

## FARM SEEDS. FARM MACHINERY

We have good values in Timothy, Clover and other Seeds, Seed Sowers, Manure Spreaders, Plows and Harrows. We sell the celebrated Bissell Two Lever Out-throw Disc Harrow at a close price and it is what every farmer needs to prepare the soil.

## Gasoline Engines and Wood Cutters

**J. CLARK & SON**  
FREDERICTON AND ST. JOHN

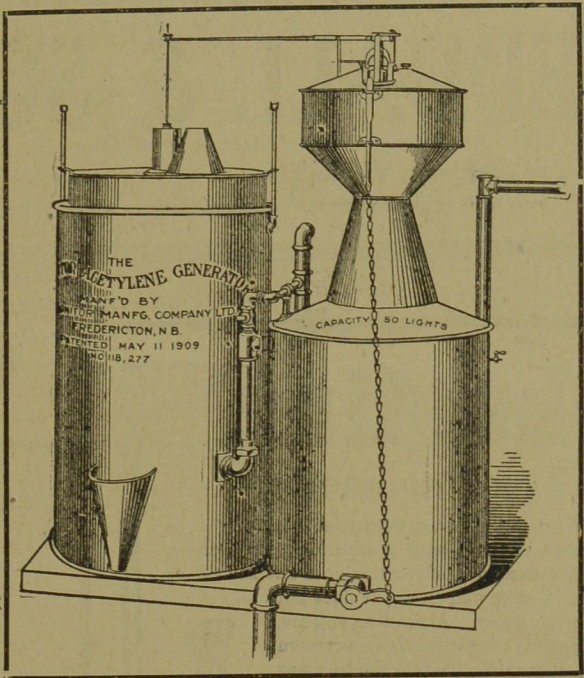
## WALL PAPER

New Patterns are now in

IT WILL REPAY YOU TO LOOK OVER OUR SAMPLE BOOKS IF YOU HAVE SOME PAPERING TO DO THIS SPRING

## HALL'S BOOK STORE

## THE STANDARD OF CANADA



Features of The Monitor Generator—Cleanliness, Safety, Economy, Odorless, Easy to Charge, Perfectly Automatic. All day service. Guaranteed to give Perfect Satisfaction.

## The Monitor Manufacturing Co. Ltd.

FREDERICTON, N. B. WESTMORLAND STREET

## IF YOU WANT A PIANO

BE SURE AND CALL AT THE STORE OF THE

## E. P. BAKER PIANO CO.

We are Sole Agents for the Famous Karm Piano and Organ, the Morris Piano and Milton Matchless Player Piano

CASH OR EASY TERMS

All the Latest Classical and Popular Songs Constantly in Stock—Lowest Prices

## QUEEN STREET

Next To Burchill's Drug Store

### LEGISLATION AND TREATIES

Bulletin, Bogota, Columbia, March 22—The anti-American sentiment continues to find expression in rioting. Yesterday two English girls, who were mistaken for Americans, were robbed and beaten. Subsequently President Ramon Gonzales Valencia, made an official call upon United States Minister Northcott. Former Governor Uribe's house was again stoned by the rioters. Formal decrees were issued placing a transport tax of eight per cent. on all American flour leaving the coast towns for the interior. Joaquin Samper, minister of finance, objected to this move by the government and following the issuance of the decree, resigned.

### NOTICE

The Board of Assessors of taxes for the City of Fredericton in the present year, hereby require all persons liable to be rated, forthwith to furnish to the assessors, true statements of all of their real estate, personal estate and income; and hereby give notice that blank forms on which statement may be furnished under the city assessment law, can be obtained at the office of the assessors, and that such statements must be perfected under oath and filed in the office of the assessors within thirty days from the date of this notice.

Dated this 16th day of March, A. D., 1910.

JAMES FARELL.

Principal Assessor.  
March 16—dimo.

