

RECKLESS EXTRAVAGANCE OF FLEMMING GOVERNMENT

(Continued from page five.)

MR. ROBINSON'S JOB.

1. Is the government aware that Mr. F. P. Robinson, secretary of public utilities commission, has been appointed to a position in His Majesty's customs? A. The government has not been officially informed but has heard that such appointment has been made.

2. What salary is allowed the secretary of the public utilities commission? A. \$600.00 per annum is allowed the secretary of the public utilities commission, which has been advanced by the province but is assessed to the province by the commissioners.

3. What sum has been paid for expenses since his appointment to date? A. None.

Reply to Notice of Enquiry No. 2, by Mr. Copp, for Tuesday, March 12th 1912.

1. What amounts have been paid since the close of the fiscal year for work upon wharves and upon bridges in the County of Queens? A. Bridges, \$5,044.60. Wharves, \$1,872.12.

2. For what wharves and bridges was the money paid and how much for each structure?

3. Who were employed as structural superintendents and foremen or inspectors upon each of the said bridges, and what pay did each receive per day and for how many days?

4. Who were employed as workmen and for what time, and at what rate of wages?

Ans. In order to answer questions 2, 3 and 4 it will be necessary to read the details of each account submitted by the structural superintendent for payment, from November 1st last up to the present time, which would take up a considerable portion of the valuable time of this House, but which accounts I have here before me and am prepared to have same read if the hon. gentleman so requests.

5. Are there any outstanding accounts for work done on said bridges and wharves, and what amounts is due upon each and to whom? Ans. None.

6. Were tenders asked for any of the said wharves and bridges, and if so, for which ones? Ans. Yes, Connors' Bridge, on which contract there was a payment of \$1,019.48, and Red Bank Bridge, \$350.00. Included in the above sum of \$5,044.60 for bridges are various amounts paid for caretaking and inspection and the balance was for materials purchased and for work done under the supervision of William Howe, structural superintendent for Queens County.

Mr. Upham gave notice of enquiry regarding under-sized logs cut in the province, work on bridges in Gloucester County, also regarding repairs to the Hartland bridge.

Mr. Burgess gave notice of enquiry regarding the work on bridges in Victoria and Madawaska Counties.

Hon. Mr. McLeod laid before the House the report of the auditor general for the fiscal year ending the 31st October, 1911, and moved that the public accounts for the fiscal year and the auditor general's report be referred to the committee on public accounts.

Hon. Dr. Landry submitted the annual report on agriculture for 1911.

Hon. Mr. McLeod moved that the House on Monday next resolve itself into a committee on supply.

Hon. Mr. McLeod moved that three hundred copies of the journals of the House be procured for the use of the Legislature.

Hon. Mr. McLeod presented a petition in favor of the bill respecting the City of Fredericton.

Mr. Wilson presented a petition of Charlotte County residents in favor of the bill to incorporate the New Brunswick Hydro Electric Co.

Mr. Burdill presented a petition in favor of the bill relating to the Church of England.

THE VALLEY RAILWAY.

Hon. Mr. Flemming presented the bill to amend an act to aid the construction of the St. John Valley Railway. In introducing the bill he said no additional responsibility would be involved on the province. The changes made were necessary changes and they were some which in a very great measure safeguarded the interests of the province. The first important change was that of the general location of the new railway system and while a general location was approved, that does not necessarily mean that the road must follow the exact location. Section 7 was repealed and a new section introduced. It has no great effect on the bill but serves to facilitate the working out of the construction of the road.

Section 10 of the act was repealed, and a new section takes its place. This is the most important and makes provision that the company shall deposit with the receiver general an amount equal to \$1,500 per mile in respect to which bonds are guaranteed. This is not as an evidence of good faith, as that has already been provided for, but as what might be termed an interest security. This amount will aggregate \$300,000 and will be for the

purpose of meeting the difference between the interest on the bonds and the earnings of the road. Instead of the province being called upon to pay this difference the amount will be taken from the \$300,000. The annual deficit will be paid out of this security until the amount is exhausted. Under the act passed in 1910 provision was only made that the province should receive forty per cent. of the earnings of the road. So hon. gentlemen would readily perceive the additional safeguard that had been arranged for.

