THE HERALD.

VOL. I., NO. 19. FREDERICTON, N. B., MONDAY, APRIL 21, 1890. $1.00 PER YEAR.

Board of Works

HOTELS.

QUEEN HOTEL,

Queen Street, Fredericton, N. B.

THIS HOTEL has been REFITTED AND PAINTED IN THE MOST ATTRACTIVE STYLE. AN ELEGANT GENTLEMEN'S PARLOR, OFFICE, and BEAUTIFULLY DECORATED DINING ROOM on Ground Floor; PERFECT VENTILATION and SEWERAGE throughout; LARGE and AIRY BEDROOMS; COMMODIOUS BATH ROOMS and CLOSETS on each floor; and is capable of accommodating ONE HUNDRED GUESTS.

It is rapidly growing in popular favor, and is to-day one of the LEADING, as well as the MOST COMFORTABLE HOTELS IN THE DOMINION.

The Table is always supplied with every delicacy available. The Cooking is highly commended, and the Staff of Attendants are ever ready to oblige.

There are two of the largest and most conveniently fitted up SAMPLE ROOMS in Canada, having street entrances and also connecting with Hotel Office.

HORSES and CARRIAGES of every style are to be had at the LIVERY STABLE of the Proprietor, immediately adjacent to the Hotel.

The "QUEEN" is centrally located, directly opposite to the Steamboat and Gibson Ferry Landings, and within a minute's walk of the Parliament Buildings, County Registrar's Office and Cathedral.

☞ A FIRST-CLASS BARBER SHOP IN CONNECTION.

WM. WILSON,

Barrister, Attorney-at-Law,

NOTARY PUBLIC, &c.

Secretary-Treasurer York.
Registrar University of New Brunswick.
Agent Glasgow and London Insurance Co's.

Office: CARLETON STREET.

RAILROADS.

INTERCOLONIAL RAILWAY.

1889 SUMMER ARRANGEMENT 1889

ON and after Monday, June 10th, 1889, the Trains of this Railway will run daily (Sundays excepted) as follows:—

TRAINS WILL LEAVE ST. JOHN:

Day Express for Halifax and Campbellton ... 7.00
Accommodation for Point du Chene ... 11.10
Fast Express for Halifax ... 14.30
Express for Sussex ... 16.35
Fast Express for Quebec and Montreal ... 16.35

A parlor car runs each way daily on express trains leaving Halifax at 8.30 o'clock and St. John at 7.00 o'clock. Passengers from St. John for Quebec and Montreal leave St. John at 16.35 and take sleeping car at Moncton.

TRAINS WILL ARRIVE AT ST. JOHN:

Express from Sussex ... 8.30
Fast Express from Montreal and Quebec ... 10.50
Fast Express from Halifax ... 14.50
Day Express from Halifax and Campbellton ... 20.10
Express from Halifax, Picton and Mulgrave ... 23.30

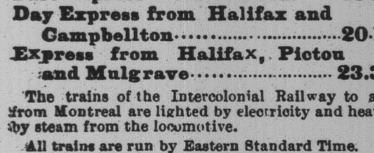
The trains of the Intercolonial Railway to and from Montreal are lighted by electricity and heated by steam from the locomotive.

All trains are run by Eastern Standard Time.

D. POTTINGER, Chief Superintendent.

Railway Office, Moncton, N. B., June 8th, 1889.

For Tickets and other information, apply at the office of JOHN RICHARDS, Agent, Fredericton.



NORTHERN & WESTERN RAILWAY.

WINTER ARRANGEMENT.

In Effect Nov. 25th, 1889.

TRAINS RUN ON EASTERN STANDARD TIME.

A PASSENGER, MAIL AND EXPRESS TRAIN will leave Fredericton daily (Sunday excepted) for Chatham.

LEAVE FREDERICTON

2:40 p. m; Gibson, 2:45; Marysville, 2:55; Manzer's Siding, 3:20; Durham, 3:30; Cross Creek, 4:10; Boiestown, 5:20; Doaktown, 6:10; Upper Blackville, 7:00, Blackville, 7:25; Upper Nelson Boom, 8:00; Chatham Junction, 8:25; arrive at Chatham, 9:00.

RETURNING, LEAVE CHATHAM

6:30, a. m; Chatham Junction, 7:00; Upper Nelson Boom, 7.15; Blackville, 8:05; Upper Blackville, 8:35; Doaktown, 9:25; Boiestown, 10:20; Cross Creek, 11:36; Durham, 12:10, p.m.; Marysville, 12:45; Gibson, 12:55, arriving at Fredericton, 1:00.

Connections are made at Chatham Junction with the I. C. Railway for all points East and West, and at Fredericton with the N. B. Railway for St. John and all points West and at Gibson for Woodstock, Houlton, Grand Falls, Edmundston and Presque Isle, and with the Union S. S. Co. for St. John, and at Cross Creek with stage for Stanley.

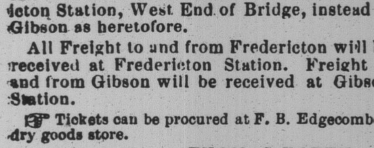
All Trains will Leave and Arrive at Fredericton Station, West End of Bridge, instead of Gibson as heretofore.

All Freight to and from Fredericton will be received at Fredericton Station. Freight to and from Gibson will be received at Gibson Station.

