

LOCAL LEGISLATURE

Government Reviving Toll Bridges in the Province.

Hon. Mr. Emmerson Introduces a Bill to Establish One at Hartland, Carleton County.

This Return to Barbaric Ways Strenuously Opposed By Hazen and Shaw—It Will Be a Wooden Bridge, Too.

FREDERICTON, April 6.—Hon. Mr. Tweedie submitted the return of the New Brunswick university for last year.

Mr. Emmerson asked for an explanation of the bill recommended by the municipalities committee to legalize road assessment in St. Andrews district.

Mr. McKeown said that an assessment had been made in the district of St. Andrews under this provisions of an act which the assessors were not aware had been repealed at last session of the legislature. This bill was to legalize said assessment as well as to alter the boundaries in the district.

Bills were introduced: By Pugsley, respecting conditional sales of chattels; by Shaw, in further amendment of the law relating to levying and assessment of taxes in the city of St. John; by Shaw, relating to civic government in the city of St. John and in further amendment of 52d Victoria, chapter 27; by Shaw, to regulate the fees to be allowed to arbitrators and valuers in cases where the city of St. John is one of the parties; by Shaw, in amendment of 58th Victoria, chapter 48, to aid in the collection of taxes, rates and assessments in the city of St. John; by Carvell, amending the act incorporating the town of Woodstock and acts in amendment thereof; by Carvell, to amend the town of Woodstock to take a vote of the ratepayers on the question of taking stock in a pulp mill or other industry to an amount not exceeding \$50,000; by Purdy, bill respecting the harbor of St. John; by Purdy, to enable the city of St. John to obtain information with reference to assessable property; by Todd, to amend and consolidate the act incorporating the town of Milltown and several acts in amendment thereof; by Humphrey, relating to the Moncton Rural Cemetery Co.; by Purdy, to place the entire control of the appointment of members for the police force for the city of St. John in the common council; by Robertson, to incorporate the Carleton Electric Light and Power Co.; by White, relating to collection of rates and constables in Kings county; by Flah, to amend section 7 of chapter 105 of Cons. Stats. so far as applies to the fine district of the town of Newcastle.

Mr. Hazen gave notice of inquiry: Is it the intention of the government to take any steps to secure an adequate representation of the resources of the province at the Paris exposition to be held in the year 1900?

Mr. Hazen gave notice of inquiry: When do the government intend to appoint a judge of probates for the county of Kings?

Mr. Melanson gave notice of inquiry: Has the government entered into a contract for the building of a bridge across Kouchibouguet river, parish of Shediac, at Westmorland? If so, to whom has the contract been awarded? Were tenders for building said bridge advertised for? If so, the names of tenders and the amount of each tender received; what kind of lumber is to be used, and when is the bridge to be completed?

A TOLL BRIDGE AT HARTLAND. Mr. Emmerson committed a bill to aid in the erection and maintenance of a bridge over the St. John river at Hartland.

Mr. Hazen—As this bill was only recently introduced, perhaps it would be well for the chief commissioner to explain its provisions.

Hon. Mr. Emmerson said it was a bill enabling the residents of Hartland, a very energetic and ambitious community, to have a bridge erected connecting their town with Victoria on the opposite side of the river. Provision was made for the forming of a stock company, and the object of this legislation was to enable the government to guarantee the bonds, which would be issued by the company for the construction of the bridge. The bridge was to be a toll bridge, and provision was made that out of the tolls interest should be paid and a sinking fund provided for and any surplus after that would form a profit for the shareholders. The tolls would be moderate and would be subject to the approval of the government in council. The necessity for a bridge at Hartland arose largely from the fact that, owing to the proximity of the Beekaugum stream, the ice in the main river did not freeze over solidly, making the crossing very insecure in winter, while in summer the water was often so low as to greatly interfere with the operation of the ferry. The country opposite Hartland was peopled by a very energetic class of farmers, and the produce they had to ship from Hartland station was very great. The residents of Hartland, of course, would like very much to have the government build a bridge for them in the same way that bridges had been built at Woodstock, Florenceville, and Andover, and no doubt this would be a convenient and desirable thing, but there was a limit to what finances of the province would stand in this direction. There were many other localities, such as Newcastle, Miramichi, and the Washademoak Narrows, where the government had been pressed to build bridges, yet the line had to be drawn somewhere.