### GANDER SAVES CHILD'S LIFE

New York, March 22—"Pete," an old gander which has been on the farm of Abner Stilton of Montville, N.J., for more than ten years, and which has acted as a nurse to the Stilton youngsters, was killed by an automobile yesterday while protecting Mr. Stilton's two-year-old daughter, Agnes, from harm.

When little Agnes was threatened by the automobile, just rounding the turn at a lively clip, old "Pete" seeing the danger to his little charge, pushed the child over, throwing her on the side of the road and out of harm's way.

"Pete" had not time enough left to get out of the way himself.

Mr. Stilton took his pet gander to a taxidermist at Montclair and will have it mounted.

Mike, the Trout's good memory ..... Winsted, Conn., March 15—"Mike" a tame trout, which had spent four years in a small pond at Wintergreen Cottage, Highland Lake, and which has always responded to its name, coming to the surface and taking food from a person's fingers, has not forgotten his name. When the ice partially disappeared today from the pond and the owner of Wintergreen Cottage, standing at the edge, called "Mike" the trout leaped up and ate bits of steak from his hand. The fish was so glad to see the hand that fed him that he even permitted it to stroke him.

He who lives to no purpose lives to a bad purpose.

## VALLEY RAILWAY

(Continued from page two.)

ists was in favor of some tax being imposed on motor vehicles, provided it was not too high. He would have the tax taken off motor bicycles. Referring to the present law, he said it was certainly not observed in the province generally and ought well be re-considered. He suggested that the bill be not passed this year, but deferred till next session and in the meanwhile the subject be well considered and discussed with a view of having a workable law established.

Hon. John Morrissey said the trouble was that not all the owners and drivers obeyed the law or conducted themselves properly on the roads. He could quite agree that there was some objection among the farmers to the use of autos on the roads. He had little sympathy with the object of the bill, but at the same time he could quite understand that farmers and their families would like to have the roads to themselves one day a week at least and this he thought should be market day. He agreed with the suggestion that the further consideration on the matter stand over for a year and that in the meanwhile steps be taken to get such information on the subject as would enable them to prepare a bill which would be acceptable to all parties interested.

Mr. LaBillois opposed any postponement of the bill. He would be willing to report progress but wanted to have the matter taken up again and dealt with at the present session.

Mr. Leger, (Westmorland) approved of some slight taxation on automobiles but he was opposed to the idea of leaving the choice of the day of the week on which they should be prohibited from the use of the road to the county councils as by that means a different day might be chosen by each and non-resident tourists might find himself tied up altogether. The day should be the same all over the province and be fixed by the legislature.

Mr. Sproul said that while he sympathized with the farmers and was prepared to give a qualified support to the bill there were other matters prepared to give a qualified support to be considered. Medical men were now in the habit of using automobiles on their professional journeys on account of the greater facility they afforded for getting about the country quickly which in case of accident was frequently a matter of considerable consequence and whatever course might be decided on with regard to the general public it would be very unwise to place any obstacle in the way of doctors using the roads at all times.

Mr. Munro said he had presented petitions from his county in previous years against the running of autos on certain days of the week. Many farmers thought it a hardship that their road should be cut up by motorists who contributed nothing whatever to the cost of maintenance. He thought that autos should be taxed and the money applied to the repair of the roads and he agreed with the last speaker that districts should be exempted from any restriction as to using the roads which the committee might think well to impose.

At this stage progress was reported and the house took recess.

On resuming at 8 o'clock.

Mr. Jones took the chair and the committee went into consideration of the bill to amend the act incorporating the town of Marysville and agreed to the same as amended by the corporations committee.

Hon. Mr. McLeod said that a day or so ago Hon. Mr. Morrissey presented a petition in favor of a bill relating to the town of Newcastle. The standing rules committee did not recommend the petition of the favorable consideration of the house on the ground that they were not satisfied that the necessary attention of notice of application had taken place. Since then a large delegation of the town of Newcastle had attended and explained the circumstances, therefore with the unanimous consent of the house he moved that Rule 79 be suspended to admit of the introduction of the bill.