Section 16 of the bill changed the specifications of the road from the provisions of the act of 1910 but there still would be a first-class road provided for. Up to Fredericton from St. John the road would be of the specification as high as any railroad in Canada and above that it would be of a higher class than two of the most important trunk lines in this province. It had been said that the government had reverted to a plan which had been proposed by the hon. gentlemen opposite, but that was just one of the errors into which the hon. gentlemen opposite had fallen. Three years ago, when the delegation from the people from the St. John valley came to the House and asked that the railroad be built they were informed that it would be done if they would secure the co-operation of the federal government in the project. If the proposition had been met by the hon. gentlemen opposite and their friends at Ottawa in the proper and patriotic way there would have been no unreasonable delay. But the proposition was accepted with a string attached to it and that string was in section 16 of the act passed in 1910, and which was now amended. The government had been compelled to make that section of the act read that way because the then representatives of New Brunswick in the federal cabinet had stated and there was a letter from the then prime minister stating that the specifications there set forth had to be adhered to.

That had raised a great outcry and the hon. member for Victoria, Mr. Tweeddale, had said that it was physically impossible. And the government knew that it was but nevertheless, they could not deviate from the hard and fast plan laid down by the then federal authorities. The hon. member for Victoria had said that it was impossible to construct such a line of railway as specified to Lakeville and Centerville; in fact, he said it would be necessary to dig a ditch a half mile deep. A few days ago the hon. gentleman opposite had endeavored to give the impression that they had always favored the building of the St. John Valley Railway and had done all in their power to help it along. If the hon. gentlemen opposite had been anxious to further the St. John Railway proposition they would have, between the 19th of June, 1909, and March, 1910, when the act was passed, advised the federal authorities to amend the provisions which they had set forth as specifications for the road, but the hon. member from Victoria and his friends had done nothing of the kind and it was not until an agreement was reached with the hon. minister of public works that the specifications were changed.

Mr. Bentley—Hear! hear.
The hon. Mr. Flemming—said that the hon. member from St. John Co. said "hear, hear," but it was only when hon. Mr. Pugsley was placed in that dilemma where he was face to face with meeting the people in the Dominion Election and facing the responsibility of having delayed this great project that the Hon. Mr. Pugsley finally agreed to having the specifications amended and now the hon. gent opposite sought to give the impression that the project as it stood today was just as they had always favored it. If the Standard now set forth was good enough in 1911 it should have been good enough in 1909.

The reason that the grade specified for the road between Fredericton and St. John was of a higher class than above Fredericton was that he had great expectations in fact almost the assurance that one of Canada's great trunk line railways would find connection with the St. John Valley Railway at or near Fredericton and thus reach the port of St. John. The hon. member for St. John Co. Mr. Bentley had said he wanted to see the port of St. John given more transcontinental traffic and that was one of the reasons why he insisted that the St. John Valley railway should have connection with the Grand Trunk Pacific at Grand Falls. Such a position as the Grand Pacific switching its traffic over the Valley Railway at Grand Falls had never been proposed and the Grand Trunk Pacific it would be found would not do anything of the kind. If the hon. member for St. John Co. Mr. Bentley had been so anxious about the Grand Trunk Pacific's transcontinental traffic going to the port of St. John he should have put in a protest when the late Liberal Government at Ottawa routed the Grand Trunk Pacific away from St. John. If the hon. member for Victoria had thought before speaking he would not

have proposed that the building of a road that the I. C. R. was to operate should start at Grand Falls when the I. C. R. had no rails within a hundred miles of that place. The Bill provided that as each section of the road was constructed it would be taken over and operated by the I. C. R. and naturally the first section to be built should be that which the I. C. R. could reach. The first section to be constructed should, therefore, be from Fredericton where the I. C. R. would have a connection with the road.

TO BEGIN MAY 1st

The Bill also provided for the ratification of the contract which had been made with the St. John and Quebec Railways Co. and copies of which had been distributed in the House. A separate company with the same personnel as the St. John and Quebec Railway Co. would be formed to handle the construction of the bridges on the road. That was on account of the special bond issue for the bridges and was a provision which had been made by the Federal Government's representative. The bill provided that construction on the railway should commence not later than May 1st, 1912 and the whole should be completed not later than November 1st, 1915. It had originally been specified that the date for the completion of the road should be Nov. 1st, 1914 and the extension of time did not come at the request of this government but at the suggestion of the Dominion in June last and the Company, it being pointed out that the Quebec bridge could not possibly be ready for traffic before that time.

MANY UNBELIEVERS

The bill called for the construction of a road from St. John or a point on the I. C. R. near St. John to Grand Falls. If the hon. gentlemen opposite had any doubt as to where the road would run he would refer them to the enabling act of 1910 this act in amendment thereof and the agreement to lease which had been signed by the two governments and the St. John and Quebec Railway Co., all of which specified that the route of the railway should be from St. John or a point on the I. C. R. near St. John to Grand Falls. He was not surprised that there were unbelievers. He expected that there would always be unbelievers and that there would be those people, who when the construction of the road on the first sections commenced would go about saying that it would never be built past Centerville and Gagetown. He supposed that even after the construction work was started beyond Centerville and Gagetown these unbelievers would be going about with some new story trying to deceive the people into the belief that the rest of the road would never be built.

