

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

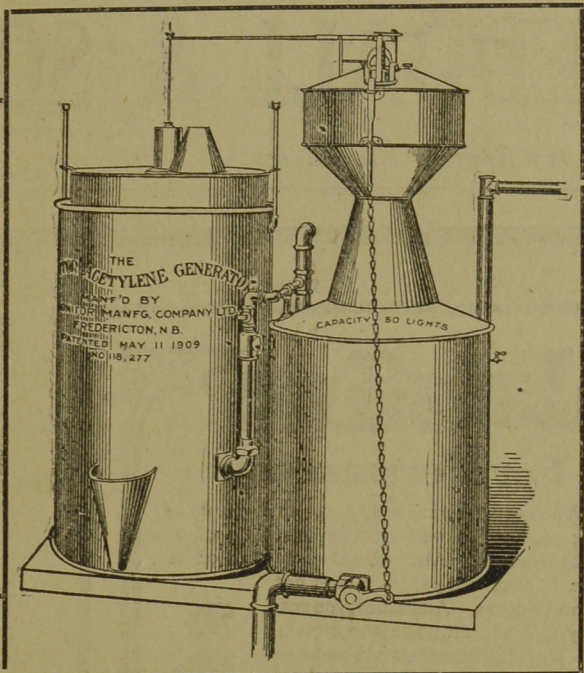
WALL PAPER

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 Karn 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

WANTED

A representative for Fredericton. This is the time to sell nursery stock.

We pay liberally and offer steady employment. Our list of specialties embraces a rare and choice list of ready sellers in both Fruit and Ornamental stock. Seed Potatoes, etc.

Write for terms and catalogue.
STONE & WELLINGTON,
The Fonthill Nurseries
(Established 1837)
Toronto, Ontario.

3ins.w3mos.

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—dimo.

He that can make a sacrifice of his will is lord of himself.

VALLEY RAILWAY BILL

(Continued from page two.)
til the security was signed and no money could be paid over except on the completion of each ten mile section.

Mr. Bentley said that the road should go to Grand Falls and not stop at Andover. He did not see any strength in the argument of building a railway two hundred miles across Maine to the Quebec bridge to get connection with a transcontinental line when they could connect with the Grand Trunk Pacific by building the twenty miles through to Grand Falls. The conditions under part three were easier than under part two of the bill, and there was no provision in part three for compelling the construction of the line through to Quebec. He did not see any objections, however to part of the line being in the State of Maine but he felt it should go to Grand Falls. The possibilities for traffic by having a line go to Grand Falls were shown in what the hon. member for Victoria had said. But why tie the people down to the C.P.R., a competitive line was what was wanted by the people.

Hon. Mr. Hazen said in reply to Mr. Robinson that it would be possible for the Company known as the St. John Valley Railway Company to take up the construction of the road under the bill. There had been no agreement made with any company. Under part three the road could go to Grand Falls and connect with the Grand Trunk Pacific if found advisable as the bill stated "some other point in the County of Victoria" for the starting point. The building of a railway from the Quebec bridge across Maine and down through the St. John Valley was originally the proposal of McKenzie and Mann in the bill introduced by Hon. Dr. Pugsley in 1907. In introducing this bill he (Hazen) had shown that the route would be two hundred miles shorter from Quebec than by the I.C.R., and it would be two hundred miles shorter from Quebec than by the I.C.R. and it would be about as much shorter than by C.P.R. (so called) "Short line and naturally such a short route would be the one which would get through freight from the west."

Mr. Tweeddale asked if the Premier could give him any information as to whether or not there was not a provision on the statute books of the State of Maine, that there could be no road built in Aroostook county, which would cover the same territory as that of the Bangor and Aroostook Railway.

Hon. Mr. Hazen said that he had a letter stating that the Quebec and New Brunswick Railway had a charter for a road across Quebec and along the same route as was proposed to use by the company who had been negotiating under part three of this bill. Mr. Gould informed that if the legislation was put through and an arrangement made with his company, he had the assurances that the necessary money for carrying out this project would be forth coming. The matter of the building of the railway through to Quebec was something, which would have to be safeguarded by the Lieut-Governor-in-Council in awarding contract and arranging the bond guarantee. Mr. Gould had always acted in a straight forward manner with him and had been honorable in his dealings. He was a man who inspired him with confidence and he (Gould) would not make a statement that he could not back up.

Hon. Mr. Maxwell said that the Bangor and Aroostook charter in Maine which had been referred to provided that there should be no railroad built to parallel it within fifteen miles of its line.

Mr. Robinson said that he agreed it was not a bad idea to have a line tapping the Transcontinental systems at Quebec bridge, but under I.C.R. operation the province was sure of its forty per cent., of the earnings for rental and there was nothing sure under part three of this bill. It was all right to guarantee the bonds, but there was no security for the province as was given in Mr. Pugsley's legislation of 1907 which made the McKenzie and Mann guarantee to come ahead of that of the province. He could see there was nothing under part three of the bill to prevent I. C. R. operations.