in this instance the people were willing to assume the responsibility of building the bridge themselves. They had the money and the skill to take hold of the work, and he thought the government was justified in assisting the responsibility of guaranteeing the bonds, because the people themselves were the ones who would pay the interest.

Mr. Hazen doubted if the people of Hartland could get a substantial stone and steel structure placed there for \$24,000, even if they only paid one price for the bridge. They could get the steel delivered at 3 1/2 cents a pound, and the bridge floors and painted, instead of 6 1/2-2c, paid by the government. In fact, he had observed by the accounts in reference to the Lefebvre bridge that the government had paid 8 or 9 cents a pound of steel at Moncton, instead of 6 1/2-2c. However, he had simply arisen to say that he thought it a great mistake in this day and generation to establish a toll bridge in this province, which, in a short time, the government would doubtless have to take over. No doubt many very pressing demands were made upon the government, but it was a pity that they did not the system adopted in Nova Scotia, where no bridges were constructed until recommended by the municipal council. When the council are satisfied of the necessity of a bridge, they ask the government to construct it. The government accordingly have the site inspected, and if satisfied that the work is necessary, the bridge is built by tender, and 10 out of 20 of these bridges were built in Nova Scotia, too. He agreed with the hon. member (Emmerson) that it was very desirable to have a bridge built at Hartland for the reasons stated, but toll bridges were a relic of mediævalism, and should not be revived in this province. The pension bridge at St. John was built as a toll bridge, and so were the bridges at St. Stephen, but the government had to take them over, and he believed if the house passed this legislation, in a year or two the people in the vicinity of Hartland would have become so wearied with paying these tolls that they would be agitating to have the bridge made free, and the government would be compelled to take over the bridge. He felt quite certain that no permanent bridge could be erected at Hartland for the amount named in the bill, \$24,000, and was under the impression that the chief commissioner had heretofore estimated it at a much larger sum.

Hon. Mr. Emmerson—Yes, but that was a different kind of bridge. Mr. Hazen said if the people of Hartland were satisfied with this bill, they were satisfied with small favors. He (Hazen) thought they were fully as much entitled to have a bridge erected at Hartland as the public expense as many other localities in the province.

Hon. Mr. Tweedie said the leader of the opposition ought to thank the leader of the government for introducing this bill, thus giving him an opportunity of getting off a speech that he had loaded with since the house opened. He (Tweedie) thought toll bridges were not advisable as a matter of government policy, but there were exceptions to every rule, and this was a case where necessity had arisen. Mr. Hazen was in error in supposing that this was to be a steel and stone bridge. It was to be a wooden structure, and the estimate of the engineer was that it could be built for about \$30,000.

Mr. Hazen—Don't you think it a mistake to put that kind of a bridge there?

Hon. Mr. Tweedie—I think there are a great many mistakes in this world, and when people cannot get on without what they want half a loaf is better than no bread. He believed from the amount of toll the bridge would earn they would be able to pay the cost of maintaining the bridge, besides attending to the interest and sinking fund, and at the end of the 20 years the bonds would be redeemed and the bridge would be free.

Mr. Carvell was surprised to find the leader of the opposition now declaring in favor of a free bridge constructed of steel and stone at Hartland. He assured the house that the people of Hartland, irrespective of politics, were perfectly satisfied with the bill. He thought the remarks made by the leader of the opposition were simply intended for effect and not for the purpose of securing a free bridge for the people of Hartland.

