

DOM. INSURANCE INVESTIGATION N.G.

No Way of Detecting Fraudulent Returns.

Dominion Superintendent Admits His Inspection Valueless as an Audit--He Simply Accepted the Company's Figures as Correct.

OTTAWA, March 14.—The first day's work of the insurance investigation developed the fact that the inspection, which is now being carried on as it always has been, would not be likely to bring to account a company which deliberately set about wrong doing.

company thought it had made a good bargain and returned the value of a property higher than the purchase price he had an independent valuation made.

MCCURDY FAMILY IS NOT YET SERVED

Although Legal Time Limit Has Expired No Action is Taken in Civil Suits.

NEW YORK, March 14.—Although the legal limit of twenty days expired yesterday since the service of summons, complaints have not yet been served in the civil suits begun by the Mutual Life Insurance Co. against Richard A. Thebaud and Colonel Raymond.

ANDREW HAMILTON EXPOSES N. Y. LIFE

Lobbyist and Briber Implicates High Officials.

"Curs and Traitors," He Calls Them--They Knew Where Every Dollar Went--Tremendous Sensation Before the Insurance Committee.

ALBANY, N. Y., March 15.—Andrew Hamilton appeared before the insurance investigating committee this afternoon and broke the silence which he has maintained (except for his statement brought from Paris by John C. McCall) ever since his name was first mentioned during the investigation.

"I look around this circle and I see here many members of that board of trustees. I see amongst them men who have sat and listened to the stories of my victories in their behalf, and applauded."

"Let me say this to correct the press assertions, and which nobody on the part of the company has assumed to do, that what is called the Paris account was actually reported upon and passed upon by the accounting committee of the N. Y. Life. And let me say further that never a dollar of the N. Y. Life's money passed through my hands to which I did not put my 'John Hancock'."

For Breakfast Luncheon or Tea

A few small biscuits easily made with Royal Baking Powder. Make them small—as small round as a napkin ring. Mix and bake just before the meal. Serve hot.

Nothing better for a light dessert than these little hot biscuits with butter and honey, marmalade or jam. You must use Royal Baking Powder to get them right.

ROYAL BAKING POWDER CO., NEW YORK

MERIWETHER AVENGED INSULT

Facts Which Tend to Justify Fight With Branch.

Victim Said to Have Spoken Slightly of Meriwether's Mother and Grandmother.

WASHINGTON, March 15.—An interesting circumstance in connection with the Branch-Meriwether fight at Annapolis, which resulted in the death of Midshepman Branch, is disclosed in the testimony recently taken by the investigating committee of the house which went to the academy to make an inquiry into the subject of hazing.



MIDSHEPMAN MERIWETHER.

to read and there were several words misspelled. Branch made fun of the letter. Then he is alleged to have taken her photograph, which she had just sent to her grandson, and to have held it up to ridicule.

Branch's remark's were of such a character and said with such a tone of insult that Meriwether became indignant. He thought the matter over for a time and then went to Branch's room and found the upper classman in bed. He asked him to get up and fight with him there, in order that he might avenge the insult. Branch refused to fight then, but agreed to accept a challenge, which was given and which resulted in his death.

Representative Vreeland, chairman of this investigating committee, today submitted to the house of committee on naval affairs its report with respect to hazing. The belief is expressed that hazing at the present time does not exist.

The committee recommends graduated punishment for offenses of this sort, and the substitution of a system of demerits for minor breaches of discipline rather than dismissal for trivial acts and boyish pranks.

The report passes a mild criticism upon Rear-Admiral Brownson, until recently superintendent of the academy, for his action in releasing the midshepman from their pledge to him not to haze during his incumbency at the academy and for regarding the promise of the cadets to him as a personal one rather than as made to the superintendent of the academy.

The most striking virtue of the boys at the academy which the committee found was their truthfulness, though being the greatest abhorrence and detestation of a lie. From September 1901, at the time Admiral Brownson left the academy, to December 12, the time of the Kimbrough incident, there were sixty midshepman of the first class, ninety of the second, 131 of the third and 281 of the fourth implicated in various acts of hazing, most of the cases being of a minor character. Under the present law, had it been enforced, nearly all the midshepman would have been dismissed. Cadet officers not only failed to report these cases, but often took part in the hazing themselves.

NEW YORK, March 13.—A dastardly attempt to assassinate Rev. Dr. Chas. H. Parkhurst, the noted divine and reformer, has been brought to light. His conspirators were seeking revenge for raids made upon disreputable places at Dr. Parkhurst's instigation.

It appears from the evidence given before the committee that there had been some ill-feeling between the two boys. One evening, according to the evidence, Branch came into Meriwether's room and picked up several letters which the underclass man had received. Among them was one from his mother and one from his grandmother in New Orleans.

The mother's letter was written upon the letterhead of a firm by which his father was at one time employed. Branch is said to have made slurring remarks about Meriwether's mother because she used that sort of stationery.

Branch, it was declared, even went further and read a letter which Meriwether had received from his grandmother, an old and feeble woman. The handwriting was cramped and difficult to read.

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DOCTOR OPERATES WHILE FIRE RAGES

Coolness of Physician Saved Life of Patient—Damage to Trull Hospital

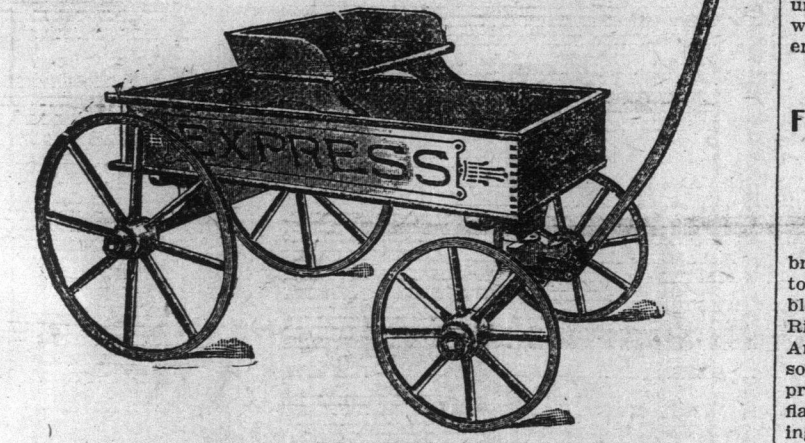
BEDFORD, Me., March 14.—With the roof ablaze, and a gang of firemen working to stop the flames, Dr. N. W. Emerson of Boston, and Dr. Franklin Ferguson of Bath, continued a surgical operation begun in the Trull Hospital just before the discovery of the fire this morning. The patient was Mrs. Carrie Spinney of Bath.

Dr. Emerson proceeded with the operation with the same coolness that would have characterized his work had he been operating in a room thousands of miles from the fire. Smoke was pouring from the building, and the din of fire apparatus added to the excitement and threw the other patients into a state of nervous excitement. Confident that the flames would take care of the blaze, Dr. Emerson resolved to look after the patient he was operating upon.

Mrs. Spinney was moved by Dr. Emerson, his assistant and nurses of the institution to the women's department on the floor below, where he had started his operation. Water thrown into the building by the firemen leaked through the ceiling and Dr. Emerson called for umbrellas.

These the nurses held over the patient on the operating table, and in a short time the operation was brought to a successful conclusion by Drs. Emerson and Ferguson, and the patient, Mrs. Spinney, was removed to more comfortable quarters.

Express Wagons



In the absence of snow your boy will want a Nice Express Wagon. We have a large variety in size and price. Strong and Well Made. All larger sizes have iron axles.

Prices from 50c. to \$6.52. W. H. THORNE & CO., Limited MARKET SQUARE, ST. JOHN, N. B.

FIRE IN HICKMAN BLOCK, AMHERST

AMHERST, N. S., March 15.—Fire broke out here this morning on Victoria street in the Hickman House block. The fire was discovered by Richard Belliveau, night clerk at the Amherst Hotel. The alarm bell quickly sounded, and the firemen responded promptly. With much difficulty the flames were confined to the one building.

The main store of the building was undergoing repairs preparatory to its occupancy by C. B. Stevens & Co., late traveller for Manchester, Robertson, Allison, Ltd., St. John. His goods were at the freight house, so fortunately his loss will not be heavy. Mr. Shane had a clothing store on the second floor. His loss will be \$700. There were a few smaller losses by other tenants. The building itself is badly wrecked, but is partially covered by insurance. Stevens & Co.'s store will be delayed in its opening for two or three weeks, pending repairs to the building.

CURT BY WAY MONSTRATION

Literally Followed How It Happened

Local newspaper re- the best of intention- man citizen, cannot be disconcerted for this morning. There is being a call for result of the same intentions. And it all the worthy citizen to carry out to actions of the judge as to appear. The he has recovered the rather unusual bit put in an ap- magistrate of. The attached, request any more orders complainant in an demonstrate how omitted.

had been obtained, to custody and the of Remembering urge was at court antly until the finally Magistrate case.

WILL HERE MAY 1st.

The Last of April of Days Salmon Liverpool

March 10.—Prince will dispense coming here and will arrive in sail from here island. Captain of the prince Halifax, and will th. In the after- will be given at evening. Mon- party proceed by and a two p will be enjoy- kely in D. D. from there the y proceed to St. ronal, from sail for England.

Princess Ena- tress Queen of s by the Spanish members of the s proceeded to the interests of t- minson, whose a reservoir site. on the bill, with 55 p. m.

