

PRIVATE BILLS DISCUSSED IN THE HOUSE YESTERDAY

Cleaning Up the Legislature in order to Reach Prorogation Next Week--Valley Railway Bill Today.

Yesterday's session of the legislature was entirely given over to private bills and every measure that was ready was disposed of by the committee of the whole. A number of bills which had passed the third reading were assented to by the governor, who attended for that purpose just before recess.

The business of the House is now in a very forward state. There is not much over half the usual number of bills this session. The most important measure yet to be considered is the Valley Railway bill, which will most likely be presented by Mr. Hazen today. It is reported that the amendment to the Medical Act requiring medical practitioners to have passed a five years' course to qualify them for registry as practising physicians, will be withdrawn. The Tobique dam bill is to come before the committee on corporations on Thursday. The opposition is so strenuous this year that the promoters have little hope of getting their measure through.

HOUSE PROCEEDINGS.

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

Mr. Slipp presented the report of the corporations committee.

Mr. Munro presented the report of the municipalities committee.

Mr. Hazen moved that the time for introduction of private bills be extended up to and including Friday next.

Mr. Flemming presented the report of the Provincial Board of Health.

Mr. Lowell gave three notices of enquiry regarding Armstrong's bridge St. George, the supply of boots and shoes and also bread to the Provincial Hospital.

Mr. LaBilloy gave notice of enquiry with regard to Rock Bridge, King's County, and also as to the cost of the embankment at Hampton and whether there was any moneys in the hands of the highway boards for the repairs of roads as soon as the weather became fit.

Hon. Mr. Hazen introduced a bill to amend Chapter 170, Consolidated Statutes, 1903, relating to rates and taxes which on the ground of urgency was read a second time.

Hon. Mr. Flemming introduced a bill to provide for a retiring allowance for H. C. Creed, which on the ground of urgency was read a second time.

Hon. Mr. Flemming introduced a bill to provide for the payment of a gratuity to Dr. J. R. Inch, which on the ground of urgency was read a second time.

Mr. Pinder presented the petition of Robert Gamble and 156 other residents of Marysville against the bill of the Marysville town council.

Hon. Mr. Morrissey presented the petition of the town of Newcastle in favor of a bill relating to that town.

Mr. Pinder presented the petition of the Bishop of Fredericton in favor of the Fredericton Gas Light Company's bill.

Mr. Young gave notice of an enquiry as to the fishway on the Nashwaak river.

The House went into committee of the whole and agreed to the bill to exempt the Canada Woodenware Co. as amended by leaving the question of the exemption with the city council.

MR. PINDER'S RAILWAY.

The bill to incorporate the Southamptown Railway Company was next taken up and Mr. Pinder said that the purpose of the bill was to incorporate a company which would build a railway and open up a section of desirable country in York County which was now almost devoid of transportation facilities.

On the section regarding right of way Hon. Mr. Hazen said it was the intention to have a bill introduced which would amend the present New Brunswick Railway's Act by introducing the section of the Dominion Railway Act. Mr. Malcolm and other well known railway builders claimed that the present provisions were insufficient in this province, and the Dominion act will make the limit.

Mr. Byrne said that he felt there should be some limitation placed on this charter so that it would not have an indefinite life without being used. It didn't provide any time limit in which to be commenced.

The Bill relating to the qualification of electors in the city of Moncton was next taken up.

Mr. Robinson explained its provisions and said that at the present time only those persons who were assessed on \$100 estate, \$400 income or personal property or \$400 real and personal combined, were entitled to vote. An amendment to the bill provides that the amount shall be \$100 from either source excluding income. At the present time the income exemption is \$600 and the pay-

ment of poll tax alone does not entitle anyone to a vote.

Mr. Slipp thought that the \$600 exemption was too high and it should be reduced.

Hon. Mr. Morrissey said there was no demand from the city council for anything of the kind, when there was they could come back and make it. The committee had looked pretty thoroughly into the matter and had tried to keep as near as possible to the Town's Incorporation act with regard to the qualification of voters. The representative of the Labor party went away feeling that they were safe in the hands of the Legislature which therefore should not break with them.