Hon. Mr. Hazen said that he was informed that the building and electrification of a road would cost from forty-one to forty-two thousand dollars per mile. This meant that the company would agree to raise \$10,000 a mile or about 2,000,000 and if that was done, with the province having the first mortgage it would go a long way toward satisfying the people that it was going to be a paying proposition. The building of an electric line would cost more than one for steam use but the operation of an electric line would cost less. Until the survey and the report of the engineers on the route was made, nothing could be done. The government realized the gravity and importance of this matter and the necessity to safeguard the province's interests.

Mr. Sweeney said he had been informed that it was practically an impossibility to build a line of railway through that part of Maine which proposed to adopt for this road.

Hon. Mr. Hazen said that his information which came from a very reliable source was just to the contrary. One of the most reliable railway building concerns in Canada were willing to undertake the building of this railway down the St. John valley and have it form a part of a

road, which would go across Maine such as proposed but they were not willing to build the road except on a guarantee of bonds at least thirty thousand dollars a mile.

House took recess.

On resuming after recess, Mr. Legier, Westmorland, said section 21 was one of the most important sections in the bill. Why could not the road be extended to Grand Falls, which was to be a distributing centre. The railway ought to have some such connection if it was to be made a paying proposition. There was something very strange about the government's objection to its doing so. The reasons which the government had given for objecting to such connection did not convince him at all. There was a "dark man" in the wood pile somewhere. He hoped the premier would let the House know that the road was going to have a terminus at one end as well as the other.

Col. Baker said he had not spoken very often in the House, but the present was an occasion when he felt he ought to say a few words. He was in favor of the road, but he realized that it was quite a thing for the province to guarantee five million dollars. The valley of the St. John was a fine country and the people had no railways, while almost every other part of the country had all the railways they wanted. It was a most fortunate condition that this should be remedied. He believed the people of the valley were a hard working people and they should have all the facilities they wanted to dispose of their products. It would be a good thing to have the road operated by the Intercolonial, but it might be difficult to find a company willing to undertake construction on the terms demanded. Therefore the government must find out some other means of getting the road and the premier was doing the best he could in regard to it. He admired the premier because he was a good man and he had the respect of all and he deserved it, as his record was as white as driven snow. The premier, if favors in the future as in the past would go far and become one of the great men of the world.

Mr. Byrne said that provision was made for operation of the road either by steam or electricity. He had no objection to operation by electricity. Probably the day was not far distant when it would be more generally used than at the present time. He was aware that he had seconded Mr. Burchill's resolution last year in favor of electrification on the G. T. P., so that the timber lands might be protected from fire. He did not oppose the building of the railway on the ground that it was to be operated by electricity, but on the ground that it was a matter of too great magnitude to be undertaken unless the sanction of the people of the province generally had been had thereon.

Mr. Sweeney asked if bonds would be guaranteed on each ten mile section or part of section that was finished, on progress estimates, in fact.

Hon. Mr. Hazen said bonds might be guaranteed as soon as ten miles were completed. This ten miles might be in different sections but no guarantee of bonds could be given for less than ten miles altogether. While bonds were only to be guaranteed on the completion of ten mile sections or their equivalent, section 28 provided that the government should not be liable to pay interest on any of the bonds until a division was completed and in actual working operation when the company would be earning money in respect of that division.

Mr. Tweeddale said there did not appear to be any provision to guard against the non-completion of the road by a company. Supposing the company completed one division of the road and then failed having had its bonds guaranteed in respect of the completed section, what protection would the government have in case the remainder of the road was never completed?

Hon. Mr. Flemming said that if the plan outlined by the hon. gentleman was strictly carried out, railway building would be a practical impossibility in this country. Any company constructing the road would be required to show to the government conclusive evidence that it had sufficient cash over and above the subsidy and guaranteed bonds to construct the different divisions of the road before the guarantee of any bonds were signed.

Mr. Bentley thought that it made no difference whether the train was propelled by electricity or steam so long as the service was equally good. But using electrical power on part of the road and steam on another would cause complications. In the transmission of electricity, much power was lost and the electrical power could be better used to develop the industries of the province. The government should not pledge the credit of the province to develop electrical experiments in this province. He did not think the province's interests were safeguarded as well under part three of the bill as they were under part two.

The section allowing the operation of the road from Gagetown to a junction at the C. P. R., or to St. John by steam was passed.

Hon. Mr. Hazen moved that the following section be added to the bill: "The Lieutenant-Governor-in-Council, in entering into any contract for the construction and operation of said line of railway either under part two or part three of this Act, is hereby authorized to make provision for running rights over the same, or

any part thereof, to any through line of railway seeking connection with the port of St. John or the port of L'Etang or other port in the county of Charlotte."

This was adopted.