☞ Tickets can be procured at F. B. Edgecombe's dry goods store.

THOMAS HOBEN, Superintendent.

Gibson, N. B., May 18th, 1889.



NEW BRUNSWICK RAILWAY CO.

ALL RAIL LINE TO BOSTON, &c.

THE SHORT LINE TO MONTREAL, &c

ARRANGEMENT OF TRAINS

In Effect April 7th, 1890.

LEAVE FREDERICTON.

EASTERN STANDARD TIME.

6.05 A. M.—Express for St. John and intermediate points; Vanceboro, Bangor, and points West; St. Stephen, St. Andrews, Houlton, Woodstock, and points North.

11.20 A. M.—For Fredericton Junction, St. John, and points East.

3.20 P. M.—For Fredericton Junction and St. John, Connecting at the Junction with Fast Express via "Short Line" for Montreal and the West.

RETURNING TO FREDERICTON FROM

St. John, 6.15, 8.55 a. m.; 4.45, p. m. Fredericton Junction, 7.45, a. m.; 12.50, 6.25, p. m. McAdam Junction, 11 05, a. m.; 2.20, p.m. Vanceboro, 10.45, a. m., 12.10, p. m. St. Stephen, 9.00, 11.55 a. m. St. Andrews, 6.30, a. m.

Arriving in Fredericton at 8.55 a. m., 2.00, 7.20, p. m.

LEAVE GIBSON.

8.00 A. M.—Mixed for Woodstock, and points north.

ARRIVE AT GIBSON.

5.55 P. M.—Mixed from Woodstock, and points north.

A. J. HEATH, Gen'l Pass. and Ticket Agent. F. W. CRAM, Gen'l Manager.

The New Drill Book.

INFANTRY DRILL, 1889.

PRICE 35 CENTS.

For Sale by McMURRAY & CO. Bookseller And Stationer.

JOHNSON'S ANODYNE LINIMENT

Established 1810.

—UNLIKE ANY OTHER.—

Positively Cures Diphtheria, Croup, Asthma, Bronchitis, Colds, Tonsilitis, Hoarseness, Coughs, Whooping Cough, Catarrh, Influenza, Cholera Morbus, Diarrhoea, Rheumatism, Neuralgia, Toothache, Nervous Headache, Sciatica, Lame Back, Soreness in Body or Limbs, Stiff Joints and Strains.

AS MUCH FOR INTERNAL AS FOR EXTERNAL USE.

It is marvelous how many different complaints it will cure. Its strong point lies in the fact that it acts quickly. Healing all Cuts, Burns and Bruises like Magic. Relieving all manner of Cramps and Chills.

ORIGINATED BY AN OLD FAMILY PHYSICIAN.

All who buy direct from us, and request it, shall receive a certificate that the money shall be refunded if not satisfied. Retail price by mail 35 cts.; 6 bottles, $2.00. Express and duty prepaid to any part of United States or Canada. ☞ Valuable pamphlet sent free. I. S. JOHNSON & CO., Boston, Mass.

GENERATION AFTER GENERATION HAVE USED AND BLESSED IT.

CONSUMPTION SURELY CURED

TO THE EDITOR:

Please inform your readers that I have a positive remedy for the above named disease. By its timely use thousands of hopeless cases have been permanently cured. I shall be glad to send two bottles of my remedy FREE to any of your readers who have consumption if they will send me their Express and Post Office Address. Respectfully, T. A. SLOCUM, M.C., 186 West Adelaide St., TORONTO, ONTARIO.

HEALTH FOR ALL!

HOLLOWAY'S PILLS AND OINTMENT.

THE PILLS

PURIFY THE BLOOD, correct all Disorders of the Liver, Stomach, Kidneys and Bowels. They invigorate and restore to health Debilitated Constitutions, and are invaluable in all Complaints incidental to Females of all ages. For Children and the Aged they are priceless.

THE OINTMENT

Is an infallible remedy for Bad Legs, Bad Breasts, Old Wounds, Sores and Ulcers. It is famous for Gout and Rheumatism. For disorders of the Chest it has no equal.

FOR SORE THROATS, BRONCHITIS, COUGHS, COLDS,

Glandular Swellings, and all Skin Diseases, it has no rival; and for Contracted and Stiff Joints it acts like a charm.

Manufactured only at Professor HOLLOWAY'S Establishment,

78, NEW OXFORD STREET, (late 533, OXFORD STREET), LONDON

and are sold at 1s. 1½d., 2s. 9d., 4s. 6d., 11s., 22s., and 33s. each Box or Pot and may be had of all Medicine Venders throughout the World.

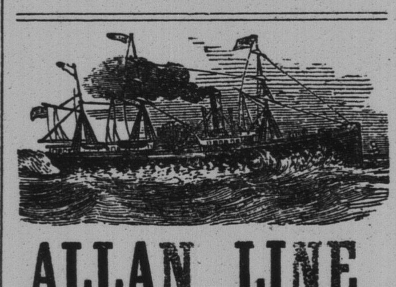
☞ Purchasers should look to the label on the Pots and Boxes. If the address is not 533, Oxford Street, London, they are spurious.

13-10-88

I CURE FITS! THOUSANDS OF BOTTLES GIVEN AWAY YEARLY.

