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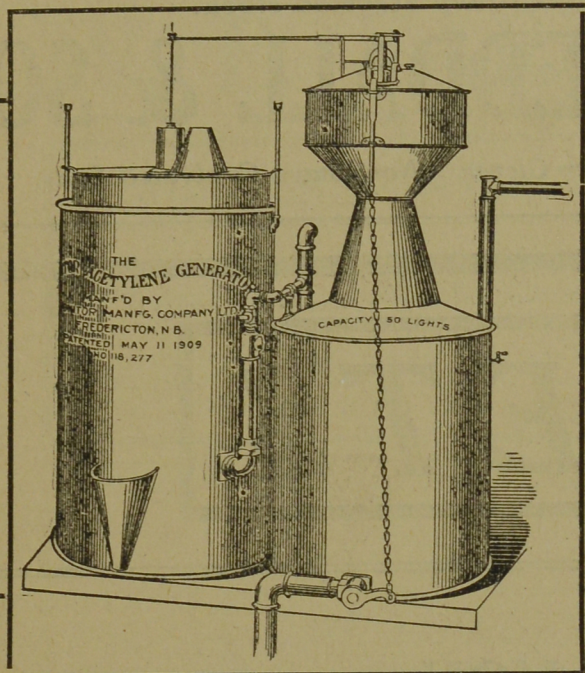
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**LEGISLATURE DISCUSSION**

(Continued from page 2.)

ing to spend \$25,000 a mile by all means have a good road. A survey had recently been made so he believed by engineers on behalf of the Intercolonial and the opinion they expressed was that an electric road would be of no value as it would not give the required service. The difficulties of hauling heavy traffic through deep snow with heavy snow plows would make electric traction impossible.

There were many other matters in connection with the subject which would occur to the committee as they went through the different sections of the bill. He stated this afternoon that the average earnings of the principal roads in this country was about \$5000 a mile. He had ascertained that he was well within the mark of the actual earnings over \$6000 a mile. Those figures would give some idea of the prospects of success of the sort of road wanted.

It must be borne in mind too that an electric railway which was using power provided by its own plant was in a different position from one which took that power from outside sources. Suppose that this railway was operated by power obtained from an independent company say the Grand Falls Power company, the power plant would not be any part of the security to the government as would be the case if the plant belonged to the company. Another important matter too was that the line

should be a competing line. There was nothing whatever in the bill to show that the government had any intention of giving a competing road. Naturally the location would have to be surveyed and the government wished for an independent survey on its own behalf. That was only reasonable so long as the survey was a fair and impartial one. Before giving its assent to the construction of a railway costing \$25,000 a mile the House should be very careful. A good deal had been said about the increase of debt of the province. He was not afraid of any increase of debt as long as the security was there. If the road was operated as part of the I.C.R., the province would be safe enough, but if otherwise conditions might be brought about which would be disastrous for all the time.

any company and while he did not say that the province should not try to get the government to do more he felt that the offer was a generous one but the province should get all it could from the Dominion government. The matter should not be taken up with a party spirit and no doubt, while both sides would endeavor to take every party advantage possible out of the matter, he felt there were none on either side of the house who would not be willing to go out of political life if they could do anything to assist the building of the railway. He felt that way on the matter himself and he would rather go out of political life than be a stumbling block to the building of the road.

NOT A WISE MEASURE.

He did not think the bill was a wise or prudent bill and he thought

it should not pass. There was nothing in it to say that the government would endeavor to have the I.C.R. operate the road and the operation of the road by the I.C.R. was the big thing. It was of supreme importance especially to the people of the up-river counties to have a competing line. The rates on the C.P.R. in this province were higher and in some cases double those charged on the I.C.R. The C.P.R. was no doubt one of the best managed railways in the world. It was a model and was operated on business principles but it was the rule with railway tariffs that the rates to competing points were lowered while to points where there was no competition they were put up. He was informed that some merchants at certain points in the up-river counties had their goods shipped past the point of destination for the sake of taking advantage of the rates at competing points and then shipped back again to their destination. It was of the utmost importance that the railway form a competing line; it must be a competing line. For all one could tell the provision under part three of the bill might make it a part of the C.P.R. The necessity of having a competing line and on account of the liability to the province being tremendous and unprecedented the province's interest must be safeguarded and this would be done having the road operated by the I.C.R., and was not done under part three of the bill.

Such a road as provided under part three of the bill would not be as good a road nor as popular a road, nor could it have as cheap rates or be operated as cheaply. The company undertaking to build the road under this section of the bill might be the best in the country but there was no guarantee to the province for the payment of the interest on the bonds. A road up to the standard of the I.C.R. should be secured at a better bargain than by guaranteeing the bonds to the extent of \$25,000 per mile.