### THE VALLEY RAILWAY.

The house again went into committee and resumed to further consider the Valley Railway bill. Mr. Sproule in the chair.

Mr. Hartt said this bill was of such importance that he felt all members should take a part in the discussion of it. He had wondered at the ingenuity of members opposite in finding points for criticism. For his own part he had thought the provisions were such as would commend themselves to all. There could be no doubt about it, a road down the St. John Valley was badly needed. The present government had taken over the matter in a thoroughly business like way and he would like to see the proposed road operated by the Intercolonial and he still had hopes that such would be the case but if it could not, and part two was found to provide a scheme which could not be carried into effect then the road must be built under the provisions of part three. Under any circumstances he was in full accord with the provisions of the bill now before the house.

MR. COPP, OF WESTMORLAND, said he desired to discuss the provisions of the bill as a business proposition and with due regard to the re-

quirements of the people of the valley. A good deal has been said that was more or less ancient history but they had to consider the matter from the point of view of the present time. The provincial secretary had said that they must throw aside politics altogether and consider the proposal on its merits. Yet before five minutes had elapsed he was denouncing the liberal party with all the force of which he was capable. He had traced the history of the valley railway from its first inception and had placed the burden for its non-construction upon that party.

If the members of the opposition who were then in this house were responsible for the G. T. P. not having been routed down the St. John valley because they had not passed resolutions and that kind of thing the present premier and his followers of that day were equally guilty because they had not done so either. It was Fielding and the solid eighteen from Nova Scotia who caused the central route to be adopted for the G. T. P. through this province, and when it was decided to have that railway's terminus at Moncton, a city was selected which stood up alongside St. John in no small way. St. John was not the only city in Canada. It was not his fault if the engineers who had been employed on the G. T. P. at that time had been neglected or had made errors in judgment. Members for St. John city had forgotten their loyalty to St. John. Hon. Mr. Pugsley had always been anxious to bring a railway down the valley and when he wanted to give the people of the valley a railway which would bring a great export trade he had been steadfastly opposed by the hon. gentlemen opposite.

Mr. Wilson said that he had always favored a railway down the valley to the city of St. John and he trusted that the proposition of part two of the bill would be worked out. He had never mentioned Mr. Pugsley in his speech the other night and no doubt the people of the city of St. John would give Mr. Pugsley credit for what he had done.

Mr. Copp, continuing, said Mr. Pugsley had done more for the city of St. John than all the Conservatives of the province and the beauty of it was, no matter how much they endeavored to traduce him, Mr. Pugsley goes on continuing to build up the port of St. John. The hon. gentleman opposite had been standing in the way of the wheels of progress. When the G. T. P. took its freight to Moncton, the haul from there to St. John would be just one half as far, would consume only half the time and cost only one half as much as through the port of Halifax. Westmorland had little interest in this project. Personally he had tried to place himself as a resident of the St. John Valley and act as such in the premises. However, the responsibility of the acts of this legislature would rest with the members of the house. The legislature was face to face with a proposal which must be regarded as appalling to many of the residents of the province, as it meant the increasing of the liability more than five million dollars and no hon. gentleman opposite had shown that the province would not be called upon to pay interest on the bonds besides. When the province with its non-elastic revenue had to have its debt increased to build a few permanent bridges, it was time to go slow and to consider well such an immense proposition as this.

He sympathized with the member for Northumberland who had courage to come out straight in opposition to increasing the debt by this large amount. It was a small matter whether the members of this house were elected again or not compared with what was done with this question. The greatest safeguards must be placed about this measure and the house should go very carefully in considering the proposals in the bill before passing them. While there might be reason to be proud of the C. P. R. as a great corporation, it had grown on the assistance it had received from the Dominion. It was not well for a government to get into the hands of a big corporation like the C. P. R. The C. P. R. had crushed Sir John A. McDonald out of power. The only blot on the fair name of that great statesman was in connection with the building of the C. P. R. through the west.

