

What Was Paid to Valley Ry. Contractors by Govt.

Opposition Enquiries in the House Bring Out Some Interesting Information---McVey & Son Paid \$10,200 for Extras On St. John Bridge Against the Recommendation of Engineer Wetmore---Mr. Gould's Claim.

Considerable information of interest to the public was handed out by members of the Government in the Legislature on Tuesday, in answer to enquiries by Messrs. Dugal and Pelletier, and some answers which would have been of interest to the public were withheld. Hon. Mr. Morrissy stated that Joseph McVey & Sons, contractors for the substructure of the new bridge at the Reversible Falls, St. John, had submitted a claim for \$15,247.42 for extras and had been paid \$10,200 on the same.

Acting Premier Murray admitted that Mr. A. R. Gould had made a claim on the province on account of the Valley Railway, but he refrained from going into particulars. He admitted that the Prudential Trust Company holds 15,749 shares of stock in the St. John and Quebec Railway Company as collateral against a loan of \$350,000 made to Gould and his associates, a portion of which is said to have been used in providing a boodle fund for Government candidates at the last provincial election.

Hon. Dr. Landry, in reply to Mr. Pelletier's query, made public for the first time the amount of the Valley Railway contractors' claims against the Government and the amount paid each in settlement. He also stated that officials of the Prudential Trust Company who attended the sittings of the Dugal Commission had rendered bills for their services to the province, but the same had been held up.

Mr. Swim, who wanted to know what amount had been expended by the Government on the St. Marys highway, was referred to the Auditor General's Report. Other questions answered had to do with public works, Supreme Court fees, Auditor Dunlop and the Farm Settlement Board.

Following is a partial list of the questions and answers:

A Matter of Policy.

Hon. Mr. Murray, in reply to Mr. Dugal's inquiry:

1. Does the Government intend to place any tax upon the railways of the province?

2. Are there any new forms of taxation contemplated; if so, what is their nature?

3. In view of the serious additional interest burden upon railway bonds, guaranteed by the province of New Brunswick, how does the government propose to raise the money to meet the same?

Answer to questions 1, 2 and 3—Matters of government policy are not subjects proper to be dealt with by answers to enquiries, but information with reference to such subjects is properly given when legislation is introduced or in supply.

McVey & Son Paid Extras.

Hon. Mr. Morrissy, in reply to Mr. Dugal's enquiry:

1. When did the contractors, McVey & Son, complete their contract in connection with the construction of the new steel bridge at the Reversible Falls, St. John?

Answer—This contract is not yet completed, and the Department is still holding the contractor's deposit check.

2. Did they make any claims for extras, and if so, at what date, and for what amount or amounts, and what was the itemized claim they presented?

Answer—The claim for extras amounting to \$15,247.42, with the report of Mr. A. R. Wetmore, Provincial Engineer, is very voluminous, comprising 73 closely typewritten pages. They are on file in the Public Works Department and may be seen by any hon. member at any time.

3. What engineer reported upon the claims for extras, how did he word his report and what amount did he recommend to be paid the contractors, if he did recommend any amount?

Answered by No. 2.

4. What amount of extras was allowed the contractors by the Department or by the Governor-in-Council, and have they been paid in full, and at what date, and to whom?

Answer—\$10,200 was paid to J. McVey & Son by order-in-council dated Nov. 10, 1915.

Mr. A. R. Gould's Claim.

Hon. Mr. Murray, in reply to Mr. Pelletier's inquiry:

1. Has A. R. Gould and his associates or A. R. Gould himself made any claim upon the Province of New Brunswick, or the St. John and Quebec Railway for any reason whatsoever?

Answer—Yes, a claim has been made by Mr. A. R. Gould on behalf of himself and those who were interested with him in the construction of that portion of the St. John and Quebec Railway between Gagetown and Centreville.

2. If so, what is the nature of his claim, its amount and how is it made up?

Answer—The Government is unable to state the exact amount claimed by the St. John and Quebec Railway Co., or the exact amounts by which it is to be made up. The claim is based on the action of the Government taken in accordance with the provisions of the Act passed in 1915, respecting the St. John and Quebec Railway Company.

2. Does the Prudential Trust Company hold any stock of the St. John and Quebec Railway as collateral for a loan or loans amounting to \$350,000 made by Gould and his associates?

Answer—The Prudential Trust Co. holds the stock of the St. John and Quebec Railway Co. to the extent of 19,749 shares, as collateral security for moneys claimed to have been advanced by the Trust Company in connection with the construction of the railway.

4. If so, does the Government intend to repay the loan to get the railway stock?

Answer—It is the intention of the Government to repay any loan which has been legitimately made, and the

fees for attending court, etc. re application for winding up St. John and Quebec Ry. Co. 61.00
 May 12, '15—F. H. Markey, on account legal services . . . 800.00
 June 1, '15—F. H. Markey, for travelling expenses 100.00
 \$1,411.00

2. What were the items of the several accounts?

Answered by answer to No. 1.
 3. If paid, how were they paid, by whom and from what funds?

Answer—These accounts have not been paid by the Province or from any funds in which the Province has an interest.

Bridges Now Being Built.