When I say Cure I do not mean merely to stop them for a time, and then have them return again. I MEAN A RADICAL CURE. I have made the disease of Fits, Epilepsy or Falling Sickness a life-long study. I warrant my remedy to Cure the worst cases. Because others have failed is no reason for not now receiving a cure. Send at once for a treatise and a Free Bottle of my Infallible Remedy. Give Express and Post Office. It costs you nothing for a trial, and it will cure you. Address:—H. G. ROOT, M.C., Branch Office, 186 WEST ADELAIDE STREET, TORONTO.

STEAMSHIPS.



ALLAN LINE.

Under Contract with the Government of Canada and Newfoundland for the conveyance of Canadian and United States Mails.

1890. Winter Arrangements. 1890.

This Company's Lines are composed of double-engined, Clyde-built IRON STEAMSHIPS. They are built in water-tight compartments, are unsurpassed for strength, speed and comfort, are fitted up with all the modern improvements that practical experience can suggest, and have made *the fastest time on record.*

The Steamers of the **WEEKLY MAIL LINE,**

Sailing from Liverpool on THURSDAYS, and from Halifax on SATURDAYS, calling at Lough Foyle to receive on board and land Mails and Passengers to and from Ireland and Scotland, are intended to be despatched as follows:

LIVERPOOL AND HALIFAX.

From Liverpool.	Steamships.	From Halifax.
13th Feb	CASPIAN	8th Mar
27th do	SARDINIAN	22nd do
6th Mar	PERUVIAN	29th do
13th do	POLYNESIAN	5th Apl
27th do	PARISIAN	19th do
10th Apl	CIRCASSIAN	3rd May

A considerable reduction has been made in the ocean rates during the winter months, the rates of Cabin passage now being $50 and $60, according to accommodation, from Halifax, and the Intermediate and Steerage, $25 and $20 respectively.

Glasgow and Philadelphia Line (via Halifax.)

Steamships.	From Glasgow.
CANADIAN	8th Mar
SCANDINAVIAN	19th do
SIBERIAN	26th do
BUENOS AYREAN	2nd Apr

These Steamers call at Halifax en route to Philadelphia, and do not carry Passengers on voyage to Europe.

Rates of Passage to Liverpool.

SALOON (According to accommodation)	$50 to $60
RETURN	$100 to $110
INTERMEDIATE	$25
STEERAGE	$20

Rates of Passage to St. John's, N. F.

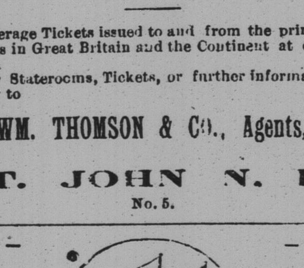
Saloon, $20; Intermediate, $15; Steerage, $6.

Steerage Tickets issued to and from the principal points in Great Britain and the Continent at cheap rates.

For Staterooms, Tickets, or further information apply to

WM. THOMSON & CO., Agents,
ST. JOHN N. B.

No. 5.



INTERNATIONAL S. S. CO.

FALL ARRANGEMENT.

Four Trips a Week.

FOR BOSTON.

ON and after MONDAY, Aug. 12th, the Steamers of this Company will leave St. John, for Eastport, Portland, and Boston, every MONDAY, WEDNESDAY and FRIDAY morning at 7.25 Standard.

Returning will leave Boston same days at 8.30 a. m., standard, and Portland at 5.30 p. m., for Eastport and St. John.

In addition to above, a Steamer will leave every SATURDAY EVENING, at 6.25 Standard, for Boston direct; also, a Steamer leaves Boston same evening for St. John direct, until Sept. 14th.

Connections at Eastport with steamer ROSE STANDISH, for Saint Andrews, Calais and St. Stephen. Freight received daily up to 5 p. m.

H. W. CHISHOLM, Agent,
Reed's Point Wharf, St John, N. B.

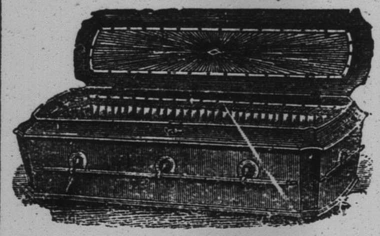
New Victoria Hotel,

248 TO 252 PRINCE WM. STREET, SAINT JOHN, N. B.

J. L. McCOSKERY, Prop.

One minute's walk from Steamboat Landing. Street Cars for and from all Railway Stations and Steamboat Landings pass this Hotel every five minutes. 50-88.

ADAMS BROS.



FUNERAL —AND— FURNISHING - UNDERTAKERS,

OPP. QUEEN HOTEL, FREDERICTON.

Caskets, Coffins, Robes, Mountings, &c.

and everything required in the Undertaking Business kept in stock.

☞ *Special Prices for Country Orders.*

Orders in the City or Country attended to with promptness.
Residence over Warerooms.

ADAMS BROS.

SPECIAL NOTICE.

IT IS ONLY A SHORT WHILE SINCE

LUCY & CO.

started their present undertaking, and they can now with pride boast of having one of the best

Boot, Shoe, —AND— READY-MADE **CLOTHING**

Business in the City. This has been accomplished in the short space of eighteen months, and it shows what pluck and perseverance will do when backed by fair dealing and close attention to the wants of the people. Their goods are bought and sold for CASH, and this is the real secret of their success.