Hon. Mr. McLeod felt that the qualification provided by the bill was one that the labor party might reasonably vote for. The legislature had already disposed of the matter of exemption which hon. gentleman had referred to and the house was not dealing with that then. In Fredericton payment of the poll tax alone entitled to a vote in civic elections, and the bill proposed that a man should pay on \$100 income over and above poll tax, a proposition which was only reasonable and well worth support.

The bill was agreed to.

Hon. Mr. Hazen moved an amendment to the bill to provide that the company would have three years within which to have a proclamation issued by Lieut. Governor-in-council bringing their charter into effect and three years more in which to construct the railway and get it into operation. This was agreed to.

Mr. Sweeney questioned whether it was wise to pass a bill incorporating a company which might possibly be said to interfere to a certain extent with the proposed St. John Valley Railway to which it was proposed to give generous aid. The two roads would at least tap the same territory to a certain extent and this road might interfere with the volume of business done by the Valley Railway.

Hon. Mr. Hazen said that before a proclamation was issued by the Government bringing the company's act of incorporation into effect such matters as that mentioned by the Hon. member for Westmorland would of course be considered.

Mr. Pinder said that the province would be better off if it had more branch lines of railway. There were probably as many railways in the county of Westmorland as were needed but that should not make the hon. member seek to obstruct other counties from having justice.

The bill was agreed to as amended.

MONCTON STREET RAILWAYS.

Hon. Mr. Robinson explained the provisions of the bill respecting the Moncton Electric Street Railway Heat and Power Company, stating that the company had now passed into the hands of English capitalists, headed by Dr. Henderson, who first came to this province in connection with the development of the natural gas and oil in Westmorland and Albert counties. The company propose to take over the electric and gas plants in the city of Moncton and under the bill were given street railway powers as well to Moncton and Westmorland.

In answer to Hon. Mr. Hazen, Mr. Robinson said there was no opposition to the bill in its amended form. He would have copies of the amendment printed, and in the meantime, moved that further progress be reported.

Bills relating to street paving in Fredericton, levying taxes, and civic elections in St. John and the Fenton Loan and Building Co., were read a third time and agreed to.

Mr. Currie gave notice of enquiries regarding items in the auditor general's report for payments for bridge work and expenditures on Perry Point bridge.

The House took recess for ten minutes after which His Honor the Lieut. Governor entered the chamber and assented to a number of the bills.

The House took recess at six o'clock.

Resuming after recess, Mr. LaBilloy gave notice of enquiry with reference to the expenditure upon Newcastle low water wharf; also as to the rights of low water wharf.

Mr. Currie gave notices of enquiry with reference to an item, page 85, auditor's report, re S. T. Lamb and others; also as to Perry Point bridge.

The House went into committee of the whole and took up the consideration of the bill to amend the New Brunswick Railway's Act.

Mr. Pinder explained that the chairman and some of the directors of the company lived out of the pro-

vince, and this bill proposed to permit the annual meeting of the company to be held at Montreal or some other place outside of the province, convenient to the directors.

Mr. MacLachlan objected, unless some better reason could be given than the convenience of the shareholders and Mr. Sweeney agreed, adding that if the province was good enough to hold property in, it was good enough to hold the meeting in.

Hon. Mr. Hazen said there was nothing wrong with the principle of the bill, and it was entirely a question for the House to decide. It was not an unusual provision under the Letters Patent's Act to incorporate a company with power to hold their meetings outside of the province. The framers had in view the case of companies where a large number of the shareholders might be non-residents, and to whom it might not be convenient to attend meetings in the province, though provision was always made that the head office of the company should be in the province. In the present bill there was no application to move the head office, but simply to hold meetings outside the province and if permission was granted it would work no injury to the province.

The bill was agreed to with some amendments.

The bill relating to the Baptist Annuity, located in New Brunswick, was explained by Mr. McLeod and agreed to.

The bill to amend the act incorporating the Jacquet River Boom company was taken up and explained by Mr. LaBilloy.

