mr. Pugsley.—You don't like to run elections.

Hon. Mr. Hill.—If you desire, I'll resign and run again on this issue.

Hon. Mr. Pugsley.—We are never afraid to appeal to the people.

Hon. Mr. Hill.—No, four or five years from now you can run again and will probably be safe in other positions, and there will be no one upon whom in elections you can reckon their vengeance. In closing, Mr. Hill said that the New England fair was working class through the country.

Mr. McLatchey's Practical Speech. Mr. McLatchey said: I am sorry that the member for Charlotte should take a view so hostile to this bill. I am sure that he desires to deal fairly and honestly with all subjects and when he has done that before him, he is well qualified to discuss any question. But the difficulty in this case is that he is uninformed, he does not know what he is talking about. He spoke of this railway as if it was a little branch road of minor importance. But this line is a trunk road, beginning at the head of navigation of the Bay Chaleur, where ocean steamships come, and running across the province to the St. John river.

He says that this line will divert traffic to the Bangor & Aroostook railway. There is no question that, so far as shingles, small lumber and fish are concerned, it will give us a short route to the New England market; but the long lumber for trans-Atlantic shipments will all come to Campbellton.

Traffic will always seek the shortest route, and this road, instead of diverting traffic from Campbellton, will bring it to that town. If he had known the route of this road he would not have spoken of it as running north and south. It will be one of the main arteries of traffic from the east to the west, and I have no hesitation in saying that it has a great future before it.

The member for Charlotte places himself on record as advising the people of Restigouche as to what is best for them. There is no more progressive people in this province than those of Restigouche, and none more active in business than those of Campbellton, and it is most remarkable that a gentleman living in the southwest corner of the province, who has not been in Restigouche for 20 years, should undertake to advise them as to what is best for their interests.

Restigouche People Need the Road. The people of Restigouche are all in favor of this road. It not only runs through the best timber country in the province, but the best watered country.

Hon. Mr. Hill.—It will burn up all the timber.

Mr. McLatchey.—If that argument means anything it means that we should build no more railways. I have always had the highest respect for Mr. Hill, and have looked upon him as one of the wisest men in the house, but when he gets up wholly uninformed and undertakes to decide a question he knows nothing about, I beg to differ from him.

How are counties opened up by opening more railways? Does the mean to say that we should have no railways opening up the province? A railway terminating at Campbellton will draw traffic from the whole Gaspé peninsula, and from the Bay Chaleur, which is teeming with fish. This road has more merits than any that has been built in this province for years.

Hon. Mr. Pugsley. Hon. Mr. Pugsley said: I desire to make

a few remarks by reason of the statements that have been made by the member for Charlotte and by the leader of the opposition, and also of the Globe and Sun. I have long since ceased to expect any just treatment from either of these newspapers, for I know that whatever they can do to injure me, they will do.

They both have insisted that, because many years ago, long before I was a member of the government, I was solicitor for the Restigouche & Western railway, I am biased in favor of that road and a stockholder. That is a wholly untrue statement, a suggestion without foundation. I long ago ceased to be solicitor for the railway, and another was appointed. I have not been an stockholder in that company, and I think it a most deplorable thing that newspapers, in order to attack a just project, should seek to prejudice the minds of the public by false statements and insinuations.

We only desire the members of the house to consider this question fairly, and on its merits. It is not that in this matter, as in all important measures, the government has taken their supporters into their confidence. It is a singular proof of the partiality of the members of the opposition that he is not able to see any merit in any part of this bill.

The member for Charlotte sees merit in the provision in the Beersville road, and why? Because it is going to open up a most valuable property belonging to the province. This province owns the coal fields, and that makes a most interesting interest in developing the mines. The interest on the subsidy to the Beersville road will only amount to \$500 a year, and it is quite possible that the promoters of the road are realizing, that we may get \$100,000 in royalties. Surely that would be a good speculation.

As regards the Restigouche & Western railway, in the opinion of leading public men, both in this province and at Ottawa, this road has greater merits than any road in the province. It would not only open up a number of years ago, the promoters of this road got a promise from the late Dominion government of \$6,400 a mile, because it was to be a trunk line. It was promised that to make it of any value it must be a first class road. A road must cost \$20,000 a mile before it receives a double subsidy at Ottawa. The first 10 miles of this railway, as certified by the engineer of the Dominion government, cost \$17,500 a mile, so that the road receives only about \$4,000 a mile from the government of Canada.