If the C. P. R. got control of this government or this legislature he would give little for it. The premier had said that this government was not wedded to any company under part three of the bill, but the member for Queens in explaining the bill of the St. John and Quebec railway company which he introduced had said that it was being formed to carry out part three of this bill. The premier had a great fund of information regarding electric railways and it turned out that he got it from Mr. A. R. Gould, who was one of the incorporators of the St. John and Quebec railway company. Naturally Mr. Gould had been very pleased to have the premier accept his information and give it to the house as authoritative. But there seemed to be a dark colored gentleman in the wood pile somewhere. The road proposed under part three of the bill to run from Andover to Westfield would be only a loop of the C. P. R. The people did not want the C. P. R., they wanted a competitive line.

In 1907 the present premier had said that he would only support Hon. Mr. Pugsley's bill to grant aid to a St. John River Valley railway to the extent of \$15,000 per mile on condition that the road would be part of a trunk line. The present surveyor general had then said that a local road

on this route would not pay for the axle grease. The house must be careful to see that the road could be built for the guarantee of bonds and the Dominion subsidy which totalled \$31,400 per mile. The cost of building railways always exceeded the estimate and if the cost of building this railway amounted to more than the aid the company would have to pay the difference. But would any company do this when all the earnings were to be divided between the operation and the 40 per cent. for the government.

The hon. member for Restigouche (Currie) had taken the darkest side of the question when he had estimated the receipts of this road and that of branch lines in the province. This road must earn \$3,000 per mile annually or the province would have to pay a portion of the interest on the bonds. The province was not ready to undertake a debt of five million dollars. He believed this government was sincere in its efforts to give the people of the valley a railway but he believed the late government and Mr. Pugsley and Mr. Carvell were equally sincere. They should have got together and worked together in the interests of a railway. The fact that on one occasion members of the federal government being absent from Ottawa at that time should have made it impossible to them to have a conference should not have stopped this government in making further efforts for a conference.

He realized the importance to the people of the valley of a railway, and was prepared to give his support to a proposal which would obtain for them the facilities they wanted without loss to the province. The only safeguard against this would be I. C. R. operation and a payment of 40 per cent. of the earnings. Those were the terms demanded by the present government, in which he thought they were too hasty, for had they taken more time, they might have got even better terms from the Dominion government. They complained that the character of the road Mr. Pugsley demanded was too good and they wanted to go back to the standards of fifty years ago. If a railway was to be built, it was to be an up-to-date railway. The people did not want a cheap railway, but a first-class one up to moderate standards.

He wished to put himself on record as being willing to guarantee the bonds of a company to the extent of \$25,000 a mile, provided the road when built should be operated by the I. C. R., and that was as far as he could go in the matter, and he thought the people generally would be best pleased if that was what they got.

### SOLICITOR GENERAL McLEOD.

Hon. Mr. McLeod said that the discussion already had dragged itself out to greater length than was perhaps necessary but coming as he did from a county whose vital interests were wrapped up in the success of the bill he must offer a few observations upon it.

Mr. McLeod's speech was a recital of the history of the project from the beginning from his own standpoint. It contained nothing that was new. No reference was made to either part two or part three. No explanations were offered as to why the parts differed in essential conditions. Nothing was said about electrical operation. At the conclusion of his speech he said the C. P. R. was not interested in any way; they were not represented and the government had had no communication with the C. P. R. regarding the building of this railway. The C. P. R. bogey was invented by some men in Carleton county in a scurrilous campaign and waged against the provincial secretary because, forsooth, he had ridden from here to Montreal in a private car with Sir Wm. Van Horne. This road would really be a parallel line to the C. P. R., which should be sufficient evidence that the C. P. R. was not interested. Mr. Carvell who happened to be a solicitor of this iniquitous corporation, had said at a public meeting in Carleton county that he had negotiated with the C. P. R. to build this road and that they had refused. The bill provided in part three that the company should not transfer its road without the assent of the Lieut.-Governor in council, whether to the C. P. R. or any other corporation. The hon. member for Victoria (Tweeddale) had said that the contention was to use part of the C. P. R.'s line in Maine as a portion of this road. But not one yard of the C. P. R.'s lines in Maine would be used. The only way to get a line to St. John two hundred miles shorter than the Quebec bridge, was by building this proposed railway.

