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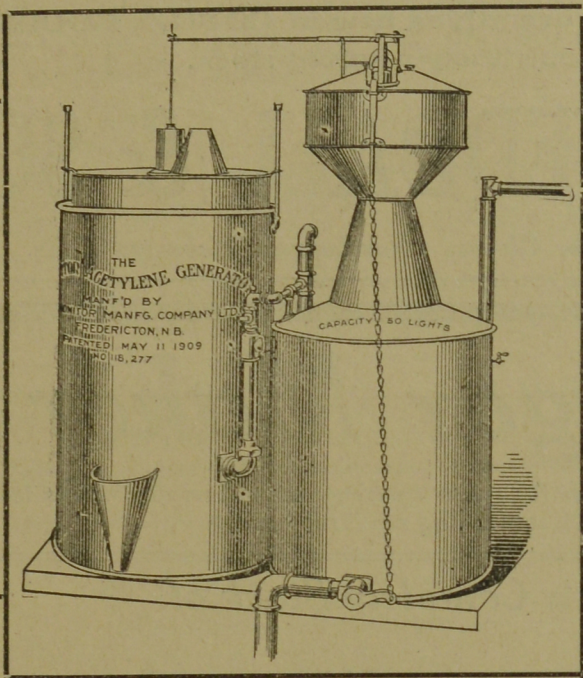
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**A. A. BELMORE****HAZEN VALLEY RAILWAY**

(Continued from page 2.)

pleted arrangements to get power at less than 1½ cents per kilowatt from the Aroostook Falls Power Development Company, and that there would be sufficient power from there to operate the railway along the entire valley of the St. John river. There would be not only cheaper power but the operating expenses would also be less and there would be the absence of the possibility of fires and no dirt. Hon. Mr. Hazen submitted a statement of the horsepower going to waste over the main dam of the Maine and New Brunswick Power Co. at Aroostook Falls by actual measurement taken each day for the last year.

**AN ELECTRIC ROAD.**

Hon. Mr. Hazen said that he was informed by Mr. Gould, the president of the company, who he had always found to be a reliable man, that the water flowing over the lower dam would give at least 20 per cent. more horsepower than reported above. Mr. Gould also said that at the driest part of 1908 a minimum amount of horse power going to waste over the dam, was about 5,000 and to operate the railway on the valley from Andover to St. John would not take one half of the five thousand. The company expected to make money on the operation of the road and not on its construction. The cost of building an electric railway was more than for one of steam. The electrification was a big item and everything totalling up the road would cost over \$40,000 per mile. While it was well known that guaranteed bonds would have to sell at a discount the men at the head of this project were in touch with men in the money markets of New York and London and besides the successful flotation of the bonds, they were confident they could secure a further sum of two million dollars to make up the difference between the assistance given and the cost. They had brought business men and bankers of standing in New York and London who met the members of the government and who stated that the necessary money could be raised all right. He considered the fact that the company was prepared to put two million dollars into the scheme a guarantee that the province was not going too far. But with all this part 3 of this bill does not bind the government to that company or to any company. If there still were people in the province who believed that the steam roads were the only ones for hauling heavy loads he was pleased to be able to say that that was not the opinion of this house, for at the last session Mr. Burchill of Northumberland had moved, seconded by Mr. Byrne of Gloucester that steps be taken to press upon the Federal government the advisability of the electrification of the National Transcontinental through this province in order to save the forests from fires, which would probably result from the road passing down through the central portion of the province. The house concurred in that resolution and the mover and seconder with representatives of the government went to Ottawa and along with representative lumbermen and representatives of the Province of Quebec and urged the matter before the Dominion government. His only regret was that there was such a pressure of business at Ottawa at that time that it was impossible to have a fuller discussion. Sir Wilfrid had said, however, that it was a matter of great importance and worthy of the most careful consideration.

**CHANGE MIGHT BE MADE.**

New ideas were coming into effect from time to time and while it was hard to get out of the old grooves the changes were nevertheless working out to great advantages in many cases. One of the new ideas was the introduction of oil for fuel. It was being adopted in the British navy and in use in some railways. He read a letter from Mr. Frank A. Taylor, whom he said was a highly competent and well known engineer in the employ of the General Electric Company of the United States, who has investigated a number of changes and proposed installation from the Pacific to the Atlantic.