Good Reason for Assisting the Road. The memorial which I hold in my hand, and which was laid before the government, gives abundant reason why the road should be assisted. The estimate of the cost of the road for each year amounted to \$140,000, and their estimate of operating expenses is \$90,000, leaving the net earnings only \$50,000. The above figures, they say, will all originate on or immediately in connection with this road, and the estimate takes no account of the traffic which the company hopes to derive from the Intercolonial.

As to the statement of the leader of the opposition that private capitalists would take hold of this road if it is likely to be profitable, there is no doubt that they would do so if the road had been allowed to sell a large issue of bonds at a low rate which it does not wish to do. It is an enormous bonded indebtedness. But we have thought it better that the road, instead of selling its bonds at a heavy discount, should obtain its money by means of the interest account might be reduced to the lowest possible figure.

The house took recess at 1 o'clock, and at 3 o'clock it resumed.

Afternoon Session. Hon. Mr. Pugsley.—When the house took recess I was endeavoring to show the difficulty of financing the bonds of the road at this time, and I wish to call attention to the fact that the numerous industrial enterprises which have been engaging the attention of the world in recent years have absorbed a vast amount of money, so that it is difficult to find the necessary capital for at least \$100,000 more than they do at present, representing a capital of \$250,000. I now leave this matter in the hands of the members of the house, and I will not say that I am drafting this measure, or with assisting to carry it into effect.

Hon. Mr. Pugsley's motion that the bill be drafted by the committee on the following divisions:— Yes.—Hon. Messrs. Tweedie, Pugsley, Dunn, LeBlond, Farris, McKewen, Swenson, Gagnon, Messrs. Wilford, Copp, Osman, Jones, Carpenter, McLaughlin, Campbell, Burden, Gagnon, Barnes, Ryan, Treddelle, Robertson, Burns, Johnson, Burgess, Leggo, Gagnon.—No.—Hon. Mr. Hill, Messrs. Hazen, Fleming, Smith, Grimmer, Clarke, Morisy, Giesler, Leggo, Hart, Morrison.—I had my way, I feel certain that in a committee in a lengthy speech. It was agreed to.

The supplementary estimates were also agreed to.

Grand Trunk Pacific Resolution. Mr. Robertson, seconded by Mr. Hazen, moved the following resolution, which was carried unanimously:— Whereas, the Grand Trunk Pacific Railway Company is now asking application to the federal parliament for the granting for a charter enabling the said company to build and operate a railroad extending from the Pacific seaboard across Canada to the Atlantic coast, and in said application the said company claims that it is the eastern terminus of said railroad in the summer, and no mention is made as to where the eastern terminus of said railroad is to be during the winter season;

And whereas in the opinion of this house, not only the interests of the eastern provinces, but the dominion as a whole, imperatively demand that the said road should be an All-Canadian route both in summer and winter, and that highly profitable and necessary conditions should be attached to the granting of such charter so as to secure the carrying out of this national idea; therefore Resolved, That the legislature assembled do strongly urge upon the federal administration that in any charter so to be granted to the said Grand Trunk Pacific Railway Company it be specifically expressed that the winter part of such transportation route shall be in the maritime provinces of Canada, and that said railway, in the winter, shall be operated from ocean to ocean, and that a copy of this resolution be forwarded by his honor, the governor-in-chief, to the secretary of the government-general through the secretary of state for Canada.

Electric Car Kills Unknown Man. Providence, R. I., May 10.—An electric car struck and killed an unknown man today near the Burtonwoods station. The corner of the car struck him in the forehead, fracturing his skull and killing him instantly. The man was about 50 years old, weighed 160 pounds, height five feet five inches, black hair and mixed with grey.

A DISASTROUS FIRE SWEEPS OVER OTTAWA.

Ottawa, May 10.—(Special)—Ottawa was threatened this afternoon with a fire which, at one time, looked as if it were to be a repetition of the great Ottawa-Hull fire of April 26, 1900. On that occasion the fire started in Hull and crossed the Ottawa river, sweeping along with it the lumber mills at the Chaudiere, and E. B. Eddy's paper and match factories. On the way it burned itself out near where the Ottawa & Parry Sound railway runs on the western part of the city.

Today the fire started in the lumber piles, very near where the last great fire had swept itself. This was about 3:30 o'clock; but two hours previous to this a few lumber piles near the Canadian Pacific station caught fire and were speedily extinguished.

The fire, which started at 3:30 today, was well under way before the brigade got there. A man named John White, who had just served a term in the penitentiary for setting fire to lumber piles, was found nearby and was taken to the police station. He had been charged with setting fire to the lumber.

