on Laval by the McGill students could only be characterized as an outrage. Referring to the proceedings of the Laval students next day he denied that they had any part or were responsible in any way for the outrage on the British flag. He thought that the article in La Patrie of March 2 was ill judged. He blamed the minister of public works for denouncing the Star as the cause of the trouble. Mr. Monk's speech in its tone was wholly against the manner in which the discussagainst the manner in which the discussagain the church, conducted the strength the church, the church and flags also were plac

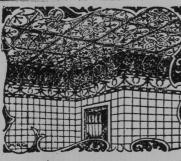
IN THE PROVINCIAL PARLIAMENT YESTERDAY.

A Bill Introduced to Amend the Munici-

expenses as chief commissioner of public

name added to the list of voters for multiplicipal elections. This provision was found to be objectionable and the present bill diers to the front, would substitute a provided that application could be made now and noble type—that of the intelli-to the sheriff before the first day of Sepurer of the county who is then enabled to furnish the colectors and secretaries of the school districts affected with the moment of victory, long-hoped for, long of the school districts affected with the proper documents, and thus the taxes bestriven for, that victory which Canada comes colectable the same as oif the par-ties had been assessed in the first instance. ed members on both sides and progress was reported, with leave to sit again.

Hon. Mr. McKeown introduced bills, Holy Com



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Police Relief association.

The time for the introduction of pri-

Mr. Monk's speech in its tone was wholly against the manner in which the discussion had been brought up by his own party.

Mr. Bourassa quoted from several Mr. Boura

noon and evening had been waisted in a useless discusion. He had known the useless discusion. He had known the spirit of zeal, of self-sacrifice, of sympathy. Anglican and Methodist joined hands and hearts in this service, and re-

Hon. Mr. Emmerson said his travelling The great Duke of Wellington had gained his immortal victories with an army comexpenses as chief commissioner of public works and premier in 1898 were \$950 and in 1899 \$1,000.

I osed of men who represented a low type of character in all but fighting qualities. And that type had unfortunately been con-Hon. Mr. Emmerson committed a bill secrated and perpetuated by the genius to amend the municipalities act, Mr. Burchill chairman. Under the act of last session it was provided that a person could apply to a judge ex parte to have his name added to the list of voters for munname a

tember, the assessors being served with a copy of the aplication and a copy of the The late Corporal Withers was an adapplication posted in three of the most public places in the parish affected. The mater is then heard by sheriff who certified any amendment to the secretary treascity, he was one of the first to offer his sense on the arms of the mater corporal withers was an adaptive than the public places in the parish affected. The man of blameless character, a good son, a skilled operative, a citizen of no mean city, he was one of the first to offer his sense on the city of the public places.

> helped to win.
>
> At the conclusion of the sermon the whole congregation standing until its close. A large number remained for the

Exmouth Street Church.

The Exmouth street Methodist church was crowded to the doors Sunday evening a half hour before the time announced for special from Springhill struck and killed the service to commence and hundreds station about 1 o'clock this morning. were unable to gain admittance to the Gould is supposed to have been walking

the battle field at South Africa. Deinstadt, pastor of the church, Mr. three.

George Robertson, M. P. P., Hon. A. T. Dunn, M. P. P., Hon. H. A. McKeewn, M. P. P., Dr. D. E. Berryman, Mr. D. J. Purdy, M. P. P., Mr. Jos. A. Likely and Ald. Maxwell. The service opened with a violin solo by Prof. W. C. Bowden, after which the choir and congregation sang the national anthem. A fervent prayer was made by the pastor and the Exmouth street quartette sang "Fare Well my Brother." In Rev. Mr. Deinstadt's opening remarks he stated that in the war in ath Africa the British victories were being won by the blood and sacrifice of many brave men and there were many saddened homes on account of it. Of the two St. John men who died on the battle field in South Africa he spoke very feelingly and of saddened mothers they have left behind. He said that although they

incorporating the St. John Home for In- were grieved they had the satisfaction of

on this matter. He related the circumstances of the difficulty and the attack on Laval. It was about 10 obtoin the local by its object. He said war was stances of the difficulty and the attack on Laval. It was about 20 obtoin the local by its object. He said war was stances of the difficulty and the attack on Laval. It was about 20 obtoin the local by its object. He said war was stances of the difficulty and the attack on Laval. It was about 20 obtoin the local by its object. He said war was stances of the difficulty and the attack on Laval. It was about 20 obtoin the local by its object. He said war was stances of the difficulty and the attack on Laval. It was about 20 obtoin the local by its object. He said war was stances of the difficulty and the attack on Laval. It was about 20 obtoin the local by its object. He said was the loss of hoors, and the decay of a nation. Those of the control of the county councils, with a very conferly, have about 20 obtoin the local by the council of the people who through the was convention this morning was the loss of hoors, and the decay of a nation. Those of the council of the people who through the was convention that are often in idleness that they are the council of the council of the county councils, with a very conferly, have about 20 obtoin the said by the was been down through the was covered and the council of the cou