Hon. Mr. Emmerson said, even though the people of Hartland and vicinity had to pay toll it was much more to their advantage to pay a toll over a bridge than over a ferry. The remarks of the leader of the opposition would encourage people everywhere to put in a claim for bridges. He (Emmerson) had told the people of Hartland frankly that the government was not in a position to build a bridge for them, and as they did not feel that they could themselves build a structure of steel and stone they felt it would serve their purpose to have a wooden bridge. That was a matter of policy for the people of Hartland. It was not a matter of policy for the government, except as to guaranteeing the bonds. The government had felt that it was in the interests of the province to guarantee bonds to the amount of \$30,000 rather than \$20,000. The hon. member (Hazen) was quite correct in saying that he (Emmerson) had estimated what a permanent bridge would cost. He had stated in this house, either last session or the session before, that the cost of such a bridge as the government would be called upon to build, if they built one at all, would be at least \$75,000 or \$80,000. He (Emmerson) felt like a public benefactor in having given the hon. gentleman an opportunity of relieving himself of pent up material on this bridge question. It was simply an impossibility to expect the government to build bridges at Hartland, Washademoak, and all these places. They could not build a bridge between Newcastle and Nelson, where it would be a great convenience.

Mr. Burchill—Why?

Hon. Mr. Emmerson—For the simple reason that we must keep a restraining hand upon the expenditures

of this province. I admit that a bridge at Newcastle would be a great convenience, but it is not an absolute necessity.

Mr. Hazen said the leader of the government had informed the house that the government were constantly bestirred with demands for bridges. That was the case with all governments, and always would be the case under the present system. If there was any argument in what the leader of the government had said it was a strong argument in favor of the abolition of the present system and the adoption of a rational system, such as prevailed in Nova Scotia, where the responsibility is thrown upon the municipalities.

A system of that kind insured the government against demands for permanent bridges where no necessity existed. In this province there was no such check at all, the permanent bridges money being placed in the hands of the chief commissioner, to erect bridges wherever he chose. There was a system neither in the interest of the province, nor of the administration. The hon. member (Emmerson) had advanced as a reason why Hartland bridge should not be constructed that there were other places that wanted bridges. If that was a good reason it must have been a good reason why the government could not construct this work, that is a fair reason for not constructing it, and that is the only fair reason that can be advanced in view of the hon. gentleman's statement that it is a necessary public work. Speaking of the standpoint of the people of Hartland, if they can get no other bridge, probably they are doing well to have a toll bridge erected, although the toll system is a thing of the past in other parts of the province, but if they were going to build a bridge, would it not be better to build a permanent one? A bridge costing \$34,000 would not last over 25 years, and at the end of that time and of every succeeding 25 years would have to be rebuilt; whereas a structure of steel and stone costing \$75,000 or \$80,000 would last 100 years.

Would not money be in the interests of the people in the locality to borrow enough money to build a permanent bridge, and would not the government be justified in guaranteeing the bonds to that amount?

He agreed with the policy of the chief commissioner, that where new bridges were built, it was well that they should be permanent structures, and he thought it a great pity that a departure should be made in the present instance.

Mr. Smith (Carleton Co.) said the leader of the government had told the people of Hartland plainly that he could not build a bridge costing \$70,000 to \$80,000, but if any proper and reasonable way he could get them in the construction of a bridge, he would do it. He (Smith) had suggested a toll bridge, and that the government might guarantee the bonds, and the present bill was the result of that suggestion, made after consultation with the people of Hartland, who knew who their friends were in the matter of the bridge, and that was why they gave the government candidate a majority of fifty in the recent contest.

Mr. Humphrey said that the statement made by the hon. member for Carleton with regard to the large amounts paid for repairs on the old Woodstock bridge was an argument in favor of having a permanent bridge erected at Hartland. When he said this, he did not mean that such a bridge should be erected at the same rate of cost that has prevailed during the past five or six years.

Mr. Smith said the old government built a wooden bridge, which cost so much for repairs.

Mr. Humphrey—I was not concerned as to which government built the old Woodstock bridge. The point I make is that the hon. member (Smith) has shown by the large sums spent for repairs on that structure that it would be in the interest of economy to have a permanent bridge erected at Hartland.