PRIZE SOAP

...the best available... and is sold at the... soap.

Hon. H. R. Emmerson's Able and Convincing Presentation of His Intercolonial Policy.

OTTAWA, Ont., March 13.—Hon. H. R. Emmerson today made his annual intercolonial statement. It was one of the best presentations of the case of the government railways that has ever been made. Before he sat down Mr. Emmerson made it clear to the house that the Intercolonial had done more for the country than its critics are willing to admit, that it was not going to be placed under a commission, that it was a difficult piece of line to make pay, but that he was going to do it. The minister of railways began with a comparison of the last two years' operations of the I. C. R. In the fiscal year ending in 1904 the revenue of the road had been \$6,330,221 and in the last fiscal year it had increased to \$6,783,222. The earnings from the passenger business had increased from \$2,021,568 to \$2,105,066. Revenue from the carriage of mails had increased from \$153,285 to \$161,620. From express business there had been an increase of \$128,386 and the freight earnings had increased from \$4,011,112 to \$4,378,178. These returns Mr. Emmerson said showed that in all the revenue departments of the road there had been an increase. The deficit in the operations of the road for 1905 could not be ascribed to a falling off in the earnings of the road.

LAST YEAR'S DEFICIT.

The severity of last winter had made operation difficult and expensive for all roads. It had been particularly so for the I. C. R., which had been in the snow belt. The operating cost of the previous fiscal year was \$7,239,982, and for the last fiscal year \$8,508,826. The increase in the cost of operating was \$1,268,844. The operating cost of the road showed. For the maintenance of way the cost in 1904 was \$1,484,075 and for the last fiscal year \$1,716,262. For the maintenance of the equipment the expenditure in 1904 had been \$1,254,158 and in the last year \$1,384,572. This Mr. Emmerson remarked, was a very material increase in the cost of equipment and maintenance. For conducting transportation the cost in 1904 was \$3,944,563 and last year \$4,602,492. The general expenses increased from \$200,230 to \$216,837. The parlor, sleeping and dining car operating expenses advanced from \$144,755 to \$183,961. It will be observed that there was an increase in the operating cost of almost every department of the road and that for the important department of conducting transportation there was an increase in cost of about seven hundred thousand dollars.

HOW EXPENSES WERE INCREASED.

The deficit for the last fiscal year was \$1,758,303, and for the year ending \$900,750. The increase in the deficit was \$857,553.

was accounted for by the increase in the cost of the expenses of operation such as the maintenance of way where there was an increase of \$275,106; snow removal an increase of \$152,200; and maintenance of equipment of \$236,384. There was a very heavy increase in the wages in all departments. The severity of the winter was the cause of the heaviest of the increases. The cost of ice and snow removal was set down by the officials at \$284,714, which would be an increase of \$134,000 over the winter before. However, that covered merely the increased cost of snow removal. From the details furnished by the minister of railways it was estimated that the detention time, maintenance of equipment, wrecking service, meals for detained passengers and adverse mileage brought the total direct loss from the severity of the winter to not less than \$506,000 over the normal.

THE PURPOSE OF THE ROAD.

The minister of railways reminded the house that the Intercolonial was not designed to pay. The road had its inception at the conference in Charlottetown in 1844 when representatives of the three maritime provinces met to discuss union and where they were called upon by George Brown, Sir George Cartier, Sir John Macdonald and other representatives of Upper Canada who urged the maritime provinces to join Upper Canada. These gentlemen at public meetings in Halifax and St. John had put forward the construction of a railroad as one of the essentials for confederation. The road, then said, was not intended as a commercial, but as a defensive and as a political measure. Nowadays the operation of the Intercolonial is a constant subject for criticism, but the intentions with which it was built are forgotten.

UNEARNED CRITICISM.

The press of the country had given great attention to the deficit and in some cases exceedingly unfair criticism had been made. The Montreal Gazette had said that in estimating what the people of Canada had lost during the year through the operations of the road there had to be added to the deficit in operation of \$1,758,303, interest on intercolonial investment to the extent of \$2,350,000 and capital expenditure to the amount of \$4,555,577. The total expenditure over receipts for the year therefore amounted to \$8,723,880. Mr. Emmerson said that this was decidedly unfair. No railroad on the

continent estimated its returns in this way. No railroad attempted to pay its capital expenditures out of revenue. If the Canadian Pacific had attempted to do so its stock would not today be selling for the figure it commanded in the market. The Canadian Pacific this year proposed to spend fourteen millions in the betterment of its equipment. If that was to be paid from the earnings, the dividends of the road would be absorbed for several years to come.

I. C. R. ALWAYS PROFITABLE.

However, the Intercolonial has always been a profitable thing for Canada, but the profits have remained in the pockets of the people. They have been pocketed out of the very low freight rates given. One of the purposes for which the road was designed was to bring the people of upper and maritime Canada closer together. This has been accomplished as shown by the fact that the trade with the New England manufacturing provinces has been diverted to the manufacturers of Upper Canada. That the people of Ontario have benefited from the intercolonial's low rate is shown by the fact that three-quarters of the traffic of the road is east-bound and only one-quarter west-bound. If the Intercolonial had not been built, the rates had been applied to the Intercolonial all these years and the volume of traffic had been the same, there would never have been anything but surplus for the Intercolonial. The Intercolonial all these years and the volume of traffic had been the same, there would never have been anything but surplus for the Intercolonial.

BENEFITS TO TRADE.

What the Intercolonial has cost is involved closely with the question of trade. Canada has not hesitated to spend large sums of money for the benefit of trade and transportation. We have, said Mr. Emmerson, built the canals; we have subsidized railways; we practically built the Canadian Pacific; we have subsidized steamships on the Atlantic, the Pacific and the lakes, and we have built harbors. I do not allude to these as a matter of criticism. I only ask that among the expenditures for the trade and transportation of

transportation is \$121,010,272 paid as railway bonuses, and in addition to this the country has given the railways fifty-six million acres of land. The government has guaranteed the bonds of the Quebec bridge for \$6,678,000 and those of the Canadian Northern for \$1,000,000. For the subsidizing of steamships the country has spent \$10,539,102. Last year the steamship subsidy bill was \$908,000. This is all for the benefit of trade and transportation. On the St. Lawrence, Montreal and Quebec harbors there has been spent \$12,663,905. If all these sums were added together it would be seen that Canada had spent a very large amount on trade and transportation and that the people of the eastern provinces had by no means received more than their share.

WHY I. C. R. HASN'T PAID.

There must be an answer to the question why the Intercolonial does not pay. I think the answer is to be found in three things. The first of these is the long route which was chosen without regard to commercial results. The second is the water competition which is provided by the Bay of Fundy, the Atlantic and the St. Lawrence, and which compels low rates, which I give as the third reason. As a result of the long route there is a remarkable condition of things on the Intercolonial. For the benefit of the coal and the steel industries of Cape Breton and for the benefit of Canada, it is necessary for the road to be able to meet the water competition and handle coal and steel to the west in summer and in winter. To do this it is necessary to give from Sydney to Montreal what is believed to be the lowest railway rate in the world. This is 22 cents per ton per mile. And for the purpose of enabling merchants of the west to establish trade with Europe and the West Indies they are given on flour a rate of a quarter of a cent per ton per mile.

THE I. C. R. A PACK-HORSE.

The Intercolonial has always been made the pack-horse for Canada, and such things as the assistance of the dairy men of the P. E. Island or the coal sufferers of Upper Canada have been charged to it instead of to the general accounts of Canada. The losses on these and on many similar things stand today as additions to the cost of the Intercolonial deficit. In the rough traffic the Intercolonial with its long route, has to compete with the C. P. R. short line through Maine, towards which the people of Canada are turning with great reluctance, and they are still paying on this account. They are helping pay towards the maintenance of a rival line to the Intercolonial, whose through

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rates are thereby kept down while the road is being criticised for losing money.

Mr. Emmerson said that he did not object to the aid to the Canadian Pacific short line, but he did object to the Intercolonial criticism. The longest haul on the Intercolonial is about 800 miles, and the longest haul from which the road can get a profit on way freight was about 400 miles. This was about the same on all roads. But the rates on the Intercolonial on the short haul were only about 63 per cent of those in force on the other roads in Canada. On the long haul the Intercolonial got only about 50 per cent of the rate on the other roads.

THE NEW SYSTEM.

The first six months of the present fiscal year were showing an improvement. The working expenses had been cut down from \$4,104,018 for the first six months of last year to \$3,925,210 for the first six months of this year. The revenue had been increased from \$3,621,283 to \$3,855,939. The deficit for the first six months of this year was only \$71,281.

Mr. Barker—You have had no snow this year to put up your working expenses.

Mr. Emmerson—Neither did we last year for the first six months. The snow came after the end of December. The two periods are on the same footing as far as weather conditions are concerned. The improvement in the financial showing for the first six months of the present year was \$411,468.

