

LEGISLATURE DISCUSSES THE VALLEY RAILWAY

Mr. Robinson's Masterly Arraignment of Mr. Hazen's Valley Railway Bill--Other Speeches.

The time of the legislature was mainly taken up yesterday and until an early hour this morning discussing the Valley Railway bill brought down by Mr. Hazen. The time was chiefly taken up by members of the Opposition, all of whom exposed the attempt Mr. Hazen is making to side track his original proposition, and place the construction of the railway in the hands of a nameless company, presumably made up of political friends on very much more favorable terms than he is willing to accord to the original company. No speech delivered in the legislature this session has been listened to with such attention as that of Mr. Robinson. It was an excellent speech, well reasoned out and was a convincing argument against the suicidal policy which Mr. Hazen has proclaimed.

The House met on Friday afternoon at three o'clock.

Hon. Mr. Morrissey, in reply to Mr. Lowell's enquiry, said the department had no record of the Armstrong bridge in St. George.

Hon. Mr. Hazen, in reply to Mr. Lowell, stated that the contract for shoes for the Provincial Hospital had gone to Waterbury & Rising, and that of bread to J. & W. Shaw.

Hon. Mr. Hazen, in reply to Mr. Young, said that he had had a conference with the Minister of Marine in November last, regarding the placing of a fishway in the dam on the Nashwaak owned by the A. Gibson Co.

Hon. Mr. Morrissey announced that the information asked for in enquiries by several hon. members was contained in the accounts which had been delivered by the public works department to the public accounts committee and which were still in that committee's possession.

Mr. Currie asked if that was all the answer the government intended to give or whether it was intended the question should be repeated. The information he desired was of interest to some of his constituents, and he was entitled to get it from the government.

Hon. Mr. Hazen took the point of order that answers to enquiries could not be discussed and the chief commissioner had given the answer that the information was not at present in his possession.

Mr. Robinson did not think the point well taken. Honorable members wanting information were entitled to have it and should not be put off with the excuse that it could not be obtained.

Hon. Mr. Hazen said there was no desire on any part of the members of the government to evade enquiries, but as the papers were in the hands of the accounts committee, he would suggest that the hon. gentlemen should apply to the committee for access to the papers which would no doubt be granted.

After some further discussion, it was arranged that the enquiry should be put again later in the session.

Mr. Upham gave notice of enquiry as to whether it was the intention of the government to proceed with the construction of the bridge at Bath.

Hon. Mr. Maxwell presented the petitions of the city of St. John and from the Imperial Dry Dock Co., in favor of the bill to amend the Act relating to the Imperial Dry Dock.

Hon. Mr. Maxwell introduced a bill to amend the act relating to the Imperial Dry Dock in St. John.

Hon. Mr. Hazen introduced a bill relating to the estate of the late H. C. G. Ketchum.

Mr. Tweeddale introduced a bill to authorize the municipality of Victoria to issue debentures; also a bill to amend section 110 consolidated statutes, so far as it relates to the parish of Gordon, Victoria county.

Hon. Mr. Hazen introduced a bill to amend the schools act.

Mr. Tweeddale introduced a bill to amend the law relating to pedlars so as to make it apply to Victoria county.

Hon. Mr. Morrissey, in further reply to certain enquiries made previously in the session, said that St. John county was the only one that had districts exempted from the control of the highway board under the provisions of section 84 of the highway act.

The House went into committee of the whole, Mr. Dickson in the chair, and considered the bill to provide for attachment in certain cases.

Hon. Mr. Hazen, in explaining the bill, said it was not a government measure, but was sent up to the House at the request of the St. John board of trade. The bill as it originally came before the law committee, met with considerable disfavor, and it was felt advisable to make considerable alterations in its provisions. It had, therefore, been reprinted and now came up for consideration in its amended form.