When the brigade got to the scene of the big fire, the main water pipe was damaged, and no water could be obtained. The whole brigade of the city, which was summoned to the spot, had to remain idle for nearly an hour, until the pipe was repaired. Meantime the fire raged by a south-wind, traversed speedily through the lumber piles and a few firm buildings on the outskirts of the city, until it reached what was formerly known as Rochester, but which is now united to the city.

When the brigade got water, the fire was utterly beyond its control. It swept along over the same ground that the former fire had done, the only difference being that it was going in a different direction. There is a large cliff which extends from the Ottawa river on to the corner of Margaret and Preston streets. The fire area was on the flat below the cliff, at two or three points it came very near getting over the cliff. Had it done so nothing would have saved the city.

At 8:20 tonight the fire was thoroughly under control, and was confined to the following areas: The Ottawa and Parry Sound railway on the south, Division street on the east, First avenue on the west and the Richmond road on the north. At 6 o'clock it was feared that the fire would get over the cliff, but it was kept under control. The St. Jean Baptiste church, in the rear a little piece back is the residence of the late Hon. David Mills. The fire was very near getting over the cliff, and the lease was in readiness to move the body should the necessity arise.

There was 15,000,000 feet of lumber burned. It belonged chiefly to J. K. Booth and was sold. The loss will be about \$300,000 for lumber alone. The buildings burned are principally dwelling houses and stores. They were all built since the last great fire, and were either solid brick or brick veneer, and would not permit any other being put up.

The loss on buildings is estimated at various figures tonight. Mayor Cook, on being interviewed, said that there were from 500 to 600 families homeless, or more than 2,000 individuals. The period are supposed to be pretty well insured. A good many had built on borrowed money.

The loss on the buildings being placed at \$200,000, which, including the lumber, would make a total loss of \$500,000. Ovens and plant machinery, and Wainwright & Sons' flour mill had a narrow escape.

A. Pratt, the assessment commissioner, says that the fire covered over 60 acres, and that the loss will be upwards of \$500,000. Had the fire crossed the Wellington street line to the Chaudiere flats, the Hull and Ottawa mills would have all gone, and Hull would once more have been threatened. Every available vehicle in the city was engaged in moving lumber.

The proprietors of the leading hotels notified their guests to be ready to move at any moment. Mayor Cook telegraphed Montreal for assistance. This was when the fire first ended the whole city. At 11 o'clock tonight there arrived 25 firemen, with two engines and two hose wagons. The hose and engines got over the cliff, but the water was used to relieve the Ottawa brigade. With a view of assisting at the fire, the mayor and aldermen requested the assistance of the military. The real name of the men at once granted. From the Ottawa Engineers there were 50, from the Governor-General's Foot Guards 100, and from the 4th Regiment 100 officers and men. They rendered valuable aid in stopping the progress of the fire at the critical stages.

When the fire started there was a stiff southwest breeze but fortunately it veered round to the east, which greatly aided in saving the city. At midnight the fire was still smoldering away but there is no danger of its extending outside the burned area.

On the cliff overlooking the ruins there were thousands of people looking upon the desolation which the conflagration created. So far no one has applied for aid to the authorities. The large majority of those burned out were taken charge of by friends.

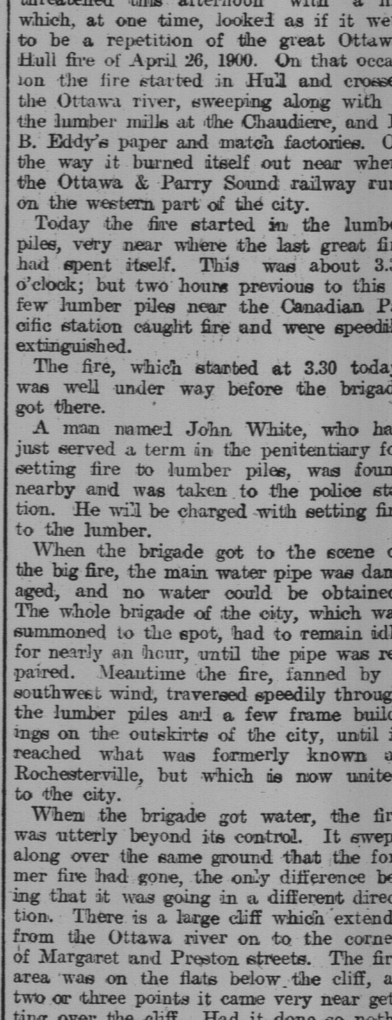
Jackson Boy's, son of J. R. Boy, 5th, places the amount of lumber burned at 10,000,000 feet, valued at \$150,000. John White, who has been arrested for setting fire to lumber piles, was released about two years ago after serving seven years in the penitentiary for a similar offense. It was stated tonight that the lost work which he was at lately because of his having served a term in prison and he threatened to be even with some one for this.