To account for this Mr. Emmerson said that he took last summer the first opportunity that had occurred since he had been made minister to go over the road and see what was the matter. Before doing so he secured as deputy and chief engineer Mr. J. Butler, and a better man could not be found for the purpose. They had made a thorough examination. They had found some leaks and some places where there could be improvement made. They had found that all branches of the employees were willing to co-operate, and they were getting that co-operation now from the employees and from members of parliament and from the people in the reforms which were being instituted. Some reforms had been instituted, and they had worked well, though the time has been too short for them to become fully effective. There were other reforms contemplated. The car service was being reorganized. The coal handling arrangements were being changed in a way which was bound to yield a better financial result. The accounting system was being modernized. The passenger rates were being advanced. Authority was being taken to increase the freight rates. The block system, which entails

the employment of an extra number of depot men and despatchers, was being modified as respects freight trains. The staff was being reorganized and brought into closer and better working relationship. The shop equipment was being modernized. Finally, the passenger train service, was being reduced to the business requirements of the country. The whole road was being treated as a business proposition. A member on the opposition side said he was glad to hear about the passes. Mr. Emmerson said "Yes, the day has gone by that my friends across the way used to know about, when the passes were issued in bundles like shingles and when voters were carried free by the train load."

ROAD WON'T BE SOLD.

Referring to the rumors as to the sale of the road, and as to placing it in commission, Mr. Emmerson said that he did not wish to charge any Canadian road with campaigning to get possession of the Intercolonial. But if he were the manager of a rival company he would take care to have circulated just the sort of rumors that have been circulated for the past six months.

The government of Canada has no intention of selling the Intercolonial or of placing it under a commission or of doing anything with it but retaining it in its present status, but at the same time of putting it on a paying basis. There was no more occasion why the Intercolonial should be given to a commission to manage than there was why the post office, the public works department or the militia should not be given to a commission.

It had been said that a commission would rid the road of political control. There was another road with which the Intercolonial was often compared. This was the Temiskaming road owned by the province of Ontario and managed by a commission. When the government of the province changed recently the commissioners of the road were dismissed and a new set of commissioners of the same politics as the new government was appointed. That was a sample of how commission operated roads were freed from political control.

"Under the present system of management," he said in conclusion, "I think that the Intercolonial can be made to pay. I am determined to do my best to put it on a paying basis. I hope to live to see the day when I can stand on the floor of this house and say not that these things are true, but that these things are."

There was hearty applause from the government benches when the minister of railways finished with this declaration.

MR. OSMAN OBJECTS.

Mr. Osman said: This is a very important matter and the proposition should be most seriously considered. The fact that it is made shows that the development of these coal areas by the government is a very important matter for which they should receive due credit. We have today to decide whether we accept an offer made by men who have no intention of losing money or retain the road ourselves. I would give up the railway with great reluctance and when called upon to vote I do not hesitate to say I will vote against accepting the offer.

Mr. Burns approved the resolution.

MR. ROBERTSON ALSO OBJECTS.

Mr. Robertson—I would like to feel that I could conscientiously support the resolution, but I fear that I will be unable to do so. I have great faith in the Central Railway and believe that the road would be operated in the helping that railway. The offer which has been received to lease it will give us only three per cent on the sum expended. If the offer had been four or even three and a half I might have been willing to accept it. I look at the probability of the railway being taken over by the Grand Trunk Pacific, and whether that railway comes down the valley of the St. John or crosses the province, it will certainly go to Chipman. Not long since two important officials of the Grand Trunk Railway went over the road and reported favorably on it as a branch to St. John. It seems to me that this offer may be a pure speculation and that the men who make it may have inside information. I do not hesitate to say that the Central Railway will be a cheap road to anyone at a million dollars.

Mr. Hazen—Has the government no policy on this question?

Hon. Mr. Tweedie—We will announce it at the proper time.

Mr. Maxwell felt that the passage of this resolution would mean want of confidence in the government. If it would mean anything at all, I had

of the government and from the representatives of Queens and Sunbury, as to the necessity of guarding well the interests of the people in the running of the road under the proffered lease. The government has already spent the large sum of \$700,000 on this road, but it had not been all wisely spent. Why had the line not been extended to Fredericton, and why had the representatives of York county maintained a studious silence all the time the government was falling to carry out the original promise that the Central line would tap the waters of the St. John river at the mouth of the St. John river? I have read Engineer Brown's report carefully and I listened with attention to Dr. Pugsley's speech on it in the budget debate, yet I am forced to say that I am not now in possession of the information necessary to cast an intelligent vote on the resolution. Who are the people behind Greenshields? What guarantees have the government that the road will be operated in the interest of the coal owners of Queens county? Is this merely a job to be sent some particular friends of the administration? If so, the engineer says the road will earn \$40,000 a year why take \$21,000 rental for all time?

MR. MAXWELL'S AMENDMENT.

Mr. Maxwell then, seconded by Mr. Smith, moved the following amendment:

Whereas, the only information concerning the proposed lease of the N. B. Coal and Ry. that has been submitted to this house is contained in the letter of Greenshields & Greenshields, attorneys at law, dated the 17th day of February last, and it does not appear from said letter who are the persons or corporation for whom they are acting or for what purpose the desire to acquire the said railway;

Therefore resolved, that in the opinion of the members of this legislature it is not advisable to express any opinion in favor of or against the proposed lease until further information with respect to the same has been submitted to the house.

A FORTUNE IN COAL.

In the opinion I have formed of the future of this road I have not relied on my own judgment. Some years ago when I became an advocate of this line I was influenced by the reports of many experts who led the government to believe there were 200,000,000 tons of coal worth \$250,000,000 in Queens county, we went into the matter after much careful consideration. Experts had tested the coal side by side with the N. S. article and found it just as good for steam purposes. Then we had other guides. Three years ago when the G. T. P. project was first mooted, those high authorities assured me that it would run into St. John from Chipman over the Central route. If Mr. Hill had been in parliament twenty years ago he would have been found voting with those who opposed the construction of the C. P. R., and who decreed the great Northwest as the home of the wolf and the bear, and as a seat of another transcontinental line away and we find the C. P. R. earning a net annual revenue of \$200,000, and we find Sir Wilfrid Laurier building another transcontinental line away to the north that will open up a vast territory and do a business even greater than the C. P. R. We have the pledged faith of the parliament of Canada that the G. T. P. will be built from Winnipeg to Montreal, and have the assurance of the minister of railways that work will be commenced in New Brunswick and Quebec at an early day.

House took recess until 8 o'clock. After recess Hon. Mr. Pugsley said: (Continued on Page 7.)

Provincial Legislature in Spirited Debate Opposes the Leasing of the Central Railway.

FREDERICTON, N. B., March 13.

The house met at three o'clock.

Hon. Mr. Tweedie from the committee on law practice and procedure, submitted a report recommending bill 33 to amend the New Brunswick pharmacy act and bill 13 relating to the property of married women to the favorable consideration of the house and against the passage of bill 30 relating to the civil engineer's act.

The following bills were introduced: By Mr. Copp, to exempt the Hickman Flour and Grain mill from taxation; Hon. Mr. Labllois, to amend the Ritchie's Boom Co. Incorporation act; Mr. Burns, to amend act relating to assessing for lighting purposes in Bathurst; Mr. Robertson, to amend act permitting railways to run over certain St. John streets.

Hon. Mr. Jones introduced a bill in addition to and in amendment of the school act which he explained section by section. Section 1 provides for including the cost of text books and other necessary supplies in the district assessment. Section 2 that five acres of land instead of one acre may be attached to consolidated schools. Section 3 that vaccination certificates for pupils shall be henceforth looked after by the board of health and not by the teachers. Section 4 that after ten years the board of education may withdraw the grant to the teacher and transfer it to some other school in the same county. Section 5, children of residents of a county may be educated in the grammar school from grade 9 up. The lower limit now is grade 8. Section 6 to empower the teacher to reserve order and protect the pupils from interference and annoyance by visitors. Section 7 to empower the board of education to strike from the list of districts any school district that makes any lengthy remarks. The board failed to make provision for the presence of the children to the school of neighboring district as by law provided, and annex the property of any contiguous district or dis-

trict.

Hon. Mr. Jones introduced a bill relating to the provincial hospital, which ratifies the regulations made by the commissioners under authority of the legislation of last session.

The house in committee on the bill relating to the town of Chatham struck out the sections empowering the town to assess the personal property of any incorporated company within its borders, it being understood that the government will introduce a general act dealing with this matter.

The bills relating to the property of a married woman deserted by her husband, and to amend the N. B. Pharmacy Act, were agreed to with slight amendments.

MR. HILL'S RESOLUTION.

The order of the day being called, Hon. Mr. Hill moved the following resolution:

"Whereas, the premier of the province has informed the house that an offer has been submitted to the government to lease the railway known as the N. B. Coal and Railway and rolling stock at a yearly rental of \$21,000 per annum, the lease to be for 99 years, and that satisfactory guarantees would be given for payment of the rent and keeping the railway and rolling stock in repair, the repairs and improvements now being made on the road to be completed and the contract fully carried out;

"Therefore resolved, that in the opinion of the members of this legislature it is desirable and in the interest of the province that said offer should be accepted upon sufficient guarantee for the running of the road and keeping it in good order, and repairs by the lessees being given to the satisfaction of the government."

Mr. Hill said: In offering this resolution it is not necessary that I should make any lengthy remarks. The question to be decided is a simple one. The province has an asset or piece of property on hand known as the N. B. Coal and Railway property. This it can sell or lease or operate as a government proposition. What is the rail-

way worth to the province? A government cannot run a railway as cheaply as a company, nor can it pick up business as well. Take the case of the Canadian Pacific railway as an illustration. By the energy of its agents it has been able to draw business to St. John not only from Western Canada, but also from the Northwest and the United States. In figuring whether we should have three or four per cent on our investment, the real point seems to be lost sight of. What is the value of the property to us. Some profess to see the G. T. P., which may never be built, coming to Chipman, but in the meantime this road will be going behind. There is no question that if we hold on to it we will be involved in large expenses for changes of grade, for heavier rails and for maintenance, and also for more rolling stock. Then there is the danger of accidents, washouts, snow blockades and other things to increase the expenditure.