Hon. Mr. Hazen said that statistics showed that steam railroads in Maine had gained in mileage from 1898 to 1908 ten per cent. while electric roads in the same time in that State had increased their mileage about 500 per cent. Continuing, Hon. Mr. Hazen said that he wished it to be clearly understood that the government was not tied up to any electric proposition but he was convinced a road could be operated much more cheaply with electric power than with steam and if the other conditions were suitable an electric road would be more likely to become a paying proposition and pay the interest on the bonds which the province guarantees and give up a profit to those who have the energy and the ability to undertake it.

Under part two of the bill it was stated that that road down the valley would start at Grand Falls. Under this part it would start at Andover. The government takes authority under the bill to guarantee the bonds of the company to \$25,000 per mile and takes a first mortgage on the railway and any other property of the company. Provision is made that the province will not be liable for bonds while the railway is under construction and the company is required to deposit with the govern-

ment \$3,000 in cash for every mile of road on which the bonds are guaranteed to stand against any interest charges which the province may have to pay. The House would feel that this safeguarded the province to a great extent. In making any contract the government must do everything to safeguard the province's interest, at the same time recognizing the great necessity of this railway. The matter had caused himself and the members of the government a great deal of thought and anxiety as would be expected with a matter of such great importance and magnitude. It was the duty of all members of the House to bring their best intelligence to see that the interests of the province were well safeguarded.

The provisions for the standard of the road under this part of the bill were the same in most respects as those under part 2. It was provided that the bridges should be of steel and masonry and that the road should be ironed with 70 lb. rails, while the bill which Hon. Mr. Pugsley introduced for the building of the Valley railway called for 67 lb. rails. The seventy pound rail would carry the heavy traffic and were as heavy as on many parts of the great railways of the country. The provision as to grade was that they should be no more than on the Intercolonial Railway in this Province.

**ABOUT GRADES**

The grades provided were lower than on many parts of the C.P.R. and the rails at 70 lbs. would be as heavy as on many parts of the C.P.R., and many railways of this country. It would be within the lifetime of many young men within the hearing of his voice when there would be four or five railways coming down through this Province carrying the trade of the great western portion of this country to Maritime Ports and as this road would have the shortest possible route from Quebec to the Port of St. John, he believed that this road, when constructed, would take over much of this traffic as the development of the great western country continued.

The provisions made it possible for any Company to operate the railway either by steam or electricity. It was claimed that possibly below Gagetown the distance from the point of securing power would be so great that it might be cheaper to use steam power from Gagetown down the rest of the road to the city of St. John but he understood that the company contemplating undertaking the project are looking into the question of securing other power privileges along the line.

With an electric road it would be possible to run trains oftener than if steam were used and this would do more to develop the country through which the road would pass. It would be possible to not only have the trains run oftener but to have them stop oftener and this would be most desirable for tourist purposes. He wished the House to understand that he wanted this bill thoroughly discussed and considered. He didn't want to give the idea that there was any wish to railroad this bill through the house. It had been twice submitted in caucus to his supporters and he was delighted to be able to say to the house that it met with the hearty approval of his supporters in the House supporting it. It was at the suggestion of the Lieut.-Governor and upon his request that section 36 had been incorporated in the bill. It provided that part 1 of the Act should come into force on the day of the passing thereof and that parts 2 and 3 shall come into force by proclamation published by the Lieut.-Governor in Council in the Royal Gazette.

Hon. Mr. Hazen said that this met with his hearty approval and that His Honor had taken the proper view when he stated that not until the survey had been made and the estimate reported that the government should enter into a contract and guarantee any bonds. The government would order the survey of the route made at once upon the passing of this Act and upon receiving the report and estimate the Government would then take action towards the completion of a contract. He hoped that the bill would have the careful consideration of the House, which it merited, and ample time would be given to consider all its provisions.

Hon. Mr. Hazen moved that on the ground of urgency the bill be read a second time which was done.

The House went into committee of the whole and agreed to the bill to amend Cap. 170 C. S., 1903 respecting rates and taxes.

**DR. CREED'S PENSION.**

The bill to authorize the payment of a retiring allowance of \$600 a year to Dr. H. C. Creed late of the Normal school was next taken up, and Mr. Flemming in introducing it referred in appreciative terms to Dr. Creed's long period of service in connection with education in the province.

Hon. Mr. Flemming in explaining the bill to authorize the payment of a gratuity to Dr. J. R. Inch late Chief superintendent of education of \$2,500, said that Dr. Inch had been identified with the educational work of the province for 60 years.

Mr. Robinson said he was in entire approval of the object of the bill.

Hon. Mr. Hazen desired to, emphasize all that had fallen from the previous speakers with regard to both gentlemen.