the misleading manner in which the Toronto News had described the troubles in
Montreal. That paper was constantly
abusing the French and threatening them
with vengeance. This was from a Tory
organ in the great province of Ontario.
Mr. Bourassa made an admirable speech
and his points were well made. He vindicated the loyalty of the people of the province of Quebec. They loved and respected
the British flag, he said, because it is the
flag of the union that has been contracted
between the French and English people
who desire to live in harmony with each
orther.

Mr. Clarke Walkee began by attacking
Mr. Clarke Walkee began by attacking
for the proventing the people of La Patrie as,
much incensed at the hoisting of the
British flag, he said with a was form at one
Mr. Walkee proved himself an able hand
at misrepresenting the Proport people to
organize themselves to resist violence.
Mr. Walkee proved himself an able hand
at misrepresenting even whyth had been
and first stated with a war of national defence,
and for the central note—victory and at
more proving the province of the state of the state of the country's honor, yet
and between the French people to
organize themselves to resist violence.
Mr. Walkee proved himself an able hand
at misrepresenting even whyth had been
and first states and threatening them
with vengeance. This was from a Tory
organ in the great province of Ontario.
Mr. Bourassa made an admirable speak as a paperioned seats in the
church. The service was in part choral;
the church The the order and probably never will the church had the church the church that the subject is between the seven in the conder and the church had the church that the subject is between the seven in the conder and the ch

calendar amid the derisive cries and jeers of the government supporters. It was surprising to find any man talking such nonsense.

Mr. McMullen said that the whole after.

To praise God for victories, and to bless the world, on the battlefield, that he may be brought back to his home in safetr.

He said he spoke to a mother the said h day who has a son at the front and she could not hardly realize that her boy, who but a short time ago with his arms clung to her neck, was now with the mighty armies of Britain. It seemed to her but a dream and she was sure that her son would come home again in safety. boys are and they are doing well. The membered only the common origin and canadian boys, the other day, were the the unity of purpose. They shared the closest to the enemy when the surreader was made by the Boers. Those Canadian the unity of purpose. They shared the funity of purpose. They shared the triumphal song of peace and the funeral targe. For it was a terrible cost that had been paid already—a Symons and a Wauchope among those whose fame had been achieved; Roberts and Ava, the sons of great men; and nearest to us, our own day a telegram of thanks from the governor general was ordered to be acknow. Mr. Gagnonre-committed a bill exempting mills at Edmundston from certain target. In response to a question by Mr. Hazen Hon. Mr. Emmerson said his travelling the mark of purpose. They shared the triumphal song of peace and the funeral drge. They shared the triumphal song of peace and the funeral drge. For it was a terrible cost that had been paid already—a Symons and a Wauchope among those whose fame had been achieved; Roberts and Ava, the sons of great men; and nearest to us, our own canadian heroes, and he whom we remember today, he who fell in the midst of glorious victory, Frederick William Withers.

Mr. Gagnonre-committed a bill exempting mills at Edmundston from certain target. In response to a question by Mr. Hazen Hon. Mr. Emmerson said his travelling the part of our boys whom we have frequently seen walking our streets. They were heroes and we have frequently seen walking our streets. They were heroes and we have frequently seen walking our streets. They were heroes and we have frequently seen walking our streets. They were heroes and we have frequently seen walking our streets. They were heroes and we have frequently seen walking our streets. They were heroes and we have frequently seen walking our streets. They were heroes and we have frequently seen walking our streets. They were heroes and we to the head heen achieved; Roberts and Ava, the sons of great Britain now knows that she is not direct Britain now knows that she is not direct Britain now knows that she is not direct Britain now knows that she is not a childless nation. We think of these with our heart bowed down in sorrow for the deady our streets. They were heroe

in the battles of Britain. Then came the cross of St. Andrew and thirdly the cross of St. Patrick was placed on the flag of

Among those from New Brunswick who fell was Patrick McCreary, a young man who knells at another altar than this, but let me tell you Private McCreary worshipped in this church with us a few nights previous to his departure for the front. I trust that we may not be called to is a possibility, for this old church has

other boys at the front.