There is not a railway in the province for which a bright future has not been predicted, yet we all know how these promises have been disappointed. I think that my friends opposite should vote for this resolution unanimously. They have been calling this a sink hole and declaring it would never pay and having declared themselves so strongly I cannot see how they can fall to vote to get rid of it. I think that to run this road would be a steady loss, and if the opposition vote that the government should keep it that would be politics and not patriotism. Yet politics should not influence us in this vote.

Mr. Hazen—Have you any information as to whom Greenshields is acting for?

Hon. Mr. Hill—I have none whatever. Principals do not usually show up. If this offer is not accepted those who made the offer will not wish it to be known that they ever made it. I do not think that the government has any more information on this subject,

an offer from persons who wish to lease this road on terms which amount to a sale. If this is accepted they propose to pay the province the sum of \$21,000 a year for 99 years.

The question to be decided is a business one—"Is it in the interests of a province to accept the offer or to operate the railway as a government company?" My opinion is decidedly that the offer should be accepted. I do not believe that the government can run any railway as cheaply or derive as large an income from it as a strong company would. Politics would come in and would increase expenses and diminish income. That is a good deal of figuring over this proposition. It is said that the province has spent seven hundred thousand dollars on this road and that the offer is only three per cent on that sum, while we now cannot borrow money at less than 4 per cent. I do not think that this is correct reasoning. The province did not do this as a commercial speculation, but for the purpose of developing our resources.

In the first place the sum of \$460,000 was granted to this company which we never expected to get back, and the interest on that would be eighteen thousand dollars, so that instead of losing \$7,000 a year by accepting the offer we are gaining \$11,000. For my part I would not have considered it had proposition to give a capitalized sum which would be equal to \$170,000 a year to the road outright to get rid of it. It has even been contended by some gentlemen opposite that we should have the interest on the amount we gave this railway as a subsidy. Now a subsidy is a gift and we have no further claim on the railway to which we give it. If the I. C. R. should be sold to a company it is not likely that all the millions spent on the road will be counted as part of the price and in addition all the deficit since the road was in operation.

MR. HILL'S FIGURING.

We can figure this on a square business proposition. What is the rail-

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SUN PRINTING COMPANY, ALFRED MARKHAM, Manager.

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THE SEMI-WEEKLY SUN.

ST. JOHN, N. B., MARCH 17, 1906.

THE FUTURE OF THE I. C. R.

While any present danger of the removal of the I. C. R. from the public control is apparently past, the people of these provinces, to whose prosperity the maintenance of this interprovincial highway as the people's road is so essential, should not forget that the menace has not passed forever, that the next year or so will be, in a way, a period of probation upon the result of which will depend the road's ultimate destiny.

While Mr. Emmerson's able speech printed in yesterday's Sun will go a long way toward silencing such criticism of the present system of management as is based on honest opinion, it must not be forgotten that the backbone of the present agitation for the sale of the I. C. R. was the greed of the great railway companies between whom and absolute mastery of Canadian transportation the government road is the only barrier. That greed remains and those whom it possesses are not easily discouraged.

The idea is prevalent throughout Ontario and the west that the I. C. R. exists only for the benefit of the lower provinces, and it is impossible wholly to dispel it. It is also impossible to overcome altogether their sectional selfishness by pointing to the fact that the lower provinces do not protest against being taxed for the maintenance of the canal, from which they derive directly no profit at all. It is apparent that Ontario and the west can only be induced to look with continued favor upon the maintenance of the I. C. R. as a government road if it can be so maintained without directly taxing them.

Clearly, though cheap rates provide in the end as real a surplus for the owners, who are the taxpayers, as anything that could be shown on the books, and though the maritime provinces are as much entitled to the balance of benefit therefrom as is Ontario to the canal, the only way we can be sure that the I. C. R. will not be taken away from us is to have it run on an ordinary business basis and so as to show on its yearly balance sheet surpluses where deficits have stood. Mr. Emmerson has declared that he can do this and without unduly burdening the users of the road. The results of his management for the past six months show that he can do this. But the task will not be easy and it is one that maritime provincialists can make much harder by injudicious

opposition and unfair criticism. To guarantee success he needs not only co-operation but substantial evidence through the press and through personal assurance and influence that the people of these provinces are with him in his fight for a continuance of government ownership and operation of the I. C. R., which is also their fight.

SCORNFUL DEMOCRACY.

The democratic ears of the Portland Press are offended by the traditional phraseology of the invitation sent by Canada to the King and Queen requesting their presence at the ceremony attending the opening of the Quebec bridge. Scornful of the slaves whose lips could utter such words, it quotes: "Your Majesty," "beg to humbly convey," "loyalty and devotion," "subjects," etc., and loftily remarks that Americans are not "subjects" of anybody and do not bend the knee or lavish adulation upon king or commoner. "Worms of the dust" it styles Canadians.

Perhaps they do not bend their knees, these Americans who are so proud of their surface democracy, but they bow their backs under governmental burdens, oppressive and tyrannous beside ours. It pleases them to say they are not "subjects," but they submit without murmur to autocracy on the part of their rulers such as would cost King Edward his crown, popular as he is. Because they choose their own King and call him by the uncouth title "Mr. President," they affect superiority over us who give the nominal head of our government more nice names than they do, but not one-tenth the actual power.

It seems impossible to make the average American understand the feeling of the average Britisher toward the throne—how it symbolizes for him all the greatness of the empire, focuses all that is high and glorious in British history and tradition, makes concrete and tangible what would otherwise be abstract and scattered and might largely be lost. The temporary occupant of the throne is a secondary consideration. If his or her personal qualities add to its splendor, as in the case of recent sovereigns, so much the better. Should he be unworthy, he would hold a smaller personal place in the minds of his so-called subjects than a crown-puppet and would exercise as much influence upon the country's affairs. But the throne would still be the throne, the nerve centre of all fibres of patriotism and pride of race that make the Empire great.

Theoretically there is much to criticize and much that seems today anachronistic about a constitutional monarchy. But practically, as worked out in Great Britain, it provides as democratic a government and fosters as free a spirit among the people who live under it as any system yet evolved.

COMPROMISE.

It was a suggestion of the attorney general's at the meeting of the corporations committee in Fredericton yesterday afternoon that instead of attempting to cut each other's throats, the managers of the street railway company and the representatives of the city should get together with the idea of seeing if an amicable settlement of differences could not be made. Similar advice has been offered by the Sun more than once and the contending parties are wise in following it.

There is no reason why the city and the street railway, which have so much in common, should war with each other. There is every reason why they should not. Under present conditions the good will and fair treatment of each is necessary to the wellbeing of the other. The city can greatly injure the street railway and the railway can greatly annoy the city. But each can also help the other and without doing injustice either to the taxpayers or the shareholders.

Surely there is some fair basis for compromise, especially since the company has expressed its willingness to submit to reasonable assessment on its gross earnings, which by all odds is the fairest and best method of taxation under the circumstances.

As was indicated by Thursday's debate, the legislature has rejected the proposition to lease the Central Railway to an unknown syndicate forever for the sum of \$21,000 a year. Under the circumstances it has chosen the wiser course. The only remarkable thing about the vote last night was the attitude of the premier. It is difficult to understand how, in the face of the good reports of the present condition of the road given by the government officials and the optimistic predictions concerning its future made by his colleagues, he could favor the acceptance of the Montreal offer.

DROWNED IN WELL

SYDNEY, March 15.—Shortly before midnight last night Sarah McCormick, a young woman nineteen years of age, was found dead in her grandfather's well at Glace Bay. The well is about thirty feet deep. There was considerable ice about the well, on which it is presumed that she slipped and fell in. Coroner Pihlani will hold an inquest.

MONCTON AFRAID OF COMPETITION

Of Proposed New Electrical Company

And Will Oppose Request of Amherst Promoters — Location of the I. C. R. Shops Discussed.

(Special to the Sun.) MONCTON, March 15.—At a meeting of the board of trade tonight it was decided to oppose the granting by the provincial parliament of incorporation to the Maritime Power and Tramway Co., Ltd. L. J. B. Johnston of Amherst is solicitor for the company, which is asking for incorporation with power to supply and generate electrical energy and transmit, lease, sell or otherwise dispose of the same, also to construct and operate and maintain an electric tramway in Westmorland county.

The board will communicate with the local representatives at Fredericton tomorrow asking them to oppose the granting of such legislation, as the company may enter into competition with the electric light department in supplying the city. While the members of the board admit that a radial railway would be a good thing still they do not view with favor the granting of extensive rights to the company. The location of the I. C. R. shops was discussed, and it was decided to endorse the action of the city council, which offered to give Bridge street to the government on condition that the land adjoining this street should be appropriated for the construction of the new shops. The opinion of the board was that the shops should be built as near as possible to the former location so as not to disturb the property values in the city. It was decided to delegate leading citizens, including Mayor Steeves, President Hawke of the board of trade and others to be sent to Ottawa to confer with the minister of railways on the subject. It is understood that the shops should be built on the site offered by the city, which is just alongside their previous location.