Mr. Emmerson said the figures quoted as cost of repairs to the old Woodstock bridge did not exactly represent actual cost of repairs. Some of the amounts were for connecting two lines of railway, the one at Newburg Junction with the line on the western side of the river.

Mr. Shaw said it had for some years been the pride of the people of New Brunswick that they could travel over the highways and bridges of their province without having to pay tolls. By this bill the government were encouraging a return to the old toll system, as well as being opposed to the government's declared policy against wooden bridges. The government had decided to erect a permanent bridge at Hartland. The outcome of such legislation as this would likely be that in a short time there would be very many toll bridges in the province. Then a little later the government would be required to purchase the bridges from the companies, and provide a sinking fund.

Mr. Smith—There are three ferries now which receive about \$1,000 a piece.

Mr. Shaw—The proposed departure is one which the people certainly cannot view with pride.

At the suggestion of Mr. Carvell the bill was amended, making the company the Hartland Bridge company, and fixing the number of directors at seven. The bill was agreed to as amended.

Mr. Purdy introduced a bill amending chapter 68 of 25 Victoria and chapter 59 of 38 Victoria; and Mr. Robinson a bill relating to the value of the real and personal property of the Dominion Cotton Mills Co., Ltd., in the city of Moncton.

Adjournd.

FREDERICTON, April 7.—Mr. Em-

merson said he would like to make a remark or two with reference to a statement by the hon. leader of the opposition a few days ago, when the hon. gentleman made his inquiry with respect to the bridge at Hoyt's station, Blaisville, Sunbury county. The hon. gentleman had stated that the bridge was sustained by bents placed upon the ice, and that when the ice went out the existence of the bridge would be endangered. He (Emmerson) had no hesitation in saying that the hon. gentleman was mistaken. Last summer repairs were made to the trusses of the bridge and in jacking up the bridge bents were put in. These bents were taken out in the fall. The safety of the bridge in no way depended upon them, and the fact that they were at there since last fall would show that there was no cause for alarm.

BILLS INTRODUCED.

Bills were introduced: By Whitehead, authorizing Fredericton city council to aid the Hart Boot and Shoe Co., Ltd.; by Whitehead, further relating to rates and taxes in the city of Fredericton; by McKeown, to provide for putting in evidence certified copies of by-law and ordinances in the city of St. John and in the city of Fredericton; by McKeown, to provide for the submitting to the electors the propriety of the St. John common council making a grant in aid of an exhibition in St. John city; by McKeown, to declare and explain the meaning of the covenant for renewal of the franchise, as contained in the grant of aid for the construction of a graving dock in the city of St. John; by Robertson, confirming a conveyance by the city of St. John to the C. P. R. and for other purposes; by Robertson, confirming an agreement between the city of St. John and the C. P. R. Co., to enable the city of St. John to make certain tax exemptions to said company; by Robertson, amending the law relating to the prevention of conflagrations; by Landon, amending law relating to collection of rates and constables in Victoria county; by Dunn, authorizing St. John municipality to issue debentures to pay off indebtedness, and for heating and other permanent improvements in the St. John almshouse and workhouse; by Dunn (in absence of McLeod), amending the act providing for the establishment of an almshouse and workhouse, and to provide for a public infirmary in the city and county of St. John; by Robertson, in addition to certain acts relating to public slaughterhouses in the city and county of St. John.

Mr. Whitehead introduced a bill to amend the act incorporating the Sherbrooke Improvement Co.; Thompson, a bill further relating to civic elections in the city of Fredericton; Burchill, to amend municipalities act; Osman, bill authorizing municipality of Albert to grant exemption from taxation to the property of the Mineral Products Co. of Hillsboro.

Mr. Tweedie said that Mr. Fraser of the blind asylum of Halifax was here in the interests of that institution and would like to make a few remarks to members of the house.