Hon. Mr. Grimmer said there was one phase of the bill to which his attention had been called, which would require careful consideration. His attention had been called to section 7 of the original act, under which the tolls for sorting and booming, were 25 cents a thousand, and for rafting 40 cents additional, making 65 cents altogether. The present bill increased that sum to \$2.25. In eight years from now the leases of the crown lands in the neighborhood of the Jacquet River would expire, but the rights of the Boom company under their bill would exist until 1927, and if the bill should pass the imposition of such a large amount for tolls would probably have a very prejudicial effect upon a resale of the crown lands. He had no objection to the company exacting those increased tolls, during the unexpired period of the present leases, but not after.

Hon. Mr. Hazen asked why there was such a great increase in these tolls and what special conditions had arisen in the three years since the company was incorporated to render such a large increase necessary.

Hon. Mr. McLeod said that the companies old limits extended one mile only. Under the new limits, they would be eleven miles and the new charges included driving which was not in the usual act.

Mr. Currie agreed with the Hon. Mr. Grimmer that the increased rate of tolls should not be permitted longer than the existing crown land leases.

Mr. Sweeney expressed himself as strongly opposed to the bill altogether and thought the point taken by the surveyor general was very important. The district was one which might possibly be settled at an early date and under the provisions of the proposed bill, settlers who had lumber on the river might be heavily handicapped in their operations by the heavy tolls the company was entitled to levy. He thought that the matter of tolls should be left to the Lieut. Governor-in-council to settle, but in any event, the rights of the small man should be protected.

Mr. Sproul said he was sure the house had listened with pleasure to the outburst of the ex-Surveyor General but probably it would produce greater effects if he had exhibited the same amount of care for and yarning as much over poor men when in office as he had tonight. He was a member of the legislature in 1907 when the bill incorporating the company was passed and there did not appear to be any evidence that he exhibited the same zeal for the small operators, or for the fishermen on that occasion as he had just expressed. He (Sproul) was not altogether in sympathy with the rates but was it fair that after spending a lot of money in erecting the booms and other rafting plant, the company should have to allow other operators to get the benefits of them on the same terms as themselves. The rates should be put at such an amount as would give the company a fair rate of interest on the capital invested.

Mr. Slipp desired to put himself on record that he was not in sympathy with the bill, and he entirely approved of the stand taken by Mr. Sweeney. No reasonable explanation had been given for the great increase in the tolls and the company was as familiar with the conditions they would have to face in 1907 as they were today. It was true there was an increase in the limits, but it was for the company's own convenience in driving. As to the fishing rights, it was not the fault of the ex-surveyor general that they were only bringing in a rental of \$50 a year and when they came to be relet might bring in more. The company was asking too much and it was the most grasping bill of his time and should be cut down.

Mr. Burchill said that if people did not put up booms and rafting works the operations of small men could not take place. There was a lot of expense in connection with rafting lumber and the reason given for the

increase was that in future the company would do the driving as well as the booming which was the most difficult part, particularly when the water was low. The parties interested had gone home satisfied under the impression from what had transpired in committee that the bill would pass and it was not fair now to make any other alterations.

Hon. Mr. Morrissey said that the house was told by the members for Restigouche who knew the locality, and the conditions, that the proposed increase in charges were fair and reasonable under the circumstances, therefore the house should take their statements and he saw no objection to the increase being allowed for the remainder of the term of the present crown land leases.

Hon. Mr. Hazen said the house seemed to be of one mind as to the limit of time during which the increased tolls should be permitted, but there seemed to be some difference of opinion as to the justification for such increase. It would probably be better to provide that the consent of the Lieut. Governor-in-council should be necessary in which case any operator who felt aggrieved, might have redress by appeal to them.

Hon. Mr. Grimmer then formally moved that the increased tolls should not apply after 1918, and that the amount of such tolls should be subject to the approval of the lieutenant governor-in-council.

Subsequently progress was reported. The bills approving of the plan of Woodstock streets made by G. G. Murdoch; to permit of the town borrowing ten thousand dollars for street improvement; to incorporate the New Brunswick auxiliary of the Canadian Bible Society were agreed to.

The Speaker having resumed the chair the bill incorporating the Sterling Realty Limited, was read a third time and passed.

Mr. Wilson presented the petition of the city of St. John in favor of the act relating to the proposed Sugar Refinery in St. John.

The House adjourned at 9.50.