Hon. Mr. Morrissy, in reply to Mr. Pelletier's inquiry:

1. What permanent works, bridges or buildings were in course of construction at the beginning of the year 1915-16?

Answer—No buildings were in the course of construction, but the following bridges were in course of construction at the beginning of the fiscal year 1915-1916: Great Salmon River bridge, McKiel Brook mouth concrete arch culvert and roadway embankment, McKinley concrete arch culvert and roadway embankment, Brown's mill dam bridge, Moncton bridge, the Moose Horn Brook (mouth) bridge, Darling's Island bridge, the Andover bridge sidewalk addition, Reversible Falls bridge, Four Mile Brook embankment and concrete arch culvert, Newcastle bridge, Merritt bridge, Ennis-killen Station bridge, LeClare bridge, Scotch Settlement bridge.

2. What public works has the Department under contemplation to be constructed during the coming year?

Answer—The Department has under contemplation the construction of numerous bridges during the coming year.

Repairs on Central Railway.

Hon. Dr. Landry, in reply to Mr. Pelletier's inquiry:

1. How much has been spent upon capital account on the New Brunswick Coal and Railway Company's railway since November 1st, 1907?

Answer—Total expenditure by the Province on the New Brunswick Coal and Railway since November 1st, 1907, has been \$240,060.97, divided as follows:

1908	Capital	\$ 28,180.45
1909		22,671.01
1910		3,297.45
1911		85,919.05
1913		5,000.00
1915 (bal. 1911, 1912 & 1913)		22,281.93
		\$167,349.99

Deficit on Operation

1909 (1908, paid 1909)	\$ 3,912.00
1911 (1909 and 1910)	16,844.31
1913 (on account 1911)	7,644.09
1915 (bal. 1911, 1912 & 1913)	44,910.57
	\$72,711.07

2. What were the deficits for each year since that period?

Answered by answer to No. 1.

The St. Marys Highway.

Hon. Mr. Morrissy, in reply to Mr. Swim's inquiry:

1. What amount of money was spent by the Public Works Department repairing, draining and piping the highway at St. Marys, York county?

Answer—Full information as to this expenditure is contained in both the Board of Works and Auditor General's reports for 1915.

2. How many rods of road were thus repaired?

Answer—244 rods of sewer were laid in addition to 30 catch-basins.

3. Who was the foreman in charge and how much was he paid per day?

Answer—Robt. D. Forbes was foreman and was paid \$3.50 per day.

Clerk of the Circuits.

Hon. Mr. Baxter, in reply to Mr. Pelletier's inquiry:

1. Who is the Clerk of the Supreme Court for the County of Carleton.

Answer—Louis E. Young.

2. When was he appointed?

Answer—1910.

3. Has he made return for moneys paid into court by litigants for shorthand fees every year since his appointment?

Answer—Yes.

4. If not, what years has he failed to do so, and what course will be pursued with regard to the moneys not paid to the province?

Answered by No. 3.

5. Are there any other clerks of the Supreme Court in the province who are behind with their returns for shorthand fees? If so, who are they?

Answer—The Auditor General's report for each year will show the amounts received and from whom, under the head of Supreme Court Fee Fund, shorthand fees.

Auditor Dunlop's Services.

Hon. Mr. Murray, in reply to Mr. Dugal's inquiry:

1. How much was paid to Auditor Dunlop for his services to the Province since October 31st, 1914?

Answer—The amount paid to Auditor Dunlop for his services from October 31st, 1914, to Oct. 31st, 1915, will be found in the Auditor General's report on page 175. Since October 31st, 1915, the Government has paid out no money to Mr. Dunlop.

2. Did he make any report upon the affairs of the St. John and Quebec Railway and what was its nature?

Answer—Mr. Dunlop reported concerning the affairs of the St. John and Quebec Railway. His report contains a number of financial statements relating to the railway company in its dealings with the Province, and suggestions with reference thereto.

3. Did he make further report upon the workings of the several departments of the Government? What was the nature of this report and its recommendations?

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Your eyes are red,
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 But, on the dead,
 I'm fond of you.

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 A porcupine
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 O heart of mine!

With hidden chin,
 And bristling fur,
 My love you win,
 My heart you stir.

I'll win your heart
 Beyond a doubt,
 If minstrel's art
 Can thaw you out!

"I want to be excused," said the worried looking jurymen, addressing the judge. "I owe a man five dollars that I borrowed and as he is leaving town for some years, I want to catch him before he gets to the train and pay him the money."
 "You are excused," replied the judge, in icy tones. "I don't want anybody on the jury who can lie like that."

Wistar—Do you realize that students work less in February than in any other month of the year?
 Beechwood—How is that?
 Wistar—Because it's the shortest month.

NO SYMPATHY.

What's the proper age to fall in love? If you're under forty, you're a young fool, and if you're over forty, you're an old fool.

ITS USUAL REMARK.

Master Bilton—Pa, what does money say when it talks?
 Bilton Sr. (speaking from personal experience)—Go'odby!

"How did you get that stitch in your side?"
 "Oh, I got hemmed in a crowd."

Answer—Mr. Dunlop further reported upon the working of the several departments of the Government, making recommendations as to salaries and suggesting changes in some of the methods followed in the Department in connection with the performance of administrative work.

4. Was Mr. Dunlop paid by the day and why did the Government consider it necessary to employ an auditor from outside of the province of New Brunswick?

Answer—Mr. Dunlop was paid by the day. He was not employed in his capacity of auditor, but as an expert for the purpose of examining the working of the different departments and recommending such reorganization or change as he might deem necessary for more systematic and efficient operation.

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