President Hawke, who was chairman of the delegation which interviewed the local government in regard to the subsidy for the river steamer and also for a subsidy to extend the Albert county railroad to a point opposite Moncton, made a report and said there was every reason to believe that both requests would receive most favorable consideration at the hands of the local government. The board also discussed the prospects of holding an old home week during the coming summer, but took no action along this line. The Moncton hockey team returned tonight from New Glasgow by the maritime express.

ALLEGED PLOT WAS ALL A HOAX

Never Was Any Attempt to Assassinate Rev. Dr. Charles Parkhurst of New York.

NEW YORK, March 15.—The alleged plot to assassinate Rev. Dr. Charles Parkhurst, the noted divine and reformer, was all a hoax, according to a confession made today by Lawrence Rogers, the man who told the story upon which the investigation was conducted. Rogers' confession was made before Magistrate Walker in police court this afternoon while he was being examined in John Doe proceedings in connection with the affair. He was promptly arrested on the motion of District Attorney Jerome and held for the grand jury on a charge of perjury. According to the story upon which today's proceedings were begun, Rogers, a former prison guard, alleged that he had been approached with an offer of \$500 if he would put Dr. Parkhurst's "lights out." He was led to unfold his story to Robert Kelly of the Citizens' Union, through gratitude, it was said, because Kelly had done him a good turn. In this story Rogers involved the police in the alleged plot to take Dr. Parkhurst's life. Kelly, finally laid his information before the Parkhurst society, and the district attorney was notified.

When Rogers was taken into court today to testify against two policemen who had been named in his story, he made the confession. "It was all a joke," he said. "I started it as a joke, and when they got pressing me hard I kept stringing them so I could hold my job. I made the affidavit all right, but I won't send any innocent man to jail. I'll take ten years myself first."

GREAT CATCH OF SEALS

HALIFAX, N. S., March 15.—Thirty thousand seals have been landed on Magdalen Islands up to date, about ten per cent. of them being old seal. This is by far the largest catch on record and will net the inhabitants about fifty thousand dollars.

WHOOPIING COUGH.

"My three youngest boys had whooping cough this winter and we were getting nothing to help them until I sent for Dr. Chase's Syrup of Linseed and Turpentine. It arrested the coughs at once and they kept right on improving until they were cured at the cost of one dollar. That was not a large bill for so dangerous and distressing a disease."—Mrs. Wm. Ball, Bridge, Ont.

SHIPPING NEWS.

PORT OF ST. JOHN.

Arrived. March 15—Str Sicilian, 2363, Fairfull, from Liverpool via Halifax, Wm Thomson and Co, mds and pass.

Str Halifax, for Liverpool, from Halifax and call ports, Wm Thomson and Co, pass and mds.

Str Cora May, 117, Hogan, from New London, Conn; N C Scott, with 70,000 T. R. R. lumber for Rhodes Curry Co, Amherst, N.S.

Cleared. March 15—Str Beaver, Kennie, for Hervey.

Tug Lord Wolsey, Wiley, for St. Martins.

Sailed. March 15—Str Freke, 377, Froslund, for Halifax.

Str St Croix, 1084, Thompson, for Boston via Eastport.

Domestic Ports. HALIFAX, Mar. 14—Ard, str Sicilian, from Liverpool, and sailed for St. John, N.B.; Beta, from Jamaica, Turks Island and Bermuda; Lake Michigan, from St. John.

HALIFAX, N.S., March 15—Ard, str Koenig Louise, from New York, for Genoa, (put in with rudder broken); Sarmatian, from London and Havre, and said for Portland, Me.—W D City, from St. John, N.B.; brig Leo, from Turks Island, for Lunenburg, and did.

Said, str Lake Michigan, Webster, for London.

British Ports. BROW HEAD, Mar. 14—Passed, str Lake Champlain, from St. John, N. B., and Halifax for Liverpool.

GLASGOW, Mar. 14—Ard, str Athenia, from St. John, N.B., via Liverpool.

SHARPNES, Mar. 13—Sid, bark Orion, for Bridgewater, N.S.

ALEXANDRIA, Mar. 14—Ard, str Arabis, from New York.

LIVERPOOL, Mar. 14—Ard, str Southark, from Portland.

QUEENSTOWN, Mar. 14—Ard, str Tonic, from New York for Liverpool.

SOUTHAMPTON, Mar. 14—Sid, str Kaiser Wilhelm II, for New York.

LIVERPOOL, March 15—Ard, str Iberian, from Boston, for Manchester.

SID, str Paradise, for Halifax and St. John, N.B., via Moville.

LIVERPOOL, March 15—Sid, str Cornishman, for Portland.

LONDON, March 15—Sid, str Roman, from Liverpool, for New York.

BRISTOL, March 15—Ard, str Monmouth, from St. John, N.B.

LIVERPOOL, March 15—Ard, strs Lich, Champlain, from St. John and Halifax, Toronto, from New York; Saxonia, from Boston.

MOVILLE, March 15—Ard, str Cornishman, from St. John and Halifax.

PHILADELPHIA, Mar. 14—Sid, str Corcan, for Philadelphia via St. John's, N.B.

QUEENSTOWN, March 15—Sid, str Cedric, for New York.

Foreign Ports. CITY ISLAND, March 14—Bound south, str Hugh John, from Liverpool; NS; Elsie, from Bridgewater, NS; Bertha and Pearl, from Gloucester; Harry J. Pinner, from Providence; Oakwood, from Lunenburg; Fred B. Balan, from St. John, Me; F. W. Erman, from New Haven; Harriet C. Kerlin, from Bridgeport.

CHATHAM, Mass, March 14—Light north, clear at sunset.

PORTLAND, Me, March 14—Ard, str Turcoman, Jones, from Avonmouth; Kensington, Gower, from Liverpool; Manhattan, from New York; Seth A. Brown, from Rockland, from New York; Rosa Stueler, from Shepscot River, for Block Island; Wm L. Elkins, Dixon, from St. John, for New York.

BOSTON, March 14—Ard, str Barren, from Antwerp; Guit of Ance, from Fowey, Eng; Harry; Bostonian, from Manchester, Eng; Biorian, from Calcutta and Colombo; str Marcellan, from Liverpool.

SID, str Winifred, for Liverpool; Dominion, for Louisville, CB; str Dorothy B Barrett, for Norfolk.

CID, str Beaver, for Annapolis, N.S.

CHATHAM, Mass, March 15.—East-erly gale, with rain at sunset.

CITY ISLAND, March 15.—Bound south, str Silvia, from St. Johns, N.F. and Halifax, N.S.

BOSTON, March 15—Ard, strs Cestrian, from Liverpool; Torontol, from Hull, Eng; Arannore, from Halifax; NS; Boston, from Yarmouth, NS; Mystic, from Louisville, CB; strs Werra, from Bay of Islands, N.F.; G M Cochran, from Port Greville, NS; D Mangon, from Portland; Hastings, from Rockland, Me.

THARSD, strs Anglian, for London; Mystic, for Liverpool.

BOOTHBAY HARBOR, Me, Mar 15—Sid 14th, strs Orozimbo, Britt, for Calais; R Carson, for St Martins, N.B.

SALER, Mass, Mar. 15—Ard, strs Wm L. Elkins, from St. John, N.B., for New York.

VINEYARD HAVEN, Mass, Mar. 15—In port: brig Ohio, from Edge-water for Bridgewater, NS; str Rebecca J Moulton, from Jacksonville for St. John, N.B.

Northeast storm with rain at sunset. At 7 o'clock tonight all the vessels in the harbor were holding their anchor-ages all right.

Miscellaneous. SAN FRANCISCO, March 15.—The long overdue British ship Drumetir, 99 days from Newcastle, arrived here today after having passed through several gales. She is a sister ship of the Drumguy, which has been given up as lost.

Shipping Notes. The South African liner Oriana is due at New York early next week, and after going into dry dock will proceed to this port to load cargo for South Africa last week.

The schooner Bluenose has been purchased by Capt Gerald I MacNamara, J Newton Pugsley, I Lorne Pugsley, John E Murphy, Alonso O Seaman, and Frederick Smith, all of Parrsboro. She was built in 1902 at Mount Denon, N.S. is 166 tons register and is a splendid vessel. She will be commanded by Captain MacNamara. Schooner Grace Darling is discharg-

ing a cargo of oak at Parrsboro for Rhodes, Curry Co, and it will go forward to Amherst, N.S. Schooner John G Walter is in Parrsboro bound to Vineyard Haven with a cargo of lumber loaded at Moose River. Schooner Maple Leaf is loading lumber at Moose River for United States.

SAVE NIAGARA.

(Montreal Witness.) The report of the Niagara park commissioners, presented a little while ago to the provincial government of Ontario, recommended a full and immediate enquiry into the question of the Falls and their use for the development of power. They report that the volume of the Falls, on the United States side and the Canadian side taken together, has been reduced about seven per cent. by companies already in operation.