It was said that the standard stipulated by the Federal government was high. He was not prepared to say that it was possible to get a railway down the Valley with grades not higher than four tenths of one per cent. From Fredericton to Woodstock a survey was available, but below this city there was no survey of the proposed road and a survey when made might show that it was impossible to get four tenths of one per cent grades. If such should be the case, the same action would have to be taken as with the National Transcontinental. It was specified that there should not be grades of more than four-tenths of one per cent on that railway but in some cases it had been found impossible to secure that grade and an exception had to be made to the rule and the same could of course be done in this case. It had been said across the floors of the House this afternoon that he had been hard on Mr. Carvell and Mr. Pugsley. He was not here to speak for Mr. Carvell or Mr. Pugsley but for the people of this province. He did not think however there was anything to show that he had been hard on Mr. Carvell and Mr. Pugsley. He was not here to speak for Mr. Carvell or Mr. Pugsley but for the people of this province. He did not think however there was anything to show that he had been hard on those gentlemen.

It would be impossible to make an arrangement for a company to build the road if the entire amount of rental to be paid by the I.C.R., was to go to the province. There would have to be a provision for the amount of the interest on the bonds and there should also be a provision for the sinking fund. These were matters which could be worked out later. At present there was nothing for the company building the road, but the matter could be taken to the Federal government and they could not back out on a side issue of that kind.

He did not know if the government could arrange to have the I.C.R. equip the road and by including in the bill a provision to have the road equipped as well as operated by the I.C.R. it might make the adoption of the proposition impossible and rather than stop this project going through, he felt this provision might be stricken from the bill if the I.C.R. were to provide the equipment there might be a question arise as to including the equipment in the mortgage and with the I.C.R. operating all over the country from Montreal to Sydney it would be pretty hard to tell what equipment should be included as part of the Valley railway equipment in the mortgage. If the road was equipped before the I.C.R. took it over,

MR. WOODS

said he had no intention of taking part in the debate at that early stage, because he had thought the leader of the opposition would have occupied a much longer time in his remarks than he had. He usually took up the time of the House at some length on any important subject but he (Woods) hardly thought the House had had a more important subject to deal with this session than the present one and he was surprised that the leader of the opposition had not occupied more time in his criticisms. By his not doing so, however, he had lightened the burdens of the gentlemen on the government side of the House. He was glad to hear that the hon. gentleman was so strongly in favor of the railway. It was pleasant to know that both sides were agreed as to the necessity of the

road and approved of the guarantee of bonds to the extent of \$25,000 a mile for the purpose. It was particularly gratifying to him as representing Queens County, which was so deeply interested in the project. It was strange, however, that with all the cleverness of his hon. friend he had not been able to find more serious criticism than he had. He didn't go so far, however, as to call it a trolley line, as The Telegraph had done.

Had the Grand Trunk Pacific come down the valley it would not now be necessary for the province to undertake the burden of assisting in the railroad scheme now before the House. Another reason why the electric road would be of advantage down the river valley was that they would be able to get not only power, but light, from the company or whoever supplied the power. One of the greatest conveniences which the people in the district had to contend with was lighting their houses with oil lamps.

MR. TWEEDDALE

said that all the features of the bill should be thoroughly looked into, although it was true that a bill had been drawn which laid down a plan to build the railway and the premier's supporters had promised to stand behind him and see it pass through the House. There had been a great agitation for this railway. The representative of Carleton County at Ottawa had done a great deal to have a railway built down the valley and when the project was delayed for a time while the route of the G. T. P. through this province was being determined, thus making it impossible for the late administration to proceed with the proposition at that time. All knew what Mr. Carvell had done. He had exerted a great influence to have the National Transcontinental Railway commissioners come down to this province, look over the ground and order a re-survey of the Valley route. Mr. Pugsley had brought down a bill in 1907 to bring about the building of this road and it was said that it was no inducement.

The Opposition had condemned the proposition in the roughest terms, and said that the International railway assistance would swamp the country, that it was more of a deal than to build a railway. But the railroad had been built and now Mr. Malcolm proposed by issuing bonds, to the extent of \$22,000 or \$30,000, a mile, from which they would pay off the bonds guaranteed the province to the extent of \$8,000 a mile. This proposition at the time had been described at the time as a wild and visionary scheme, but the road would be in operation in the spring and had splendid paying possibilities.

The person who had been ingenious enough to safeguard the province so well in this matter was Hon. Dr. Pugsley, in whose fertile brain originated practically the same provisions as were in part two of the bill before the House and there was no departure from the terms of his bill of 1907 was evidence that his wisdom was recognized.

The bill before the House included a provision for the operation of the line by the I. C. R. That was in line with what the premier had promised a year ago. At the same time the premier had promised a guarantee of bonds to the extent of \$25,000 per mile and it was a coincidence worthy of notice. But soon after that offer was made Sir Wm. Van Horne was about the House for several days, and in the eight years that he had been a member of the House it was the first time that that prominent gentleman had been there. By a provision which made it necessary for the road to become a part of the transcontinental line, the bill of 1907 made it so that if there was any losses the company operating would stand them and the province would not have to pay. There was no security of this kind in part three of this bill, the only security being a deposit which would go for the first three years, but it was not the first three years in which the loss would come, but in ten, twenty or fifty years afterwards. If the government had been sincere in its wish to have the I. C. R. to operate the road, it could have made conditions which would have made it for the government building the road to have the federal government to operate it. The federal government had a right to stipulate what the standard of the road should be as they would have to put their valuable rolling stock on it and would have to bear the expense of operating on the road. The government should have required the company to have had the necessary surveys made. As a proper business procedure the government should have dictated the route and required the company to go ahead with the surveys at their own expense and at once. Before the Dominion government subsidies were granted profiles and specifications had to be presented.

