

## Local Legislation.

FREDERICTON, April 9.—After recess the House went into committee on the bill to facilitate the construction of certain public works, Mr. Powell in the chair.

Hon. Mr. Ryan addressed the House at some length. There was a general impression existing that the responsibility of keeping up the roads and bridges of the province should be borne altogether or almost altogether by the Government. The fact is that first, the counties received small and desultory grants and then it grew into a custom for the Government to make large appropriations for the different counties. As to the present bill, Mr. Ryan said that the appropriation for roads and bridges the present year was as large both for by-roads and great roads as it had been in any previous year. When he first assumed control of the department he thought that \$95,000 per annum was a very large sum of money to expend, and he started out full of hope and courage that many economies could be performed. He commenced almost immediately by building two large bridges, one at Florenceville and the other at Nelson, for the construction of which debentures should properly have been issued out of current account. After entering into contracts for the building of these bridges, the freshets of 1885 and 1887 destroyed about \$60,000 worth of public property, and he had received special warrants for nearly half that amount and had to provide for the balance out of the ordinary appropriation. He had found a very large number of bridges throughout the province were very much out of repair. He had continued to make repairs upon them until they became so decayed that further repairs would be useless, and now he found himself confronted with a difficulty of which this bill seems to be the only feasible solution. The bill authorizes the chief commissioner to effect special loans from time to time to an amount not exceeding in the whole the sum of \$250,000. He proposes to expend one fourth of this amount or \$62,500 each year for four years. He proposed to set aside from the ordinary appropriations for great roads and bridges each year a sufficient amount to pay the interest and provide for a sinking fund. The first year there would have to be paid \$1,314 for sinking fund and \$2,500 for interest, a total of \$3,814. In the second year, \$2,628 would be set aside for the sinking fund and \$5,000 for interest, making \$7,628. In the third year \$3,942 for the sinking fund and 7,500 for interest, making 11,442. In the fourth year \$5,256 for the sinking fund and \$10,000 for interest. In that way he proposes to wipe out the whole amount in thirty years without adding a dollar to the permanent debt of the province. Mr. Ryan then proceeded to describe the bridges which he proposed to build, in which iron and steel superstructures and stone abutments would be used wherever possible. In some cases cedar bridges would have to be built which, if properly built, might be considered permanent, as they would last, with light repairs, fifty years.

The following list gives the North Shore bridges included in the Chief Commissioner's statement.

Kent—Nicholas River, Child's Creek, Cocagne, Big Buctouche, Kingston, Peter Hebert and Kouchibouguac.

Gloucester—Bass River, Nepisiquit, Pokeshaw and Banard hill.

Northumberland—Johnston bridge, Way bridge, Victoria, Donald, Blackville, Campbellton, Porter's cover, Bay du Vin, Taylor creek, Douglastown.

Restigouche—Jacquet river, Eel river, Metapedia bridge and rock cutting, Craig's bridge, Shipyard bridge, Dicker bridge, Fraser bridge.

Mr. Ryan proposed to keep a special account of every dollar that was expended, showing the particular bridge to which it went, which would be included annually in the report of his department. None of this fund would be used to build entirely new bridges on new sites. No part of it would be used to wipe out any floating indebtedness now existing. He proposes to construct all of these out of as permanent material as possible, which he thought was in the interests of real economy as compared with the course pursued in the past.

Dr. Stockton thought the financial course of the Government was in contravention of the doctrine formerly advanced by the present leader of the Government, that we should live within our income. For the last three of four years the province had been living beyond its income.

Hon. Mr. Blair—Not beyond our income on ordinary services.

Dr. Stockton—Perhaps not, but if we continue running in debt from year to year, eventually our position will be hazardous.

Mr. Speaker White said he had avoided taking part in contentious discussion, but on this question he felt like congratulating the Government most warmly upon this useful measure.

Mr. Phinney expressed his pleasure at hearing the voice of the speaker. Judging from the joyful tone of that gentleman's remarks the Government must have pretty well satisfied the county of Kings. It was gratifying that York was not the only county that received generous treatment from the Government. He thought Kent had hardly been used with generosity in this connection. It should not go to the county that it was the in-

tention of the Government to build all these bridges of a permanent character over shallow rivers and marshy ground. It was evidently the intention of the Government to build the same class of cedar bridges as heretofore. He had no doubt the bridges in Kings would probably be five permanent steel structures, but when they got up to the north shore cedar poles would probably be found sufficient. The Nicholas river and Child's creek bridges could both be built of steel, but as a matter of fact they were already under contract, not under the terms of this act, and would be only temporary structures.

Hon. Mr. Ryan said cedar cribs filled in were to be erected with these bridges which would be almost equal to stone piers.

Mr. Phinney said that perhaps this act was introduced at this time to influence the election in Kent. He understood the chief commissioner had offered to give an extra allowance to one of the Government bridge contractors in Kent, to induce him to support the liberal candidate in the late election.

Hon. Mr. Ryan said he desired to give that statement an unqualified denial. Mr. Phinney said it was evidently not the intention of the Government to erect any permanent bridges in Kent.

Mr. Burchill endorsed the bill. In his county there were many bridges required to be repaired—he thought the Cains river bridge should be repaired.

The bill was then agreed to.