To his hon. friends opposite he would say that scripture gave an awful illustration of the fate of unbelievers. The hon. gentlemen opposite would no doubt remember of those people in the olden times who would not believe Noah when he told them there was going to be a flood and they all perished and he feared that the hon. gentlemen opposite were hastening to the same kind of a political drowning.

Mr. Sweeney asked if there was anything in the Bill which provides for connection with the Grand Trunk Pacific at or near Fredericton.

Hon. Mr. Maxwell introduced a bill to give the city of St. John better control of electric wires etc. in that city.

Hon. Mr. Maxwell for Mr. Baxter introduced bills to provide for the government of the City of St. John by an elective commission, to authorize the City of St. John to expropriate private lands in St. John, to amend the Lancaster Sewerage Act and to amend the act respecting the election of the wardens of Trinity Church, St. John.

Mr. Wilson introduced a bill to confirm an agreement between His Majesty the King, the City of St. John and the C. P. R., also a bill to incorporate the New Brunswick Hydro Electric Co. also a bill to fix the valuation of T. S. Simms & Co.

Mr. Hatheway introduced a bill to fix the valuation of the Wilson Box Co.

Mr. Grimmer introduced the Bill to amend the act respecting the settlement of poor. He explained that the purpose of the act was to make it so that people entering public institutions would not obtain a legal residence in the city town or municipality in which the institution was situated and thus protect the municipalities from being saddled with these people.

Hon. Mr. Grimmer introduced bills to legalize certain marriages, to amend the schools' act and to allow the Town of St. Andrews to borrow money for sewerage purposes and to issue debentures.

Mr. Bentley introduced a bill to amend the act respecting peddlars. Mr. Copp introduced a bill relating to the Town of Sackville.

Mr. Hatheway gave notice of motion for Friday next respecting a plan for co-operation of the provincial governments of Canada and the Federal Government giving greater assistance to agricultural and technical education.

Mr. Speaker asked that the notice of motion stand over until tomorrow as there was some question as to the admissibility of the motion on the ground that it entailed expenditure of provincial money.

The House adjourned at 5.30 p. m.

WAS ALL RUN DOWN.

Doctors and Medicine Failed To Cure Him.

Many people become run down, but don't know just exactly what their trouble is. As a rule it is improper circulation of the blood, owing to not just taking proper care of themselves. All they want is a good tonic to build up the system and put their blood in proper shape, and for this purpose there is nothing to equal Burdock Blood Bitters. It regulates the stomach, liver and bowels, purifies the blood and tones up the entire system. Mr. Murdoch A. Morrison, Tarbot, N.S., writes:—"I am now writing to tell you what Burdock Blood Bitters has done for me. Last Summer I was all run down, and doctors and medicine failed to cure me. At last I decided to try a bottle of Burdock Blood Bitters, and after taking one bottle I began feeling better, and after I had taken the remedy for two months I was completely cured. I can safely recommend your remedy to anyone."

Manufactured only by The T. Milburn Co., Limited, Toronto, Ont.

ILLUSTRATION ORCHARDS VISITED AND PRUNED

During the past two weeks a number of the illustration orchards have been visited and pruned by R. P. Gorham. Work was begun at Waweg, Charlotte County, in the orchard of Mr. W. E. Armstrong. The Hoyt Station, Golden Grove, Sussex, Salisbury, Sackville, Baie Verte, Upper Queensbury and Stanley orchards were visited successively. In general the trees appeared to have passed through the winter remarkably well, only a few branches being broken by snow, and no evidence of girdling by vermin noticed.

The character of the winter has been very uniform over the whole southern section of the province where the above mentioned orchards are situated. The fall remained open and mild so long that even where the trees made a late growth the wood had a chance to ripen up well before cold weather came in. No storms of any consequence occurred until after the beginning of the New Year and up to the present there has been no great depth of snow in any of the orchards. Only one slight storm occurred during the winter and it was so slight that no damage was done. The temperature was very low in all parts of the province but so far as can be determined at present none of the trees have been seriously injured. All the illustration orchards have been supplied with spraying outfits and materials and will this year be in good shape to resist the attacks of the insects and fungi. The prospects for a good season of growth and a fair crop of fruit on the older orchards looks particularly bright at present.