This of course does not affect the Falls water and fire purposes; to be taken by companies whose works are just completed or are in process of construction. Even this may possibly leave a respectable amount of power. But the fact that six in the United States and four in Canada—are already authorized to develop power, and may be expected to commence work shortly. There is, therefore, a very real danger that the Falls may soon cease to be the object of scenic grandeur which they have been for unnumbered generations, and, like a shorn Amazon, be condemned to power the mills of the Papermills. The commissioners think that the Canadian and United States governments should agree to prevent any withdrawal of water from either side of the river in excess of the charter now extended. It is gratifying to find this matter referred to in the speech from the throne at the opening of the dominion parliament on Thursday. It is to be hoped that the Dominion and the provinces, and those of New York and the United States, will work harmoniously in the endeavor to preserve the scenic beauty of the Falls. Canada should feel herself specially interested in this effort, as the trend of the main channel of the Niagara River towards the north shore sends no less than ninety per cent. of the flow over the Canadian Falls. "Niagara's centuries of idleness splash now being atoned for by useful service," said one when the Falls were first "harnessed." The two nations into whose charge this great wonder has been committed must, however, that no social utility is lost shall lead them to allow the destruction of its beauty and grandeur.

ECEMEA FOR 20 YEARS.

"I was troubled with eczema for twenty years and was treated by three doctors to no avail. Dr. Chase's Ointment has cured me completely and I have not had the slightest return of this disease."—John Pratt, Blyth, Huron Co., Ont.

THE SPIRIT OF THE NIGHT.

(Montreal Witness.) Silent and sad, from the glowing East, came as a shadow of gray, Darkening swift and passing the steps of the light of the falling day. The light of the day grows faint in the West, and dies upon hillsides and in the valleys, and I wander over the land, bringing peace to the weary souls of men.

I gently steal through the drooping groves of many a sleeping tree, And a whisper comes from the forest depths—they are murmuring thanks to me; And I pass to the lover who waits alone for the message sweet that I bear. From one whom he loves, who is far away, and yet, in my presence, is near.

And myriads of silvery-blue fireflies o'er my tremulous shadows stream, Dancing and flickering and fading away in a luminous misty gleam; And the conclusion of the night sky, to sweep me upon my way. As I softly sweep over the sleeping earth in the path of departed Day.

Thus, silent, cool, and caressing, I come, and as silent and cool I go, Darker and deeper, and darker yet, ere the radiant morning's glow, Till I die like the sound of a song that was sweet, dreamy and dim and sweet.

At the sound of the mighty music of dawn, when thousands of voices meet.

S. MORGAN POWELL.

MARRIAGES.

BURLEY GARNETT.—At St. John (west), March 14th, by Rev. W. Ferguson, George Burley and Edith Garnett.

ROBERTS-RANDALL.—In New York City, March 10, by Rev. J. H. Henry, Miss Jessie Scott Randall, daughter of Dr. E. C. Randall, of Hillsboro, to Frederick Winston Roberts, of New York.

NASON-CLARKE.—At the residence of A. Lammon, Albert Street, on March 13th, by Rev. David Long, Asa T. Nason, of Marystown, N. B., to Miss Mabel E. Clarke, of Hillsboro, Westmorland county, N. B.

SMITH.—On the evening of the 13th inst., Eliza Quinlan, beloved wife of Robert A. Smith, late of Newcastle, Queens Co., in the 54th year of her age.

CARLIGREN.—In this city, on the 13th inst., Robert Gerald, dearly beloved son of Lars and Fanny Carligen, aged 3 years and 7 months.

EWART.—At Lorneville, March 13th, M. J. Ewart, aged 16 years, leaving three brothers and two sisters.

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SCOVILL.—On Monday, at the residence of W. Walker Clark, Henry Scovill, leaving a widow and one son.

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LEGISLATURE REJECTS CENTRAL RY. LEASE.

Proposition Turned Down by a Vote of 29 to 9—Opposition Amendment Also Defeated—Premier Tweedie Favored the Lease.

FREDERICTON, N. B., March 14.—This afternoon Hon. Mr. Tweedie presented the report of Hotel Dieu Hospital, Campbellton, and the report of the factory inspector.

Tonight the following bills have been recommended by the corporations committee, were agreed to in committee of the whole house with some slight amendments: To amend act relating to the village of Bath, Carleton Co. To amend act incorporating Andover water and fire purposes; to postpone Charlotte Co. valuation, and amend the Bartibogue Boom Co. incorporation act; to amend the Coverdale River Log Driving Co. act. The order of the day being called, Hon. Mr. Tweedie resumed the debate and Mr. Hill's resolution approving the lease of the Central Railway. He said "the subject matter of this motion does not of itself require many remarks from me and were it not for the extraordinary attitude of my friends opposite I would have very little to say. Not that they have left me anything to answer, but from the unfortunate manner in which they have put the case before the house some comment would seem to be required. The opposition member for St. John expressed great surprise at the resolution, but he has been surprised at everything since he came to this house and he must have been still more surprised before he came here after being elected for St. John over a much better man than himself. The member for St. John has virtually taken charge of the opposition and claims to be an expert at everything. He is an expert on finance and has attacked the finance minister of the government with respect to his duty. I think that a little more modesty on the part of a new member would be more becoming and that he might take the advice of one of old to tarry at Jericho until his beard had grown." In this connection Mr. Tweedie discussed the purchase of that notorious steam shovel from Mr. Brown, defending the government's action.

Continuing he said: "I must confess that the opposition are entitled to some sympathy in connection with the Central railway. It was on this that they proposed to make their grand attack upon the government and ground was cut from under their feet by the offer to lease it for \$21,000. Now, when they are asked to say whether they still accept of the offer, they become agitated. They do not know how to vote; they are afraid to express any opinion and they pretend that the reason is that they do not know the names of the persons making this offer. It has been made through a reputable firm, and what difference does it make whether it is the G. T. P. or the C. P. R. who wants to obtain this road? The leader of the opposition says that he would be inclined to let it go for \$21,000, if the G. T. P. but not if it was to be leased to speculators. When did he come to the conclusion that he would have no right to ask Greenhills' 'whom do you represent?' It is not customary for principals to declare themselves. All that we have to do is to see that the rights of the public are protected. I am pleased that the member for Charlotte has seen fit to introduce this resolution. My view is that we should accept of the offer providing that sufficient guarantee is given and that the rates charged are subject to the approval of the government.

The leader of the opposition claims that the offer is not in the interest of the Dominion subsidy. Whoever heard of such an absurd proposition? He said that we should receive interest on the subsidies we paid to the road fifteen years ago. Yet we have given hundreds of thousands of dollars to other railways in the shape of subsidies without the slightest expectation of receiving anything in return. The amount that we have to consider is \$700,000. If we were paid for this road in cash and put the money in the bank we would only receive three per cent. for it. One reason why I am in favor of accepting this offer is that the government has no machinery for running railways. I may be entirely wrong in my view of this matter, and I hope I am. I desire not to be understood as trying to lead or to influence any member. I am dealing with this subject purely as a business proposition and as a private member of this house. I think that whatever the result may be that with respect to this railway the policy of the government has been fully justified.

Mr. Clark congratulated the premier on his speedy recovery from his sudden cold last evening and on the oratorical wealth of his speech, which showed great skill in evading the resolution altogether. The opposition were satisfied with the amendment and that it will commend itself to the good sense of the people of this country. The opposition had been charged with manifesting hostility to the development of the Queens and Sunbury coal fields. But that charge was baseless. What they had objected to was the reckless manner in which the people's money had been squandered. I cannot tell whence this offer came, but

no spectacle could be more humiliating than the course of the government in taking shelter behind the wings of the member for Charlotte. After having exhausted the patience of the country the premier comes down with an offer to lease the road for \$21,000 a year, an offer concerning which no details were given, no information to tell whether it came from friend or foe, from speculators anxious to make money out of the deal. A little while ago the premier said the government would decide whether the offer should be accepted or not, but a change has come over the spirit of their inebriated dreams and they confess their inability to arrive at a decision. They are on one of the following three horns: First, that they have no faith in the attorney general's statements; second, that the government has not the courage of its convictions; third, that it lacks the necessary business ability to deal with the question. The only reason to lease the road that I can see is the fear that it may continue to be a sink hole for the provincial treasury for a long time to come, but as I am situated tonight and as other members are situated, we have not the information that would enable us to vote for the resolution, so I will not vote for it. An amendment moved by the hon. member for St. John.

Mr. Osman said he did not intend to speak again, but after the most pitiable exhibition made by the member for Charlotte he felt he must say a few words. The premier had given out that this was an open question, yet the opposition had not the courage to give an open, honest vote for the resolution. Mr. Murray could not see the sense of vote as he had strong views on this matter. From outside sources he had learned much and came to the conclusion that the road would open the Queens Co. coal areas and give much employment to our people. This was an era of railway extension and we had the best of assurances that the G. T. P. will come through this province, running close to the coal fields, and there tapping the supply of coal which it will require in large quantities. There was a great future for these coal fields, and holding this view, I feel it would be a great mistake to lease the road for \$21,000 a year, an offer of speculators who expected to make a good thing out of it. Let the province lease the good things itself. Nor was it a mistake to lease the coal fields, but this is not absolutely certain and the time will come perhaps long when the government would be in receipt of better offers. There was opposition to the government man-agement of this, but there are instances, and in this case the government should control the road until better terms come.