They wish to call the attention of Christmas buyers to the fact that Presents bought at their Store are not only ornamental, but also useful to those who receive them. Respectfully,

LUCY & CO.

Their stock is now complete and they are receiving NEW GOODS every week.

R. C. MACREDIE,

Plumber, Gas Fitter, AND **TINSMITH,**

WOULD inform the people of Fredericton and vicinity that he has resumed business on Queen Street,

OPP COUNTY COURT HOUSE,

where he is prepared to fill all orders in above lines, including

ELECTRICAL AND MECHANICAL BELL HANGING, Speaking Tubes, &c.

Prof. Loisette's MEMORY

DISCOVERY AND TRAINING METHOD

In spite of adulterated imitations which miss the theory, and practical results of the Original, in spite of the grossest misrepresentations by envious would-be competitors, and in spite of "base attempts to rob" him of the fruit of his labors, (all of which demonstrate the undoubted superiority and popularity of his teaching), Prof. Loisette's Art of Never Forgetting is recognized to-day in both Hemispheres as marking an Epoch in Memory Culture. His Prospectus (sent post free) gives opinions of people in all parts of the globe who have actually studied his System by correspondence, showing that his System is *used only while being studied, not afterwards*; that *any book can be learned in a single reading, mind-wandering cured, &c.* For Prospectus, Terms and Testimonials address Prof. A. LOISETTE, 237 Fifth Avenue, N.Y.

FARMING MATTERS.

HINTS USEFUL TO THE FARMER.

Sandy Land.

Henry Stewart, in the Country Gentleman says some things about sandy land which may be encouraging to those who are tilling such farms.

Sandy soil, well managed, is the best of all kinds. It absorbs the rain and holds it firmly; its porosity keeps it dry in wet weather, and moist in dry weather; it enables the air to pass in and out of it freely at every change of tempeaature and condition of moisture; and also exerts that oxidizing effect upon organic matter, as manure or composts, which is well known to be a property of all porous substances, and thus such soil makes at once available an application of manure by decomposing it very rapidly and converting it into plant food; it is easily tilled, may be worked weeks in advance of clay land, and in 24 hours after a rain when the working is the most effective.

It yields the best quality of wheat, thin, clear-skinned and heavy in the grain; the very best and brightest batley, the heaviest oats: the very finest potatoes, and roots; and being warmed up quickly by the sun's heat, which it absorbs greedily, it yields the finest corn, clover and forage crops. It is healthful to live stock and to the owner. It is generous, kindly in disposition, tractable, and when liberally treated, it returns favours promptly and abundantly. Like the greatest virtue of humanity it is twice blessed, it blesseth him that gives, and him that takes; but also like everything kindly and good it pines for kindness and generosity in return. It is thankful for small favours, and gives "*quid pro quo*" for the least it receives. I would rather work a sandy loam farm than any other kind, and if the right kind of sand is there, the loam will soon be made of it by ploughing in green crops and by the use of fertilizers, lime included, as well as mauure.

TOO DEEP PLOUGHING.

The natural tendency of the plough in early spring is to go in too deeply, and turn up soil only partially leavened and lightened by air and warmth. When the frost is first out of the ground the soil is moist, and it is easier to plough eight or nine inches deep than to a depth of six or even five inches later in the season, when drought and the abstraction of moisture by plant roots have hardened it. Every farmer knows that plough points dulled so as to be past using in the fall will do good work on either stubble or sod the next spring. But as a rule stubble ground, if for spring grain, scarcely needs the plough. It may be cultivated over to a depth of two to three inches, and in most seasons will thus bring a better crop of oats or barley by deeper ploughing.

Where spring wheat is mainly grown, the only sure success is found by ploughing in the fall and slightly cultivating or dragging the surface in spring sufficiently to barely cover the seed. It is usually said that this is done to get the grain in earlier. We think that part of the benefit of this practice comes from keeping near the surface the finely pulverized and rich mold that repeated freezing and thawing leaves on bare ground after winter is over. If this fall ploughed land were reploughed it would not only take longer time to get the land ready for seeding, but the richer soil would be turned to the bottom of a deep furrow, where it would not be at once available to give the seed a good start. Clover and grass seedings are also much better on these lightly cultivated stubble lands.

PROPER CARE OF LAMBS.

The present high price of sheep should lead all sheep owners to give them proper attention. The ewes should have plenty of good, coarse fodder, such as timothy hay and clover, if it be not too dusty or moldy. Even when so damaged, shaking well before placing in the rack it will be more palatable. Corn stalks and bright oats or barley straw may be fed as a noonday ration.

As the ewes become heavy they should be divided into flocks of about twenty-five each, and once a week fed a ration of vegetables—turnips, beets, or potatoes—not so much as a fattening food as a natural regulator of the system, and a welcome change from the dry, hard ration of hay and grain. Also see that all doors are large, so that sheep may pass through without injury by crowding. Much valuable stock is seriously injured by rushing pell-mell through small doors and gates.

At lambing time the pen should be made extra warm and comfortable, as lambs dropped during severe cold weather (especially of Merinos or fine wools) soon become chilled unless the room is warm, or prompt attention is paid to them by the attendant. Should the ewe fail to own her lamb, it is best to tie her up in a separate stall; or, better still, partition off one corner of the pen so that she may not be shut away from the flock. If the lamb becomes chilled it may be fed a few tablespoonfuls of warm milk, mixed with one tenth part of brandy or whisky; or in the absence of these, a few drops of Jamaica ginger or pain killer may be administered with the milk. This treatment, with wrapping in a woollen blanket and placing near the stove, should soon restore the lamb to vigor.