Running over the city directory and the burned district shows nearly 300 buildings. Al. Proulx, who represents the district, places the families burned out at from 500 to 600. The cry tonight is the lumber piles must go. The burned area is exactly as follows: The west side of Division street, from Albert to Somerset, was swept, also both sides of Rochester street between Wellington and Poplar, and on the west side of Rochester street from Poplar south to the Parry Sound railway with the exception of three houses.

Between Rochester street and the Ottawa and Prescott wharf on First avenue practically the whole of the following streets were destroyed: Maple, Elm, Spruce, Sumner, Boies, Anderson, Poplar, Willow, Balsam, Pine, Margaret and Ellen streets.

Preston street, which runs parallel to Rochester street, was also swept between Wellington street and the Parry Sound railway.

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SHIPPERS WIN BIG INDUSTRY AT MONTREAL FOR CANADA.

Montreal, May 10.—(Special)—The big longshoremen's strike was practically ended late tonight at a conference of the strike leaders and the shipping men, basis of settlement was drawn up to be submitted to strikers 9 a. m. tomorrow. It is now expected they will accept and in this event shippers will agree also.

Following is basis of settlement: Union or non-union men not to be discriminated against by foreign firms. Men have the right to wear union buttons.

Workmen molesting others to be discharged whether union or non-union. Employers retain right to employ men according to merit.

Union leaders will not be permitted to visit men working. Old employees to receive first consideration.

Representatives of men to have right to submit grievances before steamship companies. Increased scale of wages agreed upon previously.

Abolition of independent labor bureau. Stuart Robson, Comedian.

By the death of Stuart Robson, the American stage loses a quaint and very popular personality. The real name of the dead actor was Robson Stuart, and he was born in Annapolis (Md.), in 1836.

In his youth he served as a page in the United States Senate, but his inclinations were theatrical rather than political, and he made his first appearance on the stage in 1852. His first great success was made in the late sixties, as Captain Costello, in the burlesque of Black-Eyed Susan.

In this part the contrast between his artificial bulk and the thin piping of his comic falsetto voice was extraordinarily funny, and he became the talk of the town. To the end of his career his histrionic capital consisted mainly of an immobile countenance, expressive of the blindest innocence—which was of infinite value in the living violet line of character—and this strange, squeaky utterance, which never failed to amuse. As an actor he knew his business, but in spite of his many disguises he never played more than one part.

For some years he was a prominent member of the admirable company which A. M. Palmer collected at the Union Square Theatre in the seventies, and later on formed a partnership with W. H. Crane, with whom he appeared most successfully in Our Boarding House, The Honorable, The Comedy of Errors, and other plays. The association lasted for several years, and was terminated amicably, both players wishing to appear as individual stars. Since the separation, Mr. Robson has enjoyed his full share of popularity, assuming many parts, with varying success, but putting his main reliance upon old favorites. He never, perhaps, found any character to suit him better than that of Bertie the Lamb, in the Penitentiary, which he produced for the last time a few weeks ago. On the stage of his day he was never an important, although long a prominent figure. But he was a source of innocent amusement for many years, and he leaves no one behind him to fill exactly his place.

Funeral of the Late Hon. David Mills. Ottawa, May 11.—(Special)—The funeral of the late Hon. David Mills took place this evening from his late residence on Concession street in his late depot. There was a large attendance. The cabinet ministers were present as well as judges of the supreme court, senators, members of parliament and others. The honorary pall-bearers were Sir Wilfred Laurier, Hon. Wm. Patterson, Hon. Charles Fitzpatrick, Sir Elzer Taschereau, Justice Selkowitz and Sheriff Sweetland. Rev. A. A. Cameron, of the First Baptist church, delivered the funeral sermon. The body will be interred at Palmira in Kent county on the old homestead.

Lullaby. Hush thee my lullaby, lullaby is by, Nothing of evil now may come nigh, In thy innocence, sleep baby sleep, Over thy slumber visit I'll keep. Hush thee my baby, hush thee my pet, Love's treading gently, guarding thee yet, Breathing so softly, bending so low: What thou art thinking, angels may know. They'll keep thee the baby so dear, I'll leave thee sleeping unto the morn, Sweet kisses wait thee, to slumberland, Where dreams the fairest, sentinels stand. By my baby, baby mine own, Over thy pillow blessings be strewn, My heart is ever with thee, dear, dear, I'll wake thee smiling, dearest of all, Till waking fairies answer thy call. May 8, 1908. E. SEARS.