The 1911 report on Horticulture and the preceding of the fruit growers Association will be ready for mailing in a few days. A thirty-two page pamphlet on "Orchard Opportunities in New Brunswick" has been prepared by A. G. Turney, provincial horticulturist and is now being printed. It is splendidly illustrated and 10,000 copies are to be issued, many of which will be distributed in the British Isles. A small illustrated leaflet on "The Forest-Tent Caterpillar" will also be issued shortly and should prove timely and useful as this pest has become quite serious during the last few years, especially in Charlotte County and portions of York, Sunbury and Queens and gives every promise of being exceptionally numerous this season. Arrangements will be made for spraying demonstrations in the districts where this pest promises to be very destructive.

CONNAUGHT'S WEDDING ANNIVERSARY

Ottawa, Ont., Mar. 13—Today marked the thirty-third anniversary of the wedding of His Royal Highness the Governor General and the Duchess of Connaught. Before her marriage the Duchess of Connaught was Princess Louise, daughter of Prince Frederick Charles of Prussia.

SUCCESSFUL MOTHERHOOD

means more than a fat baby. It means laying the foundation of a strong, sturdy constitution.

Fat alone is not enough; there must be bone, muscle, brain and nerves.

Scott's Emulsion

is the Acme of perfection for Mother and Child.

ALL DRUGGISTS 11-61

Classified Advs.

not exceeding one inch, one insertion, 25 cents; three insertions, 60 cents; one week \$1.00; one month \$3.00. Discount if paid in advance.

WANTED

LADY WANTED for spare time employment, afternoons or evenings. No manual labour. Apply to I.

WANTED—Gentleman wishing to add to his income by agreeable employment in spare time. Apply to C.

141—16 March.

WANTED—A good cook. No washing or ironing. Apply to MRS. DOULI, Officers Qrs.

145—March 15.

TO LET

TO LET—House on St. John St. between Brunswick and King, containing eleven rooms and bath. Also a house on King Street between Regent and St. John Streets. Apply to

238 GEORGE STREET.

—146—March 20.

NOTICE OF LEGISLATION

Notice is Hereby Given that application will be made to the Legislative Assembly of New Brunswick at its next session for the passing of an Act amending the Letters Patent of Incorporation granted to Agricultural Society for district Number 34, York County under the provisions of Section 16 of 51 Victoria, Chap. 3 entitled "The Agricultural Act 1888," for the purpose of enabling the Society to mortgage or hypothecate its real or personal property or both in order to raise money for the purposes of the Society, to sell or dispose of the society's property in fee simple or for any lesser estate and for other purposes.

Dated this nineteenth day of February A. D. 1912.

SLIPP & HANSON,
Solicitors for Applicants.

113—Mar. 19.

Notice of Legislation.

NOTICE IS HEREBY GIVEN, that application will be made to the Legislative Assembly of New Brunswick at its next session for the passing of an Act to incorporate the "Saint John River Hydro-Electric Company," with power to acquire and develop the water power on the Saint John River at or near Pokiok and to generate electric, pneumatic, hydraulic or other forms of power and to receive and transmit the same and to acquire rights, easements, franchises and privileges necessary for the efficient operation of the Company, with power upon permission by the Lieutenant-Governor-in-Council to expropriate for the purposes of the Company to be \$5,000,000.00 and the Company to have power to issue bonds to an amount not exceeding its capital stock.

Dated at the City of Fredericton this fourteenth day of February, A. D., 1912.

SLIPP & HANSON,
Solicitors for Applicants.

106, Mar. 15.

FAVOR ROOSEVELT IN OKLAHOMA

Guthrie, Okla., Mar. 13—Unless the unexpected happens, Theodore Roosevelt will be in his first body blow in the fight for the Republican presidential nomination here tomorrow, when the Republicans of Oklahoma will meet to name ten delegates and ten alternates to the national convention at Chicago. The Roosevelt supporters are expected to be in absolute control of the convention, notwithstanding the fact that the State organization has fought tooth and nail in the interest of President Taft. The delegates to the State convention instructed for Roosevelt outnumber the Taft delegates nearly two to one. The Roosevelt supporters point to this fact as one of great significance because, they declare, it represents the first chance the people have had to choose between the two candidates under a primary law. While ready to admit that they have lost the fight so far as the State convention is concerned, the Taft people believe they will be able to capture some of the district delegates, thus preventing a solid Roosevelt delegation from Oklahoma.

The carpenters' organization of Bakersfield, Calif., has collected nearly \$23,000 which is to be used for the erection of a labor temple.

The general executive board of the International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers met at Indianapolis, Ind., during the present week.