HANGS HERSELF WITH ROPE OF SILK HOSIERY

Pittsburg, March 16.—With her silk stockings tightly knotted together, one end bound around her fair neck and the other fastened to a shower bath in the private bathroom of her luxurious suite, the lifeless body of beautiful Selma Ruth Kaufman, aged 28, of No. 602 West One Hundred and Thirty-seven street New York City, was found in the fashionable new Hotel White, McKeesport, yesterday. Her identity was not known until today.

The young woman, after arranging the improvised rope, stood on the edge of the bathtub, carefully adjusted a noose over her neck and strangled herself. In her room was found the following note pinned to a costly parasol:

"The fight is too hard. Good-by and God bless all who have been kind. My trunk is at Twenty-third street station, New York City. I entreat forgiveness as I hope to be forgiven and have another chance."

Another note read:

"Please give this parasol to Miss B. H. Burwell, No. 214 Third street, Washington, D. C., for kindness received."

Miss Kaufman arrived in McKeesport yesterday morning and went to the store conducted by her brother, Asher Kaufman. She gave no indication of her morbid thoughts.

Windsor, N. S., March 15.—Mrs. Nathan McLellan, aged 78 years, died suddenly here yesterday after an illness of only about 48 hours from pneumonia. She is survived by her aged husband and two daughters, Mrs. B. S. Knowles, Windsor, and Mrs. Seymour Courley, Truro. Mrs. Courley, who was in Boston at the time of her mother's illness, was telegraphed for and immediately left for Windsor.

DECLINE ON WALL STREET.

New York, March 15.—Wall street noon.—The whole list declined with some violence this morning, professional operators sold freely on the short side and the recent support was withdrawn. The hardening money market acted as a discouragement to the purchase of stocks. Losses up to 1½ were common to the whole list. Noon prices were a fraction above the lost. Bonds were easy.

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 FARRELL,
Principal Assessor.

March 16—dlmo.

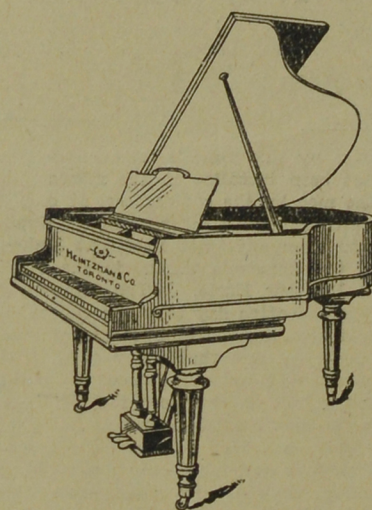
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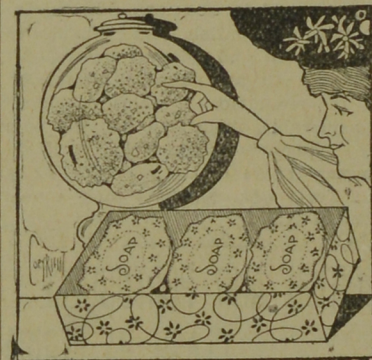
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LOSING HIS NERVE.

Buss Driver—Ain't ye satisfied with runnin' over people? Yer wants ter run over the hosses now?
Taxi. Driver (indignantly)—I have not run over anybody for a long time
Buss Driver—What! Are ye gittin' nervous?



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are the sponge and soap. You'll find our sponge soft and pliable and well adapted for its purpose.

Our soaps are especially something we can justly pride ourselves of. They are highly perfumed, made of ingredients that will not injure the skin, and with an aim to beautify the complexion.

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NOTICE OF SALE

To Odilon Fortin of the City of Fredericton in the County of York, Yeoman, and to all others whom it may in any wise concern:

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-3 Page 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 situate lying and being in the City of Fredericton aforesaid, abutting and bounded as follows: North easterly on Charlotte Street one hundred and two links 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. 1910.
J. F. Winslow
Solicitor for the Mortgagees.
(sd) H. MONTGOMERY-CAMPBELL
d, 1 mo.

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FOR SALE.—A South American parrot. Young bird. Can talk, crow and whistle. Apply at this office.

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GO TO THE HEAD.

"Now, children," asked the teacher "what is the use of a calendar?"
"Please, mum," answered Willie, "it tells where you'd order get yer life insured."