The bill provided for attachment in certain cases. Creditors frequent-

ly found it difficult to collect debts due them and while they might sue the debtor they had no means of attaching his property in the meanwhile, and before judgment the debtor might dispose of his property so that when the judgment was obtained there was nothing on which to levy. Years ago there had been an attachment law in force in the province, but it was repealed. The provisions of that act had been abused and much hardship was frequently inflicted on debtors. It made no provision for an equitable distribution of a debtor's property. Subsequently the creditor's relief act made that provision but did not altogether meet the cases this bill was intended to meet. The present bill did not contain any of the features of the old attachment act and although as originally drawn it was somewhat drastic, as amended it was less objectionable. He might say that its provisions applied to traders generally, but did not include farmers.

Continuing, Mr. Hazen said that all proceedings would have to be taken by summons at the hearing of which all parties would be present, with every opportunity of presenting their case. A good many of the larger merchants of St. John found that after giving credit to country tradesmen, the latter were able to sell the goods again without discharging their liability to the merchants, leaving nothing for the latter out of which to reimburse themselves. In comparison with the late attachment act, the present bill was very moderate.

Hon. Mr. McLeod said that while the amended bill had been freed from many of the objectionable features it originally contained, he was still opposed to the principle of it.

Mr. Sweeney also announced his opposition to the bill. At the present time the credit of the country was fairly good and the amount of indebtedness was nothing to be ashamed of. As originally drawn the bill was tantamount to saying that the traders were dishonest and although the scope of the bill as altered was a little different, it still put the little trader in the position of a trustee and agent for the wholesale houses. The original bill was iniquitous and while the bill in its present form was not as bad as before it was still very objectionable. The bill was probably all right from the standpoint of wholesalers who wished to unload their goods on traders and then come down on them and gobble them up. This was not the first time he had had to speak in this legislature on behalf of the ordinary or poor man as against the rich man and the monopolist. Everybody under the bill was a trader. The bill was an imputation of the honesty of the traders of the province and there was no demand for it.

Mr. Currie thought that when the lawyers in the house fought against the bill there ought to be something about it that the common people and laymen should criticize. He felt that the bill would prove a protection for the small merchants and traders who needed it.

Mr. Hartt said that he was opposed to the bill. The argument used by the member for Restigouche did not carry out his contentions and the bill, instead of being a protection, for the trader would keep him in jeopardy all the time.

Mr. Copp said that the ordinary trader should get and did get all the consideration possible under the bill which had another side to that presented by the solicitor general and his colleague from Westmorland. He believed the small traders of the province needed some bill of this kind, but this one may not be exactly right. He would oppose its passage at this session but he recognized that it had many admirable features and suggested that it be left over for another session.

Mr. Hatheway said that the solicitor general's argument that there was not a general demand for the bill was a fair and reasonable criticism. The old attachment law was bad but this bill might be made into a good law.

Mr. Byrne said he would support the motion to give the bill a six months' hoist. There was nothing in it to scare the laymen as it had been inferred. The bill had been introduced by the attorney general who knew the procedure of the law courts of the province. There was nothing drastic about it and it would prove a benefit to the honest conducting of business.

PROMOTED BY BUSINESS MEN.

Hon. Mr. Hazen said the bill was promoted by a number of the leading business men of the province who were carrying on large businesses and doing much to build up the country. It should be treated with respect and consideration and it was not treating it fairly to propose a six months' hoist, which really meant to kick it out of the house in an uncere-

suggested that the solicitor general withdraw his motion and that progress be reported so that the bill could go over for another year.

Hon. Mr. McLeod said there was no desire on his part to treat the bill or its promoters with anything but the respect deserved.

It was agreed to report progress, which was done after a bill to provide for the repair and improvement of roads and bridges and other public works and services; a bill to authorize the municipality of Gloucester to issue \$10,000 debentures to pay off county indebtedness; a bill to authorize the municipality of Gloucester to borrow \$6,000 as a temporary loan and a bill to authorize Gloucester county to issue \$25,000 bonds to assist the Northern New Brunswick and Seaboard Railway Company in procuring right of way to Black's Cut, were agreed to with slight amendments.

THE VALLEY RAILWAY BILL.

After these bills were reported the house went into committee of the whole Mr. Murray in the chair and took up the bill to aid the construction of the Valley Railway along the Valley of the St. John River.