Mr. Robinson asked if it was the intention to add a section to the bill relating to the Dominion subsidy. He thought a double subsidy was payable to electric roads the same as to others when the usual conditions were complied with.

Hon. Mr. Hazen said that the matter had been considered and he would state what action would be taken.

Mr. Robinson moved that the following section be added to the bill: "Before guaranteeing any of the bonds of a company under the provisions of part three of this act, the Lieutenant-Governor-in-Council shall be satisfied that arrangements have been definitely concluded whereby the line of railway provided for in said part three is to be operated either as part of a transcontinental system or as part of a through line from the city of St. John or from some point on the Canadian Pacific railway between Westfield and Welsford and the City of Quebec and that the necessary financial and other arrangements have been completed for the construction of said line in this province provided for in said part three."

Mr. Robinson said that he did not feel warranted in supporting part three of the bill in its present form. If it was worked under I. C. R. operation it would be all right, but he did not think that the province's interests were sufficiently safeguarded and such a clause as he suggested he felt was necessary. He also felt the members for St. John city should be more interested in having a connection of the road with the National Transcontinental at Grand Falls assured so that St. John would get the great western traffic which would accrue.

Hon. Mr. Flemming said that it seemed to him that the adopting of this section might result in preventing the construction of the railway along the St. John valley. It would be the death knell of a railway in the valley. It meant that before operation could be commenced at building the railway down the valley the company undertaking the contract must have arrangements completed for the financing and building of the road through to the Quebec bridge. But as the bridge would not be built for four or five years, it would at once be seen that it was practically impossible at this stage to have all the arrangements made for building the railway through to Quebec four or five years before the Quebec bridge would be ready and the road could connect with the transcontinental systems there.

Mr. Robinson said the G. T. P. would bring its traffic along its own line. A car ferry would be in operation at the Quebec bridge, probably next year, when the route of the Transcontinental through the province was finished. His sole object was to guarantee the province against any loss and he was very doubtful if the proposed line would pay its expenses unless part of a through line. The suggestion which had been made that it should connect with the G. T. P. was a very good one and no doubt it could be done and arrangements made for its operation by the Dominion government as part of the Intercolonial. He had no desire whatever to hinder the construction of the road but he did say it should form part of a trunk line.

Hon. Mr. Hazen said that the gentlemen who were interested in the construction of the proposed railway entertained no doubt that they would be able to get the Dominion subsidy and they said they would not take the contract unless they could. If they could not get it, it would mean they would have to borrow three million dollars instead of two, but under the circumstances would the government guarantee any bonds until they were satisfied by the report of the engineer as to the cost of construction and the company's ability to meet it.

The bill was then agreed to.

Hon. Mr. Hazen introduced a bill to amend the Public Health Act.

Hon. Mr. Morrissey introduced a bill relating to the town of Newcastle.

Hon. Mr. McLeod moved that the third reading of the bill to amend Chapter 170 Consolidated Statutes, 1903, relating to rates and taxes be rescinded; also that the fee of forty dollars paid by the Bank of Montreal on presentation of bill to permit of the sale of certain lands held on mortgage be returned, the bill not being proceeded with.

The House adjourned at 11.30.

TRAIN WRECKED IN KENTUCKY

Lexington, Ky., March 22.—Three trainmen were killed and twelve other persons were injured in collision between two freight trains on the Kentucky Central division of the Louisville and Nashville Railway at White Station, Ky., today. The trains met head-on and were piled in a heap.

The managing editor wheeled his chair round and pushed a button in the wall. The person wanted entered. "Here," said the editor, "are a number of directions from outsiders as to the best way to run a newspaper. See that they are all carried out." And the office boy, gathering them all into a large waste basket, did so.

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
Worsted, 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

HOT CROSS BUNS

FOR GOOD FRIDAY

delivered Thursday afternoon and
Friday morning

POUND CAKE, SULTANA CAKE,
FRUIT CAKE, BEST BREAD
AND ROLLS IN CITY

Mail and Telephone Orders will
receive prompt attention.

W. J. MURPHY

Phone 365-21 95 Regent St.

COME IN AND GET YOUR

SPRING SUIT

From

W. E. SEERY

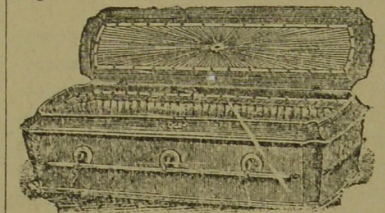
A Splendid Line o Patterns to Select From
Every Garment made up in the Latest
and most Up-to-date Style

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 MUNN & Co. receive
special notice, without charge, in the

Scientific American.

A handsomely illustrated weekly. Largest cir-
culation of any scientific journal. Terms for
Canada, \$3.75 a year, postage prepaid. Sold by
all newsdealers.

MUNN & Co. New York

Branch Office, 40-42 West Broadway, N. Y. C.