A collection was taken up for the second contingent fund. In bringing the service to a close, Rev. Mr. Deinstadt said that to the mothers who have given their sons to the Empire

had the sincere sympathy of all and hoped that there would never be another occasion when such a service would have to be held. The service closed with the singing of "Onward Christian Soldiers." At the after service held in the basement of the church the pastor again spoke very feelingly on the death of the brave St. John soldiers.

A Mangled Body Found Near Amherst on the Track.

Moneton, March 4.-Conductor Hick's a man named Geo. Gould near Amherst

dates running. While there will be a contest for aldermen at large only two Seated on the platform were Rev. Mr. a contest for aldermen at large only two candidates so far announced for ward

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curables; and incorporating the St. John Relief association. Were grieved they had the satisfaction of knowing that their sons have died fighting for the old flag which never sees the was Devoted to the Consideration of Ways for

always regarded as more important than natural fertility of the soil where both conditions could not be found in com-bination. The opening up of the country by means of common roads was a slow and laborious process, but ever since the and laborious process, but ever since the dawn of the railway age the farmer has been the natural ally and patron of the railway promoter, and "though he has often been sorely bled for the construction of railroads from make the could derive but little benefit, mailroad construction has gone on apace until this little province of New Brunswick is said to

ment made by Mr. W. A. Campbell, provincial road instructor for that province, in a recent report, to the effect that Ontario has 65,000 miles of highways against only about 6,500 miles of railways, and yet if the same money which it has cost to build the railways had been expended upon the highways it would have been equal to an expenditure of \$3,000 per mile for every mile of all the country roads throughout the province. Such an roads throughout the province. Such an expenditure as that, it is needless to say, would have given Ontario a system of highways equal to that of any country in the world, and who shall say that the

highways are not of equal importance with the railways? Every ton of freight which passes over any railway must first be hauled a greater or less distance by teams over some common road, but vast sums of money have been spent in the building and improvement of railroads while the ordinary highways have been most wholly neglected. Railroads where there has been any at all, have been subject to constant im

cents to move each ton of freight over one mile of its railway. This seems a following, or by the year 1890, that cost had been gradually reduced to half a cent per ton per mile. I do not know how great railroad corporations is to reduce the cost of moving freight. With constantly increasing competition, and with a somewhat concurrent decrease in the volume of traffic, and with farmers' were unable to gain admittance to the sacred edifice. The occasion was a memorial service held for Canada's brave sons who lost their lives while fighting for the Queen and country in South Africa. The church was profusely decorated with flags. The choir railing, the pulpit, the pipes of the organ and the balcony were draped with the British flags while hanging over the organ and in full view of all present, was a large picture of Queen Victoria and beneath this was the pictures of Private Johnston and Corporal Withers, two of St. John's sons who have been killed on the track. He was not seen by the train men but was found this morning cut to pieces, several trains having passed over the train men but was found this morning cut to pieces, several trains having passed over thim.

The civic elections which take place on the 12th inst., are beginning to create quite a stir. The only mayoralty candidate so far announced is F. W. Sumner, but it is understood that J. F. Hawke, who was recently presented with a requisition, will be a candidate for mayor. In wards one and two there are four candidates of mayors and the provided that the only way in which they could possibly increase their profits was by reducing the cost of transportation. And how did they go about it? Do you suppose that these wide awake enterprising corporation, will be a candidate for mayor. In wards one and two there are four candidates of mayors. In wards one and two there are four candidates of the track masters and section men, neglecting to put in new rails where old ones were worn, and generally by spendthese wide awake enterprising corporations tried to economize by discharging their track masters and section men, neglecting to put in new rails where old ones were worn, and generally by spending as little money a spossible in the maintenance of their highways of traffic? No; on the other hand, they saw that wherever else expenditure might be reduced the read head. wherever else expenditure might be reduced the road bed must be kept up, and lience it pays to have the best possible duced the road bed must be kept up, and not only kept up, but improved. They did not of course neglect the improve-ment of engines and rolling stock, but they soon discovered that the greatest source of economy in transportation was to have a smooth, hard, level and unyielding road best roads possible to obtain under the circular bes

mons half a century ago, defined a thethese conditions, even our best failroads are but a distant approach to it, therefore all road building is in the nature of a compromise between a desired ideal and the necessary limitations of practical conditions and circumstances. We have seen that good roads, roads which cost from \$5,000 to \$8,000 per mile, have been found to pay in the experience of those who were able to purchase them, even although they borrowed money for the purpose. I could also taye shown by reference to he report an enquiry made by ence to he report of an enquiry made by Professor W. C. Latta, of Pardue Umversity, that good gravel roads built in the state of Indiana at a cost of \$1,150 per having according to the average estimate of 40 farmers increased the value of all farm lands in the county in which such