The vote was then taken on the amendment, which was defeated as follows: Yeas—Hazen, Flemming, Smith, Grimmer, Clarke, Maxwell, Hartt, Morrison—8. Nays—Hill, Tweedie, Puseley, LeBlond, Farris, Jones, Hill, Pears, King, Whitehead, Copp, Scovill, Osaman, Ryan, Carpenter, Burden, Goggin, Barnes, Murray, Lowell, Dr. Ruddick, Young, Poirier, Burgess, LeBlond, John, Martin—28. Mr. Hill closed the debate and was speaking of the amendment as a dodge when he was called to order by Mr. Maxwell, and the speaker ruled the point that he could only speak to the original resolution. In spite of all the declamation of the members for St. John and of the powerful speech of the attorney general, Mr. Hill stood his old ground that it is expedient to get rid of the road in the public interest. There was no security that the offer would be defeated, let alone a better one made. The main motion was then lost on the following division: Yeas—Hazen, Tweedie, Hill, Messrs. King, Whitehead, Dr. Ruddick, Tweeddale, Burgess—7. Nays—Hos, Puseley, Lablouis, Farris, Jones, Copp, Scovill, Osaman, Ryan, Carpenter, Burden, Goggin, Barnes, Murray, Lowell, Robertson, Hazen, Flemming, Smith, Grimmer, Young, Johnson, Clarke, Maxwell, Poirier, Lezer, Clair, Martin, Hartt, Morrison—28.

CHARLOTTETOWN, P. E. I., March 14.—Last night at Westley River, Hon. Augustus McMillan,

COUNTRY MARKET.

The markets do not show any extraordinary changes for this month. Pork is higher, but there have been small declines in other staple articles.

Table listing various commodities and their prices, including Turkeys, Beef, Pork, Eggs, etc.

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DEORNING STOPS LOSS.

possibilities are offered and reckless enough to accept the first offer and hand the railway over to these gentlemen.

Table listing various commodities and their prices, including Bran, Oats, Beans, etc.

THE FINANCIAL SIDE. Now, what is needed to pay the interest on what we have expended on this road?

PROVINCIAL LEGISLATURE IN SPIRITED DEBATE. Before recess I was speaking of the grades on the intercolonial railway.

REASONS FOR KEEPING THE ROAD. To begin with, let me call attention to the fact that after a careful examination of the road by an experienced engineer, he has been of the belief that when put in good condition it would earn \$400,000 a year.

THE G. T. P. COMING SURF. Then there is the G. T. P., which is just as sure to be built through this province as the sun is to rise tomorrow.

FRUITS, ETC. Currants, per lb. 0.06 0.06 1/2. Apples, dried, ctn. 0.04 0.04 1/2. Walnuts, Grenoble, lb. 1.14 1.15.

PROVISIONS. American dress pork, 22.00 21.50. Apples, new, 1.19 1.20. Beans, 1.19 1.20.

DR. A. W. CHASE'S 25c CATARRH CURE. Is sent direct to the diseased part of the body by the improved method.

REPLY TO DEMANDS OF ANTHRACITE COAL MINERS.

Increased Wages Would Mean Material Advance in Price of Coal, Say Operators. Following is the reply in full to the anthracite coal miners' demands, a copy of which appeared in yesterday's Sun.

NEW YORK, March 11.—The propositions of the United Mine Workers of America for a readjustment of wages and conditions in the anthracite coal fields, as a whole, have been accepted by the committee representing the anthracite operators.

MAJOR WOODSIDE TALKS OF THE WEST. A Pioneer Western Journalist Who Knows a Good Deal About the Country. (Toronto News.) Major H. J. Woodside, who has been for two years manager of western agencies for the Home Life Insurance Company, arrived in Toronto this week.

PORT ARTHUR'S EXAMPLE. The splendid success of municipal ownership in Port Arthur, where they own all the public franchises, is having a very strong effect on western municipalities, said the major.

GREAT CULTIVABLE AREA. Referring to the area in the Northwest capable of profitable cultivation, he said: "I notice that H. B. Ames limits the area of cultivable land in the Northwest to ninety million acres."

IS IT IN YOUR HOUSE? Experience Proves That Without Nerve a Home is Scarcely Complete. Scarcely a day goes by in a large family that some pain or ache doesn't require an honest treatment like "Nerville."

JOHN ALEXANDER'S WIFE IS FAITHFUL. Mrs. Dowie Declares She Has Not Had a Quarrel With Her Hubby. CHICAGO, March 14.—Mrs. John Alexander, in an interview yesterday, according to the Chicago Record, declared that there was no separation from her husband and that she was devotedly his.

MEN WANTED. Locality throughout United States and Canada. Men to every town, village, and hamlet. Send for our new and improved prospectus.

GARNEGIE'S SPELLING IS NOT FAVORED.

British Writers Denounce the Scheme.—Swinburne Calls it an Absurdity. LONDON, March 14.—Andrew Carnegie's spelling reform movement finds little favor with British authors.

FERRY'S SEEDS. Make sure you get plenty and quality. When your father planted them, they were the best in the market.

MOVING MOUNTAIN IS STROLLING THROUGH WALES. It is Creeping Down on Villages and May do a Lot of Damage Within a Short Time. LONDON, March 10.—The people of the United Kingdom need no longer envy the people of Switzerland, for the "moving mountain" of its own, which gives promise of becoming larger and moving farther than the "moving mountain" reported from the continent of Europe.

NOTICE. The Canvassers and Collectors for the SEMI-WEEKLY SUN are now making their rounds as mentioned below. The Manager hopes that all subscribers in arrears will pay when called on.

EARN THIS WATCH. The best thing in the world. It tells you when you are late, and when you are early. It tells you when you are tired, and when you are fresh.

ALL SMITHS IN CHICAGO. Labor Adopts a Novel Method of Annoyance—Will All Give the Same Name to Directory Men. CHICAGO, March 13.—The Chicago Federation of Labor today sent out letters calling on each of the 200,000 union men in the city to hand his name to the agents of the Chicago Directory Company as "John Smith, occupation, promoter."

ST. STEPHEN SOCIAL FOR HOSPITAL FUND. ST. STEPHEN, N. B., March 13.—The Windsor Hotel was the scene of a great festivity tonight, the occasion being a social organized by Mrs. Almon I. Reed, wife of the mayor, in aid of the Chipman Memorial Hospital.

DR. J. COLLIS BROWNE'S CHLORODYNE. THE ILLUSTRATED LONDON NEWS, of Sept. 26, 1893. "If I were asked which single medicine I should take abroad, with me, as I am likely to be most generally in the way of all others, I would say CHLORODYNE. It is a safe, reliable, and of general applicability to the relief of a large number of ailments forms its best recommendation."

DR. J. COLLIS BROWNE'S CHLORODYNE. THE ILLUSTRATED LONDON NEWS, of Sept. 26, 1893.

DR. J. COLLIS BROWNE'S CHLORODYNE. IS THE GREAT SPECIFIC FOR Diarrhoea, Dysentery, Cholera.

DR. J. COLLIS BROWNE'S CHLORODYNE. Sold in bottles by all chemists. Prices in England 1s. 1/6d., 2s. 6d., and 5s. 6d.

OUR NEW CATALOGUE For 1905-6. Is just out. It gives our terms, courses of study and general information regarding the college.

A DIPLOMA. May be HARDER to get at the FREDERICTON BUSINESS COLLEGE. Than at some business colleges, but it is EASIER to GET and HOLD, a good position after you get it.

EARN THIS WATCH. The best thing in the world. It tells you when you are late, and when you are early. It tells you when you are tired, and when you are fresh.

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Expense is Light. Just missing the wall.

NE. With age, a woman's surroundings.

ICES. Any SEMI. sends one description acct.

Edward will be sent subscription making the ANY, John, N. B.

SUN. and through the Higgins avenue.

TEARS. ARM. REE. and through the Higgins avenue.

Trust You. The best of all the world.

Trust You. The best of all the world.

Trust You. The best of all the world.

SERMON.

OBSTACLES TO FAITH.

By Cardinal Gibbons.

BALTIMORE, March 12.—Cardinal Gibbons preached his monthly sermon to a large congregation at the cathedral. He took for his subject "Why the Word of God is Unprofitable to Many Hearers." His text was "And we helping to exhort you, that you receive not the grace of God not in vain." II. Cor. 13: 1. The Cardinal spoke as follows:

Top are all aware how fruitful was the preaching of the apostles two thousand years ago. You know that after one sermon of St. Peter three thousand souls were added to the disciples of Christ.

Why are conversions and moral reformations not so abundant now as they were then? The fault is not with the seed of the gospel, it is as prolific now as it was in the primitive church. The fault is with the hearers.

I propose this morning to set before you some of the causes which are obstacles to the growth of faith and piety in our hearts. Let each one consider in himself how far these causes interfere with his advancement in righteousness, and let him courageously remove the impediment, so that the Holy Spirit may have free access to our souls.

The first obstacle to the salutary influence of a sermon may arise from an unconscious prejudice against the preacher himself. He may be regarded as ungraciously in manner, he may be criticised for awkwardness or hesitancy of speech, or he may be despised because of his youth and inexperience, or what is worse his sacred character may be overlooked in his humble exterior.

The critic may be tempted to say that Goliath said to David, "How can this young man with his sling and pebbles presume to overthrow me who am a giant in intellect? How can this youth with the infirmities of our common nature hope to reclaim me from the error of his ways?"

In fact, Christ himself did not escape the shafts of adverse criticism. He was despised by some of his hearers on account of His lowly origin and avowed position, and because He was not regarded as man of letters. "Is not this the carpenter," they said, "the son of Mary, the brother of James and Joseph?"