Mr. Robinson said that this bill was the most important piece of legislation ever brought before this house. He had always felt in sympathy with the Valley Railway project and had felt that the district through which the proposed railway would pass was not served as it should be with transportation facilities and that it should receive the required assistance to give it a railway. One of the last acts of the late administration had been to pass legislation granting assistance to the extent of guaranteeing bonds to \$15,000 a mile under certain conditions, but nothing had resulted.

On account of the fine agricultural districts through which this proposed road would pass with its possibilities for further development and its possibilities as a traffic producing district, and as the road would undoubtedly carry more or less through business from the west, he felt that the house should support legislation granting such aid as was necessary to have some authorized company go ahead and build the road. To guarantee the bonds of any company to the extent of \$25,000 per mile meant the placing of a large liability on the province. From the connection of the Grand Trunk Pacific at Grand Falls to St. John would be a distance of about 200 miles and would mean at \$25,000 a mile a liability of five million dollars. Under part three which specified a road from Andover to Westfield, the distance would be somewhat less and the liability in the vicinity of four million dollars.

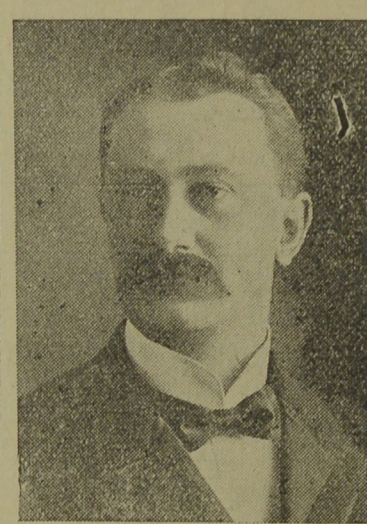
He thought the people outside the district should be willing to do some thing to aid in building the railway and he felt that the proposition to have the I. C. R. operate a road from a connection with the Grand Trunk Pacific at Grand Falls to St. John, and pay 40 per cent. as a rental to the company or the government had thrown more daylight on the matter than anything else. It has shown that there would be a large amount of money coming in annually to offset the interest charges and the people must feel that it was a good, strong, practical proposition and no doubt the proposal to have the I. C. R. operate the road on such a basis commends itself to the business men of the province.

He believed that the traffic provided from the excellent district through which the road would pass, together with the through business showed that the rental on a 40 per cent. basis would be sufficient to pay the interest on the bonds after the first few years and the matter of interest for that period could be safeguarded by making it so that any excess of rental over the interest in future years could be used to pay off any deficit in that direction in the early part of the road's operation. And while the granting of this aid would entail a big liability on the province, he felt that the interest charges were reasonably sure to be paid from the rental and that it would commend itself to the country, as the building of the road and its operation would mean impetus not only in the district through which it passed but in the whole province.

For these reasons he was disposed to give away any feelings he might have in another direction and yield to supporting the proposition to grant such liberal aid to the project. The average earnings of all the railways in Canada was about \$5,000 per mile. The C. P. R. was paying a rental equal to one thousand dollars a mile on the section of the road formerly known as the New Brunswick Railway.

The building of the Valley Railway would have a tremendous effect on the future welfare of the province and while he felt it was all right to go into the scheme to have the Intercolonial operate the road he felt that under the provisions of part 2 of the bill, the provision which called for all the rental to be paid to the government did not provide any encouragement for a company to build the road as if the 40 per cent. of the gross earnings which was the specified rental amounted to more than the interest on the bonds the company would not reap any benefit.

If under the provision of part two the forty per cent. is paid to the government he did not think it would be possible for any company to build a road under such conditions. The bill may be following out the standard advocate by Mr. Pugsley but no company can be expected to put some millions of its own money



HON. C. W. ROBINSON, M. P. P.

into a railway over and above the bonds and subsidies and get no return for 99 years. If the government adhered to part two any one with a head on his shoulders could see that there was no chance whatever of the road ever becoming part of the I.C.R.

Hon. Mr. Hazen said that was rather hard on Mr. Pugsley and Mr. Carvell.