Senator Hale has introduced a bill into the U. S. Senate respecting the Canadian Pacific Short Line through Maine and its through traffic. It does not interfere with its local traffic, and proposes to allow certain goods to go through. By its restrictive clauses the bill will suspend the bonding privilege in the case of all through American freight destined for abroad if such freight be carried to a Canadian seaport, as well as in the case of all foreign goods destined for the United States which may arrive at a Canadian port. Section 5 will put an end to the cheap through rates which the Canadian Pacific might grant for freight bound from the North-Western States to Europe, unless, of course, such freight should be put on board ship at Portland, Boston or New York instead of at St. John or Halifax. It would also render it impossible for the Canadian Pacific to use its short line for conveying to the United States goods landed at St. John or Halifax by the subsidized line of steamers on the Atlantic which has been talked of lately. The bill does not affect the local or domestic commerce of New England, whilst it is designed to help the New England seaports and New York by cutting off St. John and Halifax from all participation in outbound or inbound American business.

An Ottawa despatch says:

No little alarm was expressed in the lobbies at Ottawa about the bill introduced in the United States Senate by Senator Hale suspending the bonding privileges on the C. P. R. short line through Maine in the case of all through American freight destined for abroad, if such freight be carried to a Canadian seaport. The measure is regarded as a sweeping one. It will, no doubt, also prohibit the transportation of all foreign goods destined for the United States which may arrive at any Canadian port.

ANSWERED.

MR. BLAIR'S CLEAR AND CONVINCING TESTIMONY.

He Never Heard It Suggested That Leary Was to Contribute a Dollar to the Election Fund.

THE ATTORNEY GENERAL.

Hon. Andrew G. Blair, sworn, was examined by Hon. Mr. Pugsley.

Q.—You are attorney general of the province and leader of the government? A.—Yes.

Q.—I wish you would state the history of matters connected with the dry dock and the building of the dry dock in St. John as far as they have come under your notice as a member of the government. A.—My first knowledge, as a member of the government, in connexion with any application for the dock subsidy was when an application came from a company organized in St. John. That was in the year 1888; it was the company with which Hurd Peters was connected. We had one or two delegations before the government on the subject, and the delegates were Hurd Peters and A. A. Stockton. The application was considered by the government, and the conclusion which we arrived at was that while we were, as a government, under obligations to give the $2,500 a year by virtue of the act of 1882, since we had given the other subsidies to the companies that were named in that act, yet we ought to exercise a careful discretion in the giving of the contract. We

Ought to be Assured

that the company was able to carry the work on. We also entertained an objection to the composition of the company, which was then applying for the contract and I think we specified in the order in council some of the objections which we entertained. The company as organized, the directors or board of management consisted, I think, of Mr. Peters, his son-in-law, Albert J. Gregory, R. O. Stockton, Mr. Thomson and, I think, Dr. A. A. Stockton. Well, we felt that these gentlemen were not going to put any money into the enterprise, and that members of the legislature ought not to be mixed up in the enterprise at all; and we intimated to the company that we would require them to reorganize their board so as to take in a number of business men, shipping men, men of means and capital in St. John, to show that there was something behind the enterprise before we would be justified in giving the contract to them. An

Order in Council was Passed

bearing date the 21st of December, 1885, following the application to which I have referred. This is the order in council:

"IN COUNCIL, 21st Dec., 1888.

"Present: His honor the lieutenant governor. The committee of the executive council having read the petition with the accompanying documents submitted by the St. John Dock Company, a company incorporated under an act of assembly of this province, praying that an order might pass by the lieutenant governor in council, for a contract to be entered into between the government and the dock company, for the payment of the subsidy of $2,500 for twenty years, under the authority of the act 45th Victoria, cap. 34; and having heard the president of the company, Hurd Peters, and others who addressed the committee, it is observed that a large number of the board of directors of the company who appear to be the only stockholders, are not gentlemen who are at all identified with the shipping interest of the port of St. John or of the province, and some of them it is perceived are at present members of the legislature. The committee have no objections to make to the individuals comprising the board of directors. But there would be

A Large Degree of Confidence

on the part of the public in this particular enterprise if, at least, a considerable portion of those who are promoting it were interested directly in the shipping of the port, and the bona fides of the government in entering into a contract for the payment of the subsidy would be less open to criticism if the members of the legislature were not connected with the governing board, nor, in fact, had any personal interest in urging upon the government compliance with the company's application. It is therefore recommended that the company be advised that, while willing to aid to the extent of existing legislative authority in the construction of a dry dock in St. John, as a work having claims upon the government, and as being likely to promote the business interests of the port to a very large degree, it is not deemed advisable by the committee under the circumstances to which reference has already been made that an order should pass at present for a contract as prayed for by the petitioning company. Recommendation approved."

I believe that acting upon this suggestion there was some movement made to reorganize the company, and that some two or three gentlemen went out and two or three others came in. But we had

No Further Pressing Application,

if, indeed, any at all. I don't call to mind now that any further application at all was made. But at all events no pressing application was made to us for a subsidy, and the matter seemed to drop until the excitement arose in St. John following the election about the commission. I will state very briefly what occurred in that connexion. The excitement which occurred in St. John, and which led to the action of the common council as far as the government was concerned, culminated in an application made to us on behalf of the common council and Mr. Leary. The government was met by a delegation composed of the mayor and members of the common council. (A paper was shown Mr. Blair.)