Mr. Ives, who was received with applause, addressed the house at some length, on behalf of the institution and education of the blind.

Mr. Robinson committed a bill to authorize Moncton city council to issue debentures not to exceed \$25,000, which was agreed to with amendments.

Mr. Carvell committed the bill to authorize the board of school trustees of school district No. 3 in parish of Brighton, Carleton Co., to issue debentures for erection of new school buildings, which was agreed to with amendments.

Mr. Robinson committed the bill incorporating the Bursketonian society of the University of Mount Allison college, which was agreed to with amendments.

Mr. White committed the bill incorporating the N. B. Sunday School Association—Agreed to.

Mr. Russell committed the bill to confirm the road assessment of the town district of St. Andrews parish, Charlotte Co., for last year, to abolish labor in lieu of road tax; and to provide for the maintenance of the public sewer in said district—Agreed to with amendments.

Mr. Robinson presented petitions from Minor R. Steves and others against the introduction of wide tires in certain vehicles and against the proposed location of a road in the parish of Hillsboro.

WOMAN SUFFRAGE.

Petitions praying for woman suffrage were presented by Mr. Burchill from Mrs. Diadema McLeod, Mrs. Margaret Harrison, Mrs. Troy, Mrs. Margaret Park, Mrs. Mary Elliott and 75 other women of Newcastle, Northumberland Co.; by Carvell from Mrs. R. K. Jones, Mrs. W. S. Saunders, Mrs. C. D. Jordan, Mrs. J. D. Dickson, Mrs. J. F. Tilley and 225 other women of Woodstock, Carleton county; by Farris from Mrs. Mabel Simpson, Mrs. Brittain, Mrs. Thomas Machum, Mrs. C. E. Webb, Mrs. G. D. Short and 90 other women of Jerusalem, Queens county; by Shaw, from Mrs. Elizabeth Carson, Mrs. Lizzie Palmer, Mrs. Elsie Riddick, Mrs. Esther Colpitts, Mrs. J. A. Vaughan, Mrs. Mary Bentley and 90 other women of St. Martins, St. John county; by Osman, from Mrs. G. D. Prescott, Mrs. Elizabeth Brewster, Mrs. T. M. Colpitts, Mrs. Annie Calhoun and 57 other women of Albert county; by Lablanc, from Mrs. James Thompson, Mrs. Elizabeth Conacher, Lizzie Cates, Mrs. Andrew Adams, Mrs. Alexander and 153 other women of Campbellton, Restigouche county; by Humphrey (on behalf of Mr. Hazen), from Annie Perley, Jennie Bartlett, Mrs. Hodgson, Mrs. John Bartlett, W. M. Smith, Mrs. M. E. Hawdon and 45 other women of Margerville, Sunbury county; by Thompson, from Mrs. A. F. Randolph, Mrs. William Black, Mrs. W. G. Clark, Mrs. J. F. Sampson, Mrs. J. J. Teasdale, Mrs. C. H. B. Fisher, Mrs. N. N. Johnson and 334 other women of York county; by Russell, from Mrs. J. B. Robinson, Mrs. J. B. McLaughlin, Mrs. W. H. Maxwell, Mrs. McWha and 23 other women of St. Stephen; by Wells, from Mrs. Emma R. Atkinson, Mrs. W. H. Crandall, Mrs. Geo. Seaman, Mrs. H. R.

AMENDING MUNICIPALITIES ACT.

After recess Mr. Burchill committed the bill amending the municipalities act. He explained that the object of the bill was to remove a difficulty existing by reason of the names of electors being left off the assessors' list by inadvertence or otherwise. Under this bill a person who finds that his name has been omitted from the assessors' list can apply to a county court judge and by affidavit have his name added to the list, and thereby have the privilege of voting. He would also be liable to pay the same tax as he would be entitled to pay if his name had been originally placed on the list. The bill was agreed to with amendments.

Mr. Robertson presented the petition of Mrs. McKeown of St. John (west side) and others, praying that the franchise be extended to women.