Mr. Robinson said he was not concerned with either of those gentlemen but was only speaking for himself and his party. It seemed to him that it was not intended to be a competing line operated as part of the I.C.R. While the province might be called upon to take a tremendous liability he would not feel on business principles like endorsing the bill as it stood. As to part three the province was not sufficiently safeguarded. The road proposed by it would be nothing more than a connecting link between two points on the C.P.R. system. Andover and St. John. There was not the same opportunity to develop traffic as there would be by an independent competing road. To talk about building a road up to the standard of the I.C.R., which was fifty years old and with heavy grades was out of the question. The I.C.R., at the present day was making a survey of the road with the intention of reducing the grades to meet modern requirements. The government said the road would be a competitive road but there was nothing in the bill to make it so. A road that was not part of a trunk system was no use for the purpose for which it was required and he thought there should be no difficulty in building it equal to the standard of the Transcontinental. How much better it would be to have the road with grades of four-tenths of one per cent., with a terminal like St. John. Unless the road was to be a competing line with the C.P.R., it would not be of any advantage to the people and certainly would not justify the enormous expenditure which it was proposed to make on it.

The House took recess. Resuming after recess, Mr. Robinson said that the offer of the Dominion government to operate the road and pay the province forty per cent. of the gross earnings together with giving the double subsidy which the cost of constructing of the road would call for, meant a large contribution annually by the Dominion government to the province to go towards paying the interest charges as the cost of operating the road would be more than the sixty per cent. remaining after the rental had been paid. The province could not expect to receive the same offer from there would be a better security for the province.

A GOOD ROAD WANTED.

What was wanted was a road and the best that could be secured for the money and if a road up to the standard of the National Transcontinental could be secured so much the better. On such a road the trains could run faster. The locomotives could haul more freight and the road could be operated cheaply and it would be more in the interests of the province if the road was operated by the I.C.R., which would mean that it would have a sufficient amount of through trunk line business it would be better able to pay the interest charges. A road up to the standard of the Intercolonial Railway in this province would not bring through traffic in competition with the G.T.P. What was wanted was a road that would get this through business and build up the metropolis of the province, St. John. The G.T.P. has running rights over the I.C.R. and it was reasonable to believe that the

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., 1900.

JAMES FARRELL,
Principal Assessor.

March 16--dlmo.

D. J. SHEA

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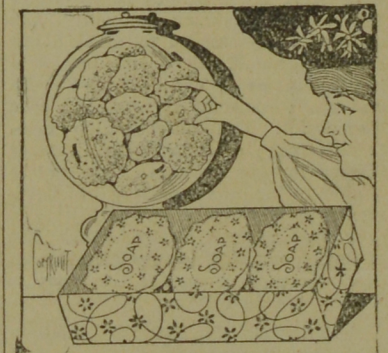
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G.T.P. would use this road as a short cut to St. John if it was constructed up to the necessary standard.

The province should not enter into an agreement for the building of an inferior railway. If they were will-

(Continued on page 3.)



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Notice is hereby given that under and by virtue of a Power of Sale contained in a certain Indenture of Mortgage bearing date the first day of May in the year of our Lord one thousand nine hundred and five, recorded in the York County Records in Book N-5 pages 114-117, made between the said Odilon Fortin of the one part, and Henry Montgomery-Campbell of Apohaqui in the County of Kings, Esquire, of the other part, there in pursuance of the said Power of Sale and for the purpose of satisfying moneys secured by the said mortgage, default having been made in the payment thereof, be sold at Public Auction on Saturday, the ninth day of April, at twelve o'clock noon in front of the Post Office in the City of Fredericton in the County of York, the lease and leasehold lands and premises described in the said mortgage as follows: "All that certain piece or parcel of land and premises situated lying and being in the City of Fredericton aforesaid, abutted and bounded as follows: North easterly on Charlotte Street one hundred and two links northwesterly two hundred and fifty links along the side line of lot number four south westerly one hundred and two links along the rear line of lot number twenty six and south easterly two hundred and fifty links along the side line of lot number two, the said piece of land being known as lot number three containing one quarter of an acre, more or less, and being the same land lately under lease to the late James Daley" together with all and singular the buildings and improvements thereon and the said lease and any and all rights of renewal or other rights thereunder.

Dated at Fredericton aforesaid, this twenty fifth day of February, A. D. 1900.

J. F. Winslow
Solicitor for the Mortgagees.
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