Mr. Carvell had exerted a great influence to have the Dominion government agree to operate the line, and anybody who three years ago had said that the federal government would have taken over a line from Grand Falls to St. John and operate it as a part of the I. C. R. would have been declared a madman. Premier Laurier had to have the consent of his supporters all over Canada before he could agree to the proposition. The provincial government had not been sincere when they made the propositions and they did not expect that it would be accepted, but it had been accepted and Sir Wilfrid Laurier and he must carry it out.

There would be no pusher grades on the Valley road from Grand Falls to St. John, and rather than haul its freight up the pusher grades of the central route would have its business come to the port of St. John via the valley road if operated by the I. C. R. as the G. T. P. would have running rights over it. But part two of the bill was so framed as to make it possible for the government to say that they could not get the federal authorities to agree and place the responsibility for not carrying out the plan to have the I. C. R. operated on the Liberal party.

**CONDEMNNS THE BILL.**

On a rattletrap road such as proposed in part three, one locomotive would not be able to take any more than ten cars whereas on the G. T. P. they could haul fifty cars. The electric road part of the proposition had been more highly recommended to the House than the other. The proposition to have the I. C. R. operate the road was the best one, as as it would be cheaper and there was nothing in the other proposition to secure the province against interest payments except for the first three years. A private individual would not put his money into such a plan. The provincial secretary would not put his money into such a scheme. The intention of the people behind the proposal was not to have the road pay but to have it go into decay so that they could get it for practically nothing. The road would go over to the C. P. R. rails from Andover to Washburn, and thence it was supposed to get to Quebec, where there was supposed to be a chance of some fellow having a transcontinental line wishing a connection with St. John. As a representative of the people and feeling personally his responsibility, he wanted to place himself on record as willing to stand for only a sound business proposition, and that he stood up against this bill which meant ruin to the province. The proposition in part three of the bill was not sound and the people did not look at it as a sound proposition. The operation of railways by electricity was experimental and especially so in the country where there were obstructions from snow as it is here.

The power at Aroostook Falls was not sufficient. He would give credit to the premier for his gentlemanly demeanour to the members of the House and for his seeing that all were accorded every fairness and also for stating things truthfully as far as he was informed, but he had been misled as to the power that could be generated and was going to waste at Aroostook Falls. When the company at Aroostook Falls got a half million dollars from the Merrill Trust Co., of Boston, it was on the report that 3000 horse power could be developed from the falls. There was no 5,000 horse power going to waste there. Much of the power generated was lost in transmission and the supplying of light and power to towns in Aroostook county exhausted 1,200 horse power. There were supplementary powers it was claimed, along the route of the railway. He understood about 600 or 700 horse power could be developed at Pokiook and there were also small powers at Shogmoc and Eel River.

However, there was no need of this electric scheme. The I. C. R. had accepted the proposition. There was no need of an alternative; the people didn't want it, they wanted a competing line. The proposition in part three was to have the road switch off to the State of Maine twenty-four miles below Grand Falls and to leave that section of the country without a railway it badly needed. The idea of having the road go through Maine was that the C. P. R. wanted a competitive line with Bangor and Aroostook and the latter's charter hindered paralleling their line by a steam road so it was proposed to go by electricity all the way to Quebec.

**INFORMATION WANTED.**

The House had a right to know who was going to make the contract to build this road. They had a right to know and they must know. It was a secret proposition. The House ought to have some idea whether the people had the financial ability to carry out the project or not. One mistake in the past in aiding railways had been to give 1,500,000 acres of valuable timber limits for an excuse of a railway. These limits were now worth \$10,000,000, and the province would have to give the rest of its crown lands away to pay for the losses in this scheme.

Part three of the scheme was a wild cat scheme. There was no assurance that it would be part of the Transcontinental line and the government put its supporters in a place where they would be reproached by their constituents for supporting such legislation.

MR. BYRNE

said that it was the most important piece of legislation since confederation at least and the uncertainty of its provision and the discretionary powers it left with the government showed him that he couldn't realize just what it meant for the future of the province. It was a serious matter to the province that if it had not already been greatly increased it soon would be. The magnitude of the scheme was such that he could not vest in any government such great power which might be fraught with

(Continued on page seven.)

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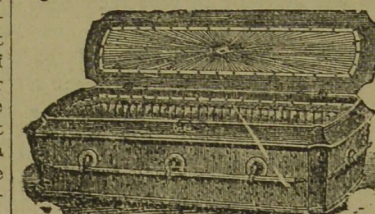
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