Progress was reported with leave to sit again.

Mr. Labllois introduced a bill to enable aliens to hold and convey real estate in this province.

FREDERICTON, April 10.

Among the bills introduced to-day was one to incorporate the Eastern Railway Company, and one to incorporate the Western Railway Company. The latter is a new company, which proposes to build a railway from Grand Lake to Weldford, Kent Co.

FREDERICTON, April 11.—On motion of Mr. Phinney the speaker was instructed to issue his warrant for the writ of election to fill the vacancy caused by the resignation of Mr. LeBlanc in Kent Co.,

Mr. Powell moved that the House go into committee on the bill to define the boundaries of the city of Moncton.

The motion was not put, Mr. McQueen objecting on the ground that the bill had only just been reported upon.

FREDERICTON, April 13.—Mr. Powell asked when the Agricultural report would be presented to the House.

Hon. Mr. Mitchell said he expected the report would be here to-morrow. Dr. Stockton asked where it was being printed.

Hon. Mr. Mitchell—in St. John.

Dr. Stockton—at the Telegraph office?

Hon. Mr. Mitchell—No.

Dr. Alward committed a bill authorizing an extension of the line of the Intercolonial Railway from the deep water terminus in Sydney ward in St. John, along the public streets to the harbor in front of Dukes ward. Dr. Atkinson in the chair. Agreed to.

Dr. Alward committed a bill authorizing the City of St. John to aid the construction of wharves and warehouses in connection with railway terminal facilities in the northern part of said city on the eastern side of the harbor.

Mr. McQueen in the chair. Agreed to.

Mr. Powell committed a bill to define the boundaries of the city of Moncton.

Mr. Rourke in the chair. Mr. Powell explained that the bill was intended to remove doubts as to the western boundary of the city limits.

Mr. McQueen took the ground that the second section might interfere with the existing rights.

A lengthy discussion took place on the bill, when Mr. Powell agreed to have the second section struck out of the bill.

A big enterprise is contemplated by proprietors of the great Tantramar Marsh, Sackville; it is to tide 1,000 acres this Summer by digging three canals, costing between \$10,000 and \$30,000.

Capital has been subscribed, the ground purchased and the plans drawn for the construction of the tallest office building in the world in Chicago. The site of the structure is 110 feet of frontage on Dearborn street. The building will be 24 stories high, surpassing the tower of the Auditorium by six stories and the Masonic Temple by five. Steel will be the chief material used in its construction.

## BORN

LESSAR—At Moncton, April 5, to the wife of J. Lessar, a son.

## DIED.

BAILEY—At his residence, Weldford, April 1st, of congestion of the lungs, George R. Bailey, aged thirty-two years.

## MARRIED.

HAINS-FRECKER.—At the residence of Enoch Bushton, Esq., Moncton, April 8th, by the Rev. E. Bertram Hooper, rector of St. George's church, James Hains to Ella R. Frecker, both of Richibucto.



1891 - - - - - 1891

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## Three Notes of Hand Lost

Note of Dominick Robicheau favor Robert Barclay for \$10, dated Sept. 1st, 1890.  
Note of Dominick Robicheau favor McKinnon and McLean for \$10, dated Sept. 1st, 1890.  
Note of Thomas Sawyer favor McKinnon and McLean for \$15, dated Sept. 2nd, 1890.  
The subscriber lost the above notes between Kingston, Kent Co., and Chatham, N. B., and warns the public against negotiating them. Any person finding them will confer a favor by corresponding with ROBERT BARCLAY, Wentworth Station, N.S.

## Election Card!

To the Electors of the County of Kent, GENTLEMEN:—

O. J. LeBlanc, M. P., having accepted a nomination for the late election for the Commons, his seat in the House of Assembly has thereby become vacant and you will soon be again called upon to elect a member to represent you at Fredericton.

The large vote (1203) which I received at the election in January, 1890, (when I was comparatively unknown in some sections of the County) with the solicitations and encouragements I have lately had from a very large number of you, induce me to again offer you my services. I have since that election continued to represent my own parish (St. Mary's) at the Municipal Board, and have been honoured with an unanimous election as Warden of the Council, I have therefore become more intimately acquainted with the business and people of the County, and have confidence that I can faithfully serve your interests in the higher position to which I aspire.

If honored with a majority of your votes my chief aim will be to advance the interests of my native County, and for this purpose I will be prepared to favor all legislation, no matter by whom introduced which in my judgment may tend in the direction.

Your local wants with reference to roads and bridges shall not be overlooked by me, and I will do my utmost to secure for Kent a fair share of public money.

I therefore solicit the active support of all who so generously assisted me in my former contest, as well as all others who are now willing to trust the representation of the County in my hands.

I will endeavor to make a thorough canvass of the County, and trust to have the pleasure of explaining my views to a large number of the electors.

Again soliciting your votes and support I am, gentlemen, Your obedient servant, JOHN B. GOGAIN.

St. Mary's March 10, 1891.

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Monthly visits will be made to the following places in Kent—Buctouche, on the 16th, 17th, 18th, Kingston, on the 19th, 20th, 21st, 22nd, Richibucto, on the 23rd, 24th, 25th, Weldford, on the 27th, 28th, 29th.

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1891 - - WINTER ARRANGEMENT - - 1891

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