And if the master was despised, we need not be surprised that St. Paul was treated with contempt. Some of the Corinthians said of him that he was diminutive in stature and contemptible in dress. He was despised because of his lowly origin and avowed position, and because He was not regarded as man of letters.

fed the apostles on the day of Pentecost. Fifty years ago Chief Justice Taney was regarded and devout worshipper in this cathedral. One of the clergy of the archbishop's household told me that he always felt a certain embarrassment in preaching before the great jurist. One day he remarked to the judge himself his sense of trepidation in observing him among his hearers.

The jurist replied: "I always listen to the Lord's anointed with attention and reverence. I regard the preacher as good when Christ is extolled and virtue praised. Indeed, I never heard a bad sermon in my life." This is an example worthy of imitation.

To proceed: There are many found in our days who listen with attention and reverence, and sometimes even with holy joy to the sacred truths which were announced. They admit that the solemn declarations of Christ's ambassador regarding their soul's salvation are strictly true, and cannot be denied, and under the influence of these convictions they occasionally make some efforts to conform their lives to the standard of the gospel.

But unfortunately, the words they have heard did not take deep root in their hearts. The seeds of the gospel are choked by "cares and riches and pleasures of life." The evil spirit, the Father of Lies, is on the alert, ready to catch the opportunity to snatch the seed from the souls of his victims. He insinuates to them that the exhortation they heard is applicable only to monks and nuns, and persons of advanced life; that it is too soon for them to renounce the pleasures of sin, that they must enjoy life for some time longer, that they must pluck some more flowers from the garden of sensual delights, that they must seek wild oats like other men, and that later on they will have ample leisure for repentance and moral reformation. Yes, while you are young and vigorous, suck the orange, and in your old age throw the rind to the Lord who made you.

The Apostle St. James describes by an admirable comparison those persons who do not profit by the sermons they hear. "Be ye doers of the word, and not hearers only, deceiving yourselves; for if a man be a hearer of the word and not a doer, he is like a man beholding his natural countenance in a glass. For he beholdeth himself and goeth his way, and presently forgetteth what manner of man he is." Are there not some of you present to whom these words of the apostle are justly applicable? Do you not admit that the description which the speaker gives of you do not exactly fit yourselves? Do you not acknowledge that the picture is well drawn? That every sentence is a stroke portraying some feature of your character? And yet you have not the courage or the resolution to remove the deformity he points out in your conscience, nor to wash away with the waters of penance the stains from your soul.

Now can you imagine, my brethren, that God will be satisfied on findings that after having heard so many exhortations you manifest as yet so slight a moral improvement, that after so much preaching you have not even discovered so little fruit of hearts, He will be satisfied? No, my brethren, that after so much grace is lavished on you, there is so small progress in your spiritual life? For, remember that every sermon you hear is a special grace, and every grace abundant with so many a harvest, for He declares to us in the prophetic Isaiah that His word shall not return to Him void, but shall bring forth seed, and shall prosper, and shall be not converted from His wickedness and his evil ways, he shall not die in his iniquity, but thou shalt save thy soul.

What shall be the feeling of a farmer on seeing that a field which he had cultivated with the greatest care, and which he had planted with excellent seed, had brought forth nothing but weeds, thorns and briars? Would he not be tempted to curse that tree as the Lord curses the barren fig tree, saying: "Let no fruit grow upon thee forever." What did our Lord mean when He struck with blight the fruitless tree? Surely He was not angry with it. He intended no doubt, to convey to men a forcible lesson of the terrible consequences which follow from hearing the word of God without fruit.

St. Paul inculcates the same lesson under a like figure. "The earth," he says, "that drinketh in the rain which often falls upon it, and bringeth forth thorns and briars, is rejected, and is thorn and thorn whose end is to be burned." How beautiful has the divine husbandman been in planting in the field of your hearts the seed of His word, which He has copiously watered with the rains and the dew of His grace! Oh, if you had cultivated that field with diligence, how abundant now would be your harvest of Christian perfection!

WEARY DAYS AND SLEEPLESS NIGHTS

Many men and women toilsome night after night upon sleepless beds until near dawn. Their eyes are closed, but the mind is active, and the heart is restless. They are weary days and sleepless nights. They are weary days and sleepless nights. They are weary days and sleepless nights.

MILBURN'S HEART AND NERVE PILLS

They soon induce healthful, refreshing sleep, not by deadening the nerves, but by restoring them to healthy action and removing all symptoms of nervous debility. They are the cause of nervousness and sleeplessness.

WANT CONTROL OF THE BOOM CO'Y.

Management Unsatisfactory to Miramichi Operators. Royal Commission to be Opposed.

D. Champoux, manager of the Chaleur Bay mills, was at the Royal Commission on the Miramichi Boom Co. at Fredericton, N. B., on Friday.

The object of this bill is to transfer the control of the Restigouche Boom Company to the majority of the operators of the boom.

On the night of the 12th instant the ladies of the Baptist Missionary Society held a concert at the home of C. Herritt.

FAVOR CHURCH UNION

MONCTON, N. B., March 14.—A mass meeting was held tonight in the Central Methodist church by the congregations of the Presbyterian and Methodist bodies in this city.

Faith

You cannot be expected to have faith in Shiloh's Consumption Cure, the Lung Tonic, the Kidney Cure, the Rheumatism Cure, the Air Passage, if you have not tried it.

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Milltown.

MILLTOWN, March 13.—John Sutherland, who has been absent for a number of years, arrived home Friday and is the guest of his father, Daniel Sutherland.

St. Martins.

ST. MARTINS, N. B., March 14.—A preaching service conducted by Rev. R. M. Bynon, was held at the lumber camp of White, Fowles and White, near Burnside, Monday evening.

HOPEWELL HILL.

HOPEWELL HILL, March 13.—Friends here learned with regret of the death of Waterside, which occurred a few days ago.

BOARD CHAIRMEN ELECTED IN FREDERICTON

FREDERICTON, N. B., March 14.—At a meeting of the new city council held this afternoon the chairmen were elected of the following committees: Sewerage, Ald. Scott; city hall and almshouse, Hanlon; finance, Colter; electric light and administration of justice, McGinn; fire, Hooper; water, Moore; assessment appeals, Moore; streets, Everett.

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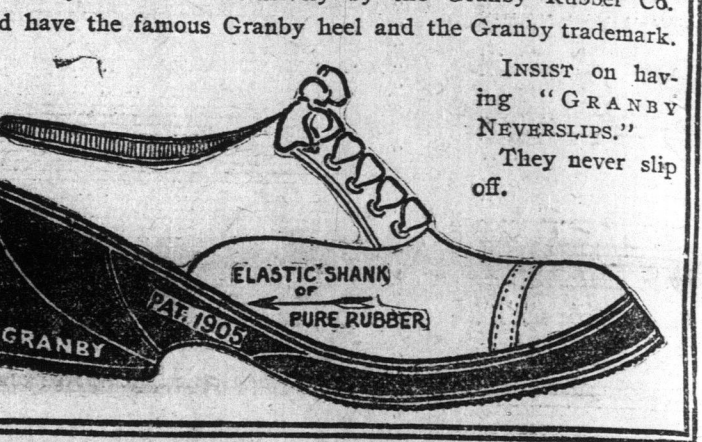
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Granby "Neverslip" Rubbers (For Men)

Here is a Rubber that will not come off in the "middle of the street." It clings to the shoe with a bulldog grip. Because of our Patent Elastic Shank. This shank is tough, springy rubber that keeps GRANBY "NEVERSLIPS" snug and tight on the shoe.



They are made exclusively by the Granby Rubber Co. and have the famous Granby heel and the Granby trademark.

A READJUSTMENT OF PROVINCIAL SUBSIDIES.

Laurier Will Confer With Provincial Premiers--Patent Medicine Legislation--No Cavalry Depot For Fredericton--Detective Skeffington's Case.

OTTAWA, March 14.—Proceedings in the commons chamber today were entirely confined to satisfying curiosity. An order paper of partly proportions was swollen with interjections on all sorts of subjects, which private members from all parts of Canada have been steadily directing at the government since his excellency spoke from the throne.

Salvation Army sent 3,007 immigrants to Canada, and since they have sent 702 for Monday. The minister of justice, Mr. Borden, is expected to be in Fredericton, and it was not the present intention to return No. 4 company, R. C. I., which was transferred to Halifax a short time ago.

Mr. Emerson informed Dr. Daniel that Detective Skeffington had been dismissed from the employment of the Intercolonial because his duties were not properly performed. The interest of the service demanded a change and the case did not require an investigation. The detective had made charges against some of the officers in connection with the disappearance of stamps.

KIDNEY DISEASE

AMONG THE MOST EARLY NOTED SYMPTOMS ARE PAIN IN THE BACK, FREQUENT URINE TO URINATE, CONSTANT HEADACHE, WEAKNESS, AND NERVOUSNESS. When these signals of danger are unheeded, and proper precaution is not taken to avert more serious results, the very worst form of kidney trouble develops, namely, Bright's disease, which is almost incurable.

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INDIANAPOLIS

President John M. Mine Workers of George F. Bae anthracite coal of his reply to the coalition rejecting miners' organization.

ST. PATRICK

HALIFAX, March 14.—Day dawned beautiful and continued so throughout the day. The Irish Society, which had a month on account of Archbishop O'Brien's death, held a large congregation in honor of St. Patrick.

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Exp

In the absence of press wagon. We have a large Strong and axles. Price

W. H. THORNE