We cordially invite the members of The Farmer's and Dairy-men's Association to visit our watterooms while in the city.

Our constant aim is to supply only what is best and most up-to-date in farm implements, machines, etc., at reasonable prices.

We have added many new lines this year and are better prepared than ever to cater to the needs of the progressive farmer and orchardist.

If you cannot call, write and your inquiries will have most careful attention.

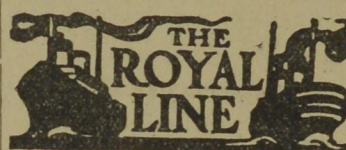
J. CLARK & SON FREDERICTON and ST. JOHN

When you Order Your NEW SPRING SUIT

CALL ON
W. E. SEERY, 550 QUEEN STREET

Great variety of patterns to select from.
Style, Fit and Finish first-class.

TRAVELLERS GUIDE



WINTER SERVICE

Between

Halifax, N. S. and Bristol, Eng
Royal Mail Steamers

"Royal Edward" "Royal George"

Proposed Sailings

"ROYAL EDWARD" Mar. 23rd, 1912

"ROYAL GEORGE" April 3, 1912

"ROYAL EDWARD" April 17, 1912

Apply to
F. B. EDGECOMBE, Local Agent,
Fredericton, N. B.

or
THE CANADIAN NORTHERN
STEAMSHIPS, LTD.,

P. Mooney, General Agent,
Halifax, N. S.

C. H. I. C. DAILY MEMORANDUM

Open Evenings Till 9 O'clock

Let us loan you the
money

... at ...

5

PER CENT

To buy, build, pay off
mortgages, or improve real
estate.

SEE OUR PLAN

Write, 'phone or call.

The Canadian Home
Investment Co. Ltd.

'Phone 362.

Chestnut Building
Fredericton N. B.

IOWA MINERS WANT MORE PAY

Des Moines, Ia., Mar. 13—Union miners from all the mining sections of this State are gathering here in large numbers to attend the State meeting called to meet in this city tomorrow. It seems practically a forgone conclusion that the men at their meeting will make a demand for a raise in wages of 10 cents a ton and of 20 per cent. for day work. Should the operator refuse to grant the increase demanded, it is said, all work in the mines of the State will stop on April 1, until a new wage scale is agreed upon.

INTERCOLONIAL RAILWAY

VERY LOW FARES

SECOND CLASS TO THE

PACIFIC COAST

March 1st to April 15th 1912.

To Vancouver B. C.

Victoria, B.C.

Portland, Ore.

Seattle, Wash.

Nelson, B.C.

Trail, B.C.

Roseland, B.C.

\$58.25

To San Francisco, Cal.

San Diego, Cal.

Mexico City, Mex.

Los Angeles, Cal.

\$58.35

EQUALLY LOW FARES FROM
AND TO OTHER POINTS

COLONIST CARS ON MARITIME
EXPRESS TO MONTREAL

For further particulars apply to
F. B. Edgcombe,
City Ticket Agent.

Canadian Pacific

Passenger Train Service from Fredericton. Effective Oct. 8th 1911. Atlantic Time. Trains daily except Sunday.

DEPARTURES

20 A.M.—For St. John, St. Stephen, St. Andrews, Houlton, Woodstock, Plaster Rock, Grand Falls, Edmundston, Fort Fairfield, Caribou, Presque Isle, and for Portland, Boston etc.

4.45 A. M.—Via Gibson Branch for Woodstock and Houlton, connecting at Newburg Jct for points North. Plaster Rock, Grand Falls, Edmundston, Fort Fairfield, Caribou and Presque Isle.

4.45 A. M.—For Fredericton Jct connecting for St. John and points East.

4.00 P. M.—Via Gibson Branch. For Woodstock and points North to and including Aroostook Jct.

4.45 P. M.—For Fredericton Jct. connecting with Montreal Express which connects at McAdam for St. Stephen, Houlton, Woodstock and points North to Aroostook Jct. Also connects at Montreal for all points West. Also connects at Fredericton Jct with Boston Express.

.00 P. M.—For St. John and points East.

ARRIVALS

9.10 A. M.—From St. John and East

11.50 A. M.—From Boston Montreal, St. Stephen, Woodstock, and North and Houlton.

12.30 A. M.—From Woodstock and North via Gibson.

8.55 P. M.—From Woodstock and North via Gibson.

7.55 P. M.—From St. John and East

10.40 P. M.—From Boston, St. Stephen, St. Andrews, Woodstock, Houlton.

W.B. Howard, D.P.A., St. John, N.B.