Q.—Is that the application the council made. A.—I think so. The date (December 14th) corresponds with the time the committee met us; they met a committee of the executive council. The delegation consisted of the mayor, Aldermen Peters, Kelly, and Baskin.

Q.—Was Alderman Peters up here? A.—I think so.

Hon. Mr. Mitchell—They said yesterday it was Ald. Lewis? A.—Well, I think it was Ald. Peters. I have a very distinct recollection of him addressing us in the council room. But if he says he was not here I am in error—Alderman Connor and Mr. Leary. I had

No Private Conversation with them

at all, or with any individual member of the committee, or with Mr. Leary. These gentlemen advanced all the reasons which occurred to them in favor of their application, and they urged very strenuously that the government should then and there agree to enter into the contract. I felt myself, and so stated that I thought, they were unduly pressing us, and I said we must have time to consider the matter. I said it is all very well that the common council of St. John have, agreed to give a contract, but we cannot be entirely governed by that.

Q.—Do you remember as to whether, when they first presented it, the application was in writing? A.—No. Mr. Leary's application was not in writing. I then and there said to Mr. Leary: We have not any formal application from you, nor memorial. We don't know what you propose doing and I think you ought to state in writing what you are proposing to do, for which you ask us to enter into this contract.

Q.—Have you there a copy both of the memorial and the application of the city council? A.—Yes, here it is.

Q.—The memorial was put in writing in accordance with your suggestion? A.—Yes, in accordance with the suggestion I made at the time. I was about to say that one or two of the aldermen insisted that they should get an answer that night to the effect that we would give them the $2,500 a year. I felt that

The Demand was very Unreasonable,

and I said so. I said I thought they ought to recognize that the government must act upon its own discretion and judgment in the matter, and could not be guided entirely by the action of the city council; that while the cabinet would be largely influenced by the action of the council, still they must consider the matter upon its merits as a government, and we would do so at the earliest possible moment. I assured them, and the other members of the executive, I think, assured them, that we would give the matter early consideration. We knew that they were pressing and that the common council was very anxious that something should be done at once, and we would not waste any time about it, and neither we did.

Q.—What time was the delegation before the council? A.—It was in December. If I were to give my impressions it would be that it was the 14th, because this document which Mr. Leary drew up while here bears that date. He left it with the secretary or some member of the government before he went away. We proceeded to the consideration of the matter at the earliest moment practicable and on the

30th of December we Passed an Order,

or rather, I should say, a minute of council had been previously passed, and on that date it was approved. The council is ordinarily two or three days in session, and the minutes which have passed the council are all approved at the close of the session by the governor, and therefore it would be correct for me to say that we probably passed the order before the 30th as far as the action of the committee of the council was concerned.

Q.—Was this order finally approved by the government on the 30th December? A.—It was, but I had forgotten to speak of another application. Before we received an application from the mayor and common council of St. John and Mr. Leary, we had a delegation wait upon us from another company or organization. The delegates were Jas. C. Robertson, Mr. Skinner and a gentleman by the name of Van-Slooten. These gentlemen pressed us very strongly to entertain their application favorably. They said they had either organized or were about organizing a company for the purpose of constructing a dock; that they would be able to convince us of

Their Ability to Construct it

and they mentioned that Simpsons, of New York, the dock builders, were the persons with whom they were in connection or, at all events, upon whose plans they were proposing to work. This was before the common council delegation waited upon us. We said to them that we would consider the application and the matter was deferred and that application came up at the same time the Leary or common council application came up, and this is the order in council I was going to read:—

"IN COUNCIL, 30th December, 1889.

"Present: His Honor the Lieutenant Governor. The committee of the executive council, having had under consideration the several applications of Jean Felix and others, and of James D. Leary, asking for provincial aid toward the construction of a dry dock and the building of wharves and warehouses and furnishing terminal facilities at the port of St. John, and likewise the memorial of the city council stating that the council had made an appropriation of $10,000 a year for 20 years in aid of such dock and other harbor improvements, and urging that the province should grant a similar amount. The committee recognized the great importance of the proposed works both to the city of St. John and the whole province. Under existing legislation, however, the government is authorized to grant aid toward the construction of a dry dock only to the extent of $2,500 per annum for 20 years, which amount the committee are of opinion it would be in the public interest to grant, provided the subsidy is based on a per centage of the cost of the works. The committee therefore recommend that the provincial secretary be

Authorized to Enter Into a Contract

for the granting of provincial aid toward the construction of a dry dock at Carleton, in the city of St. John, to any person or company willing to construct such dry dock, (and provided sufficient evidence of his or their financial ability to complete the same be furnished), to the amount of one half per cent. per annum of the cost of such dock, for a period of 20 years. (The amount of such subsidy not, however, to exceed the sum of $2,500 per annum for such period of 20 years) and provided that the plans and specifications of the proposed works be first approved by the governor in council. And it is accordingly so ordered."