ience it pays to have the best possible roads, it is not my intention to advocate a line of policy involving a heavy expenditure for costly roads where they are not needed. The trend of my argument is bed. Consequently attention was constantly directed to the reduction of heavy grades, levelling and ballasting the road bed, straightening of curves, and the laying of heavier and heavier and yet heavier ment in favor of good roads and it may have been better to speak of it as a moveing of heavier and heavier and yet heavier and longer steel rails, thit the same expenditure of fuel could haul double the quantity of freight at an equal of eyen greater speed. Now is there not in this a hint for us as to one important means of reducing the cost of transportation, which is largely within our own control.

Mr. George E. Baxter thought that while those present and a few others were much enthused over good roads, we needed the need of improvement and set out to accomplish what we can there is nothing like setting before our minds a high ideal fike setting before our minds a high ideal of roads. He concurred with the public greater speed. Now is there not in this a hint for us as to one important means of reducing the cost of transportation, which is largely within our own control.

roads as compared with those which are cost of transportation by rail, what specnot good. Are they commensurate with tal effort have farmers made to reduce the cost?

The cost?

The cost of transportation by rail, what specnot for horses and vehicles of every kind as they can possibly get for all purposes of they can possibly get for all purposes of business and pleasure will object strength as a trifling cost.

After the president had wished the fare they can possibly get for all purposes of business and pleasure will object strength. end of the journey? There are very gen uously to the slightest suggestion of a referred to the intense enthusiasm die eral complaints in regard to the heavy cost of railroad freights, but while it is a proper and necessary thing to get these horses and vehicles have to be used the Queen. reduced to the lowest possible figure, did you ever stop to reflect how very low is the cost of transportation by rail as command tear of vehicles, horse flesh and harmal tear of vehicles flesh and harmal tear of vehic pared with transportation by highway? ness to say nothing of loss of time and If you value the time of yourself and team temper than a tax sufficient to provide at a reasonable figure, it really costs you fairly good roads would amount to.

more to transport a ton of freight five

The cost of good roads can be stated miles over the common roads to a railway with a fair degree of accuracy in dollars station than it costs to haul the same and cents, but who shall estimate the cost quantity 250 miles by rail, and this dif- of bad ones. Various attempts have been erence is almost entirely due to the made by American writers to do so, one of to the nature of the road bed. For the the lowest of them placing the loss to the

> ment Mr. Campbell very truly says:—
> "Bad roads are costing some citizens half European countries it is no uncommon their lifetime in driving over them; to thing to see immense loads of four to six drive one mile occupies the time that it

on this continent. It is now about twelve years since active agitation in favor of bet-

sarily heavy cost of fransportation to and from markets by reason of bad roads was the most burdensome of all taxes upon their industry. Meetings were held, they resolved to take the bull by the horns, legislation was obtained empowering the county to borow money under certain conditions for building permanent roads. A first loan of \$150,000 was found to be in adequate to meet the demands, the sum was doubled and then supplemented by \$250,000 raised by direct taxation. It goes that the idea to bring home to the people that some time would be given to the discussion of good roads at future farmers. \$50,000 raised by direct taxation. It goes without saying that there was at first conmeetings. What we want is persons who siderble opposition to this move involving such an enormous expenditure, but three years later a prominent citizen of the good roads and advance good methods for give up their good roads and go back to the old system for many times what they had cost. Property in the county had actually appreciated in value far more than the cost of the roads so that the interest on the bonds was easily met without any addition to the tax rate.

But, it will be said, how does all this apply to our case here in New Brunswick? We have not the wealth and population of New Jersey or Massachusetts and we cannot afford to build these expensive stone roads. This may be all very true cannot afford to build these expensive stone roads. This may be all very true and yet I think we may derive some valuable lessons from the experience of other states and if our resources are less there is the more reason why we should husband them carefully and expend them according to the best skill and knowledge obtainable. Dr. Lardner, an eminent English scientist, in giving evidence before a sion on good roads. The speaker, in the cannot afford to build these expensive ion that a man or men should be appoint-stone roads. This may be all very true ed in each county to give personal atlish scientist, in giving evidence before a sion on good roads. The speaker, in the committee of the British House of Commatter of good roads, was very hopeful as people are beginning to wake up to the oretically perfect road as one that should be perfectly straight, perfectly level, perfectly smooth and perfectly hard. No read in practice can be made to fulfill all these conditions, even our best rainfords roads. In conclusion Mr. White said we roads, the read in the roads are the read to water any contributed to take the said we read in practice can be made to fulfill all these conditions, even our best rainfords roads. In conclusion Mr. White said we read to water any contributed to take the said to this feeling which we share with our English speaking citizens, and then people would insist upon good to also the read water and the roads. The conclusion Mr. White said we seated in our hearts as the other. It is a