**THE HOUSE TOOK RECESS**

Resuming after recess the House went into Committee of the whole and resumed the consideration of the Jacquet River Co.'s Bill which was agreed to after an additional amendment had been added requiring plans to the proposed dam and fishway to be laid before the Lieut.-governor in Council.

Hon. Mr. Hazen introduced a bill to authorize the exchange of lands between the Province and the heirs of William Darrah deceased.

The House went into committee, Mr. Burchill in the chair and proceeded with the consideration of the bill respecting the Intercolonial Railway to permit of the issue of bonds to the extent of \$30,000 subject however, to the bonds already guaranteed by the province to the extent of \$8000, per mile.

Hon. Mr. Hazen said that besides the \$8000 bond guarantee the railway owed the government \$2,500 a mile originally granted as subsidy but since turned into a loan.

Mr. Slipp said there was no clause in the bill which would prejudice the province in any way. When the \$8000 guarantee was wiped out the \$2,500 a mile which was now a second mortgage would become a first mortgage.

Hon. Mr. Hazen said there should be some sort of a record to show intending investors in the company's bonds that, in addition to the \$8000 guaranteed bonds, there was a charge on the company's property of \$2,500 a mile. It was decided to report progress.

The bill respecting Innkeepers was next taken up.

Mr. Woods explained that the bill gave the innkeepers, boarding and lodging house keepers lien on the baggage of any guests for the price or value of any food or accommodation furnished, with right of sale after three months, and also limiting an innkeeper's liability for loss of goods brought to his inn to \$40, except if the same were lost through the wilful default of the innkeeper or his servant, or when the goods have been deposited with the innkeeper for safe custody. A copy of the Act must be kept posted in a conspicuous place in the inn.

Mr. Sweeney wanted the scope of the bill extended so as to confer the right of sale on any person who had goods left with him to be dealt with in the way of his trade, such as gunsmith, bicycle maker, &c., and were not subsequently fetched away.

Hon. Mr. Hazen said in that case it would be necessary to include every class of tradesman in the country. An innkeeper was in a special position in regard to the particular question referred to.

The bill was agreed to as amended.

The bill to amend the act incorporating the trustees of the Reformed Presbyterian church in Barnesville in connection with the Reformed Presbyterian Synod of Ireland, was then taken up.

Mr. Sproul in moving that the committee report the bill be agreed to spoke in the highest terms of the members of the Reformed Presbyterian church.

The bill was then agreed to as also were the bills to confirm a conveyance from the town of St. Andrews to the St. Andrews Land Company, the bill relating to the sale of certain lands at Gagetown and the bill relating to the town of Dalhousie, with an amendment.

The Speaker having resumed the chair, the bills were reported.

The House again went into committee, Mr. Wilson in the chair, to consider the bill relating to the Moncton Street Railway Light and Power Company and agreed to the same with some amendments.

The Speaker resumed the chair, and the bill was reported.

Mr. Hartt moved to suspend Rule 79 in favor of a bill to amend the town's incorporation act.

Mr. Woods presented the petition of Arthur B. Gould and others in favor of a bill to incorporate the Quebec and St. John Railway Company, also he gave notice to suspend Rule 79 of the House to permit of the introduction of same bill.

Hon. Mr. Maxwell moved to suspend Rule 79 to permit of introduction of a bill relating to a dry dock at St. John.

Mr. Upham gave notice of enquiry as to payments to Wendall R. Melville.

House adjourned at 10.45.

New York, March 17.—Eva Fox-Strangways, the English newspaper woman, and one-time accepted member of higher social circles of New York and other cities, died today in Bellevue Hospital from the effects of a drug taken with supposed suicidal intent. She had been arrested on a charge of passing a worthless check, and, after vainly pleading for release, swallowed several tablets from a box which she carried in her handbag. She became ill and for ten days hovered between life and death in the prison ward of the hospital.

Mrs. Fox-Strangways, who posed in New York as a sister of the Earl of Ilchester, was arrested in Toronto a couple of years ago at the request of the New York police and was taken back to New York, where she was given a term in prison for passing worthless checks. After her release nothing was heard of her until her arrest a fortnight ago for a repetition of her old offence.

Bobby—Say pop, how many words in the English language?

Pop (on the sly)—Ask your mother.—

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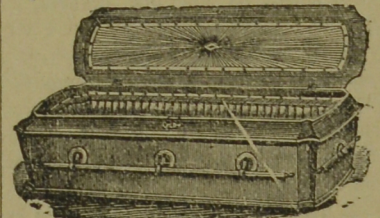
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