We concluded to change the grant in that way, making it one half per centum per annum upon the total cost, because we did not see our way clear to having any guarantee that the cost of the work would be $500,000 as Mr. Leary and these other gentlemen represented. They had represented that they would expend that amount, and in order to make sure of that amount, and in order to make sure of that expenditure, of the expenditure being bona fide made to that extent upon these works, we concluded to

Draw the Proposal in Such a Way

as to make out a subsidy of one half per centum upon the whole cost. If the cost did not amount to that their subsidy would amount to a lesser sum and we passed that minute on the 30th of December. Now that closed my connexion with the dock business, except this. A few days after the council adjourned, (I had reason to believe from a letter which I have seen since that it was the 3rd of January, my own recollection was that it was written two or three days after the closing of the session of the council), I had a telephone message from Mr. McLellan, then provincial secretary, stating that the common council were urging very strongly and strenuously, and there was a

Strong Public Opinion in St. John

insisting upon the government entering at once upon a contract with Mr. Leary for the dock. I think he mentioned to me that the mayor was right then in his house at the time he telephoned to me, and he wanted to know if I would give my consent, as the order in council had passed, to a contract being signed with Mr. Leary. I talked it over with him and gave my consent to his executing the contract.

Q.—That was done by telephone? A.—By telephone, and I am quite well assured that it was the 3rd of January. I said "I am going to be busy in the election, you can get the solicitor general to draw it up, as he knows the views of his colleagues in the council." Of course, even after the orders in council do pass authorizing these things, it is customary for the leader of the government to be spoken to before the papers are actually executed and Mr. McLellan, in accordance with that usuage, asked me if I would give my consent to his signing the contract which I gave him then and there. I heard

Not Another Syllable about the Dock Contract

or dock business, as far as I can recollect or recall in any way, until a letter came to me from the solicitor general enclosing a draft of a contract between Leary and the government. The solicitor general asked me, if my memory serves me right, (I have lost the letter and cannot find it which accompanied the draft) to look over it and let him know whether its terms were satisfactory and return it to him. I received the letter in the hurry of the election, my mind engrossed with everything else but dock contracts, and I did not even open the draft or read it. That, with other correspondence that was accumulating, was laid aside. I went into the country and never thought of it again until I was reminded of it by the solicitor general at Harvey, on the evening on which I was to speak there. How many days that contract remained, unattended to, I could not say; it would be wholly impossible for me to say. It passed entirely out of my mind until I

Was Reminded of it,

and I will state to the committee the circumstances under which I was reminded of it. I had been requested in the early part of the campaign by the provincial secretary to address a meeting in the Institute in St. John in connexion with the election. I had consented to do so and a date was named for a meeting, that would be early, I think in the first week or ten days of January. I remember the evening that was fixed for it was a Wednesday evening. I think in the first week of January or it may have been in the second. But at all events it was Wednesday. I made my own appointments for meetings so that I could be in St. John on that evening, and on the Monday preceeding the Wednesday I received a message, (I was then up in Keswick) to the effect that they had changed their arrangements, that they would not have the meeting on Wednesday night in St. John. This was from the secretary. He had telegraphed to my office and they had telegraphed it to me either in my son's name or that of Mr. Barry, or else the secretary's telegram had simply been repeated. It stated that they had cancelled the arrangement, and would fix a later evening. Of course this threw me out somewhat. I lost the evening, practically, but I

Heard Nothing Further

about it until Sunday, which would be the 12th of January. The Sunday preceding the election was the 19th and this Sunday would be the 12th. On Sunday, the 12th, the secretary telephoned me from St. John to know whether I could come down to St. John on Friday evening and speak there on that evening. I replied to him that I could not say, that I thought probably my notices had gone out for meetings all through the week and if they had I could not cancel an engagement without, perhaps, serious loss in the locality. However, I said to him by telephone I will enquire in the morning. I will go to the office the first thing in the morning and find out whether my notices have been posted and if the notices for Friday evening have not gone out, and I can go, I will telephone you. I did not engage to telephone him if they had gone, but only if they had not, because I thought he could make his own arrangements, he would assume that I could not go, not getting word that I could. I found next morning that my notices had gone out and I was

Engaged to Speak

at McAdam Junction on Friday night, so that I did not telephone him that I could go, and I supposed the matter was off and they would not expect me. The next thing I knew or heard the solicitor general came up on the train and met me at Harvey station. I had a meeting at Manners-Sutton that night, and Wednesday evening he came up on the train a few minutes before I was going off to attend my meeting. He told me his object in coming up. He said his object in coming up was to prevail on me if possible, to go down and speak in the Institute on Friday night. He said they had announced the fact that I intended to speak, that they had published a notice of it, and not being able to get any word from me his friends there had urged that he should come up and see me on the subject, and try to prevail upon me to go down. He said it would be a great disappointment to the friends in St. John if I did not go down and they

Would Probably Charge Me

(the notices having gone out and the meeting being announced) that I was afraid to go down. Well, I said I would be very sorry that they should think that, but I did not see how I possibly could do it. I did not think it would be fair to my friends or the gentlemen running with me if I should go down, and further than that I would have to disappoint the people at McAdam junction. Well the solicitor general said our friends are so very pressing upon the subject that they authorized me to say that if it would be any inducement at all to you they would assist you in a contribution towards the election expenses. They said they would

Make up at Least $1,000.