Hon. Mr. McLeod said he had been vitally interested in the building of a valley railway and he would be proud of the action taken by this government to give the people of the valley the same right as the other people of the province in railway facilities. A railway along the valley was assured by this legislation, and this government would be the one to give the people this railway.

### MR. LOWELL OF ST. JOHN.

Mr. Lowell said that the solicitor general had made a labored speech, probably because there were no ladies in the gallery. He had talked as an expert engineer and as such he (Lowell) would not attempt to answer him. His colleague from St. John had been referred to as an advisory board and if he turned out to be anything like the treasury board there

(Continued on page seven.)

## TO MAKE GOOD BREAD YOU MUST HAVE GOOD FLOUR

Why Not Try a Barrel or Bag of Our RED CLOVER

It is made from Manitoba Hard Wheat and we believe it to be one of the Best Brands in the market today

**M. E. DOOHAN**

Sole Agent - Regent Street

## Walker Bros.

Merchant Tailors and Clothiers

We carry a Complete Stock of Fancy Worsteds, Scotch and English Tweeds and Guarantee Satisfaction

QUEEN STREET NEAR BANK OF MONTREAL

## A. B. Kitchen

Harness Manufacturer

QUEEN STREET.

All kinds of DRIVING and HEAVY HARNESS in stock.

Also ROBES, WHIPS, SLEIGH BELLS etc.

Repairing Promptly and Neatly Done.

## MURPHY'S BAKERY

REGENT STREET (NEAR KING)

FINEST BREAD and ROLLS

IN THE CITY

EVERYTHING NEAT AND CLEAN

ORDERS BY TELEPHONE PROMPTLY ATTENDED TO

## COME IN AND GET YOUR SPRING SUIT

From

**W. E. SEERY**

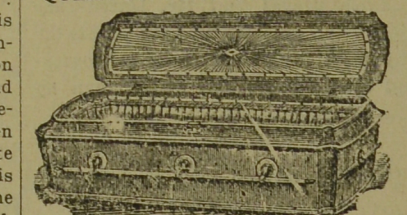
A Splendid Line of Patterns to Select From Every Garment made up in the Latest and most Up-to-date Style

550 QUEEN STREET

## JOHN G. ADAMS

THE LEADING UNDERTAKER AND FUNERAL DIRECTOR

QUEEN ST. NEXT QUEEN HOTEL



ORDERS PROMPTLY ATTENDED TO

### NOTICE

We have opened our new studio on York Street, just a few steps from Market Square, over R. L. Black's store, same entrance as Business College, in the same rooms that were occupied by a Ping Pong Co. two years ago.

We are already getting a large run from the business people of this city and country. We are giving our usual number, thirty good plain photos for 25 cts.

We will be pleased to have every one call.

All work guaranteed.

Amateur work done at lowest prices.

Don't forget the place, York Street, opposite City Hall

Boston Ping Pong Co.

OVER 65 YEARS' EXPERIENCE

**PATENTS**

TRADE MARKS

DESIGNS

COPYRIGHTS &c.

Anyone sending a sketch and description may quickly ascertain our opinion free whether an invention is probably patentable. Communications strictly confidential. HANDBOOK on Patents sent free. Oldest agency for securing patents. Patents taken through Smith & Co. receive special notice, without charge, in the Scientific American.

A handsomely illustrated and bound volume of all the latest and most valuable information in connection with the securing of patents, is sent free to all who apply. Terms for Canada, \$2.75 a year, postage prepaid. Sold by all newsdealers.

**MUNN & Co.** 361 Broadway, New York  
Branch Office, 63 F St., Washington, D. C.