FREDERICTON, April 8.—When the bill amending the law relating to municipalities came up for its third reading, Mr. Hazen moved, seconded by Mr. Melanson, that the bill be not now read a third time, but that it be referred back to the committee on law practice and procedure. In supporting his motion, Mr. Hazen said that the bill as agreed to in committee of the whole last night, during his unavoidable absence, was entirely different from the original bill as introduced by the hon. member for Northumberland (Burchill). There seemed to be a good deal of doubt as to the effect of some of the amendments made to the bill, and there was an impression that as it now stood it might affect the franchise for the dominion parliament.

Mr. Burchill—The bill only deals with municipal franchise.

Mr. Hazen—I know that was the intention, but the lists for the dominion being now made up from the municipal and civic lists, the bill might have a far reaching effect.

Mr. Emmerson said the bill was one only affecting municipal affairs. The chief amendments to the bill were those which would not permit a non-resident to vote in any parish election without having his taxes paid, and that no non-resident be allowed to vote in such parish election unless he owned and was assessed on one hundred dollars worth of real estate. The bill in no way affected nor was it intended to affect the dominion franchise.

Mr. Hazen—Have you any objection to the bill going back to the law committee.

Mr. Emmerson—I do not see the necessity. The consideration of the bill occupied the whole of last night, and its being sent back to the law committee would be unfair to the promoter of the bill and to those who have supported the bill as it stood, some of whom were not now present.

The motion to refer the bill back was lost and the bill was read a third time.

ANSWERS TO ENQUIRIES.

Mr. Humphrey made his inquiry as to whether the Record foundry and machine shop had received the contract for putting on the superstructure of the bridge at Kingston, Kent Co., and for other particulars.

Hon. Mr. Emmerson said that A. E. Peters, manager of the Record Foundry, had received a contract for putting on the superstructure of the Kingston bridge. He did not know the weight of the same. Tenders were asked for the bridge completely erected, and the work was awarded by tender, which, exclusive of freight, amounted to \$28,000, and included the extra hardwood for flooring.

Mr. Humphrey made his inquiry for particulars as to the repairing of Stoney Creek bridge, and the construction of Fork Creek bridge and Stoney Creek breakwater, Albert Co.

Hon. Mr. Emmerson said that Henry Balser had received \$125 for repairing Stoney Creek bridge, the total amount expended upon the work being \$58.02. As to the Fork Creek work, Mr. Emmerson explained that the government had first asked for tenders, the lowest received being \$370 and the highest \$1,004. They had concluded that the tenders were too high, and Millidge Crossman was put in charge of the work, and he had constructed a permanent structure of stone, earth and gravel, with iron pipe railing, at a total cost of \$396.65. Had the work been done under the lowest tender received, it would have cost more than this amount, besides including woodwork. The labor on the work amounted to \$300. As to the breakwater at Stoney Creek, Mr. Emmerson said he was not surprised that this matter has engaged the hon. member's attention, as it was a very important subject, affecting as it did the navigation of the Pettedioac River. Notwithstanding the beneficial results flowing from the conservative convention at Moncton, however, he was afraid that the convention did not operate to bring the Stoney Creek breakwater under the jurisdiction of the public works department at Fredericton. If the hon. member would pursue his inquiry at Ottawa, and ask the hon. minister of public works as to just what was expended on that breakwater, he might be able to obtain the information required.

Mr. Robertson introduced a bill amending the act authorizing the city of St. John to supply water for inhabitants, manufacturers and corporations in the parish of Lancaster, and to exempt the pulp industry at Bathurst from certain taxation; Mr. Veniot a bill to authorize the trustees of school district No. 16, parish of Bathurst, to effect temporary loans.

SUNDAY IN ROCKWOOD PARK.

Mr. Robertson committed the bill amending the acts relating to the St. John Horticultural Association.