for us (this is the whole story), and, perhaps, would be able to do a little better, but they would do that if I would go. Well, I said I appreciated their kindness very much, but I cannot promise you to-night that I can do so. I will have to think it over, and I will have to try and see some of my leading friends at McAdam Junction, as I am going off in the morning early and will let you know. That was the best promise I could make to him. I said I would try if it could be accomplished. I think that was all that took place on the subject in connection with the contribution. The solicitor general asked me if I had got the draft of the dock contract from him? I said I did not remember very distinctly; had he sent it to me? He said he had and I said if you sent it to me I am

Satisfied I Must Have got it,

for I was home on Sunday. Did you send it before that? He said he had. Well, I said, there is only one thing I can do about it. I can send a telegram to Mr. Barry to look among my papers either at home or in the office. My correspondence will be either at one place or the other, and I could not say which. I don't know where I left it. But he will look it up, and I will have him return it to you. My own impression is that I did not send the telegram to Mr. Barry, but authorized the solicitor general to send it in my name to Mr. Barry for that purpose. That is my present recollection. I do not think I sent it myself, or wrote it. But I told him to describe the letter; he would know how to describe the letter so that Mr. Barry could identify it, and to request him to send it down which he did. I went next morning to try and see some of the folk at McAdam as I was going through, and the earliest possible moment after that I wired to St. John to say that I was going down.

Q.—That would be on Thursday? A.—Yes. That is my impression as near as I can recollect. Before I wired I got some telegrams urging me to come saying that they were

Making Personal Charges Against me

in St. John as an additional reason why I should go down. I went down to St. John on Friday.

Q.—Where were you when you got the telegrams urging you to come down? A.—I think at Canterbury Station:

Q.—You went down by what train on Friday? A.—The C. P. R. train reaching St. John in the afternoon. I spoke at Canterbury Station on Thursday night. I got there about noon or 1 o'clock and spoke there that night and Friday morning I went right through by the C. P. R. and got to St. John about 3 o'clock or some thing like that. Now I want to say that

No Man on Behalf of Mr. Leary,

no man representing Mr. Leary, directly or indirectly; no man in any way, shape or fashion, ever suggested to me that Mr. Leary was going to make a contribution to the election or would make any contribution towards the election; or had made any contribution to the election; or directly or indirectly, in any way, suggested to me that Mr. Leary or any of his friends were paying any consideration towards the securing of this contract. No live mortal man, directly or indirectly, ever hinted such a thing to me in this transaction from the beginning of it to the end. I want to say

A Word About the Leary Telegram.

The Leary telegram was read at the Institute while I was on the platform that night. The reading of it was the first knowledge that I had that such a telegram had been received. When it was read by the provincial secretary it was then my first knowledge of it. He had not shown it to me; I had not seen it or heard of it. I sat there after resuming my seat. The provincial secretary got up and read the telegram to the meeting and I then heard of it for the first time.

Q.—I will ask you whether there was any understanding or arrangement of any nature, kind or description made with you, or with your knowledge, under which Mr. Leary was to contribute to the election? A.—No.

Q.—Or by any person acting on his behalf? A.—None, none.

Q.—Either directly or indirectly? A.—None. I heard

Of it for the First Time

when this thing was mooted here since the opening of this session.

Q.—And you say that your telephoning to the late provincial secretary in answer to his message on the 3rd of January was in accordance with the order in council which passed on the 30th of December? A.—Entirely so. I assumed, as anybody would assume, that there was a good deal of feeling in St. John, a good deal of anxiety about this, and that he would naturally desire to have the matter closed up as soon as possible, and I put no obstacle in his way. I would sooner, as I explained to him, that the matter should stand for further consideration, but he was pressing, and I gave my consent.

Q.—Can you tell me about how long a time elapsed from the time Mr. McLellan telephoned to you on the 3d of January till you replied to him saying you were willing? A.—Why the conversation between us did not extend over three or four or five minutes. I was not five minutes at the telephone and he did not leave it

Till I Gave my Consent

and unqualifiedly and unconditionally.

Q.—You state that on that Wednesday evening I informed you that some friends in St. John talked of contributing something to assist you in York? A.—Well what you said was that our friends had said that if it would be any inducement for me to go out of my own county and go down to St. John, they would appreciate it and they would be willing to assist towards the expenses of my election and help me in the election towards the election expenses to the extent of at least $1,000 and that they would do a little better if they could.

Q.—I will ask you whether that was the first intimation or the first reason you had to expect that any assistance would be received from outside. A—The very first. I had never asked it, I had never expressed any wish for it; that

Was The First Intimation.

that I had in any shape, manner or form.

Q.—I will ask you whether or not in connexion with that, Leary's name was mentioned at all? A.—No.

Hon. Mr. Mitchell—Or the dock? A.—No. There was no connexion between the two in any shape or form. It was never suggested to me and I don't think anybody would have suggested it to me.

Q.—It would not have been very safe? A.—Well nobody ever did make a suggestion to me of the kind since I have been in public life.

Hon. Mr. Pugsley—You stated that you spoke in the Institute on that Friday night? A.—Yes.

Q.—Did you make any reference, do you remember, to the question of the government asking the legislature to give further aid? A.—Yes, I did. I will tell you just how. I had been asked a question when I was addressing a meeting at Stanley, by one of the persons present, as to

What the Government Proposed to do

in the way of giving further assistance towards the dock and harbor improvements in St. John. I said this: That the government would be willing, (I made a very