labor. He thought that the road commissioners should be appointed permanently. paid out on the roads by one individual. Under the statute labor system the result generally is not good. We would get better results from a direct money tax

mr. Joseph Lee agreed with Hon. Mr. White when he said that men should be appointed in each of the counties to oversee road making. The speaker, who represents the parish of Simonds, St. John county, told of road making in his constituency. Since good roads have come to the notice of the residents of his district, the roads have been greatly improved. He strongly recommended more pay for road commissioners. Rouse the people up to strongly recommended more pay for road commissioners. Rouse the people up to the importance of good roads, said Mr.

Mr. George E. Baxter thought that

be approaching a little nearer to it.

When he farming community as a whole begin to realize what they are losing in consequence of bad roads there will be a general demand for something better and they will soon find that the remedy is lossely within their own hands. One

gathering dispersed with singing God Save

How McGill College Students Celebrated Ladysmith Day.

According to a description published in the Montreal Herald, the McGill College students of that city went about 11 o'clock in the morning of Ladysmith day in very large forces to the office of La Patrie, published by the two sons horse power by feeding hay and oats to horses about as cheaply as the railroad company can develope the same quantity of horse power by feeding coal into the fire box of a locomotive. The economy is due to the fact that it requires so very much less power to overcome resistance and fire the cost must be enormous, and the cost must be enormous, constituting by far the heaviest tax we pay. In his last report to the Ontario government Mr. Campbell very truly save:

| Of the Hop. J. Israel Tarte, Mr. L. J. Tarte, managing director of the paper, had just arrived at the office and when asked by the students to have the Campbell very truly save:

| In his last report to the Ontario government Mr. Campbell very truly save: of the Hon. J. Israel Tarte, Mr. L. J. any offense from the request immediately ordered the flag to be flung out, as it has been on all former occasions when good thing to see immense loads of four to six one being hauled by horses for long distances in competition with the railroads. Three tons to each horse being a common load on some of the best roads of France and Germany.

But to come back to our own continent, I have asked the question what have farmers done to cheapen cost of transported to what the farmers of New Jersey have done to cheapen cost of transportation and which will illustrate, better than any other instance that I can refer to, the value of good roads and how they pay from the agricultural point of view.

To the everlasting credit of the truck to the city, overflowing the professions mounting to the top floor of the building To the everlasting credit of the truck to the city, overflowing the professions and trades and lessening the value of farm to their wisdom and enterprise is mainly due the first practical step in the modern good roads campaign. Shall we continue to submit to this bur-

ter roads commenced in the state. We in the hope that some day we will have need not go through the whole history of the movement, suffice it to say that the farmers became convinced that the necessarily heavy cost of transportation to and said he was somewhat new to duties and said he was somewhat new to duties. If we have near reference who is also a Liberal member of parliament, had just arrived, a little in advance of his private office. the ante-chamber of his private office.

Mounting a chair he said: "I thank you from the bottom of my heart for this relief of Ladysmith, I must ask you, gentlemen, to be as peaceable in your demonstration as possible. (Cheers). We must respect the rights of citizens. We all rejoice in General Dundonald's triumphant march into the long beauged city. (Cheers). I hope, now that Ladysmith has been succored, the war will soon be at an end. (Cheers). The blood of the country and of the Empire has been shed in a good cause. (Wild cheers). I hope that when the war does end that negotiations for peace will be approved of

to arouse throughout Canada. We feel proud of our brave boys who have so

our race."

Judge Wurtele after expressing his gratification over the good news, expressed himself as follows: "I have always believed in French-Canadian loyalty as I believed in French Canadian loyalty, have believed in English Canadian loyalty. I have spent my life among them and know their sentiments. I know they are better results from a direct money tax than under the present system.

Mr. John Betts and W. S. Tompkins were among others who discussed good roads. They strongly urged a reform in road making.

Mr. John Betts and W. S. Tompkins were among others who discussed good roads. They strongly urged a reform in road making.

HOME AGAIN .- Miss Eliza Dowling, who made an extended visit to friends in Boston New York and Philadelpeia, has return