Dr. Pugsley said he would favor a section being added to the bill making it compulsory upon the park directors to permit light refreshments to be served in the park on Sunday. On account of the peculiar views held

SURPRISE SOAP
MADE IN CANADA
LASTS LONG—
LATHERS FREELY—
A PURE HARD SOAP
—LOW IN PRICE—
HIGHEST IN QUALITY.

ST. JOHN SOAP CO., St. John, N. B.

by a minority of the directors, ladies and children are now unable to secure any refreshment whatever in the park on Sunday, the tea house having been closed up on that day. He did not believe there was any other public park in the world where such a rule prevailed. It was a relic of the dark ages. There was in St. John an exceedingly strong feeling against the closing of the tea house in the park on Sunday. This was also the view of the majority of the directors, but the opinion of others had been allowed to prevail. The legislature should so amend the law as to make the park a really pleasant and desirable place of resort for ladies and children. It was absurd that these people who went there and became tired out should be deprived of the privilege of securing a cup of tea or coffee, or other temperance drink.

Mr. Robertson thought this matter was not of great importance and might safely be left in the hands of the directors. Personally he had no objections to light refreshments being supplied under proper regulations on Sunday. It was evident, however, that the best opinion of at least the majority of the directors had decided that there was no great necessity for the tea house being kept open on Sunday. If the latter could be properly controlled, it might be a benefit, but if the main feature was the sale of cigars and beer to young men and boys it might appear that the Sabbath was not being treated with proper respect. He was opposed to the compulsory regulation proposed by his hon. friend (Pugsley).

Dr. Pugsley said he could not agree that the majority of the association or its prominent members were opposed to the Sunday tea house, but it was doubtful, as the law now existed, whether the sale of light refreshments on Sunday was not illegal. He would not go for making it compulsory upon the association to keep the tea house open on Sunday, but he thought the same should be legalized so that the association could be free to do as they saw fit.

Mr. Hazen said he hoped hon. members would not press the matter now. It might be left to the directors of the association to deal with. He thought perhaps that the people who availed themselves of the tea house when it was in operation on Sundays were not ladies and children, but chiefly young men and boys who bought beer and cigars, which were not strictly necessary. He did not think himself that a properly conducted restaurant was any profane matter, but at all of the Lord's day, but it must be remembered that many supporters of the association were people who objected to anything being sold on the Lord's day. The statement of the hon. member that a majority of the directors were willing that light refreshments should be sold on Sunday was perfectly true, but a majority of the parish management committee were of a different way of thinking. The directors, of course, could control the matter by changing the committee if they wished. On the whole he thought the legislature should not interfere in the matter, but allow the directors to settle it themselves.

The discussion then dropped and the bill was agreed to with amendments.

Mr. Veniot committed a bill enabling the Gloucester municipality to issue debentures and to consolidate its debt, which was agreed to with amendments.

NOTICES OF ENQUIRY.

Mr. Humphrey gave notice of the following inquiry: In what way were tenders called for for the construction of the superstructure of the Kingston bridge? Was such call advertised in the local papers or in the Royal Gazette? Were circulars calling for tenders sent to the different bridge manufacturers in the country, and what were the names of the parties to whom such circulars were sent, or from whom tenders were received, and what was the amount of each tender? What price per pound of iron was the basis on which total cost was arrived at?

Mr. Melanson gave notice of following inquiry: Who built the crossings over Dickie's Brook and Johnson's Brook, parish of Shediac, Westmorland Co.? At what date and in what manner was such cost of construction paid? Were tenders asked for for their construction, and if so, who tendered and what was the amount of each tender? Were calls for tenders asked for through the local newspapers or Royal Gazette, or were circulars posted in public places asking for tenders?

Mr. Hazen gave notice of inquiry: Is the Hon. A. D. Richard still a member of the executive government of the province? If not, when did he resign?

Adjournd.

Children Cry for

CASTORIA.

Four schooners arrived from Parro-

bore this week with cargoes of coal. They were the first vessels to get down from that port for seven weeks.

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Organic Consti
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Nitrogen.—An
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