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LEGISLATORS HARD AT WORK.

Variety of Business Handled at Monday's Session.

DR. PUGSLEY DEFENDED HIS CHARGES FOR SUCCESSION DUTY COLLECTIONS.

Interesting Debate on the New Highway Bill.

OPPOSITION LOOKING FOR MORE INFORMATION.

On Monday the House met at three o'clock. Hon. Mr. Tweedie laid on the table the report of the Boys' Industrial Home and a return showing the receipts and expenditure of the Provincial Government from the 31st of October last to the 2nd of March, 1904.

Hon. Mr. Dunn, in reply to Mr. Hazen, read a return giving the list of scalers appointed by the department for the season of 1903 and 1904, and ascribing their districts, also the changes in the scalers during the past five years and the amounts due for stampage and unpaid at the close of the last fiscal year.

Hon. Mr. Tweedie in reply to Mr. Hazen said that the government had entered into a contract with the company for the construction of a railway to Beersville six and one half miles in length. The company began to work last September and had the railway in operation in December. They had made application for their subsidy at \$2,400 a mile. The engineer had reported that there was some work which required to be completed in the spring and which he valued at \$5000. Bonds had been issued to the amount of \$11,000, but had not yet been delivered to the company. The company were entitled to receive \$2,400 a mile when the work was completed. No other arrangement had been made with them.

Bridge Contracts.

Hon. Mr. LaBillois in reply to Mr. Hazen said that the matter of rebuilding a bridge across the south branch of the Oromocto near Smith's Mill, which was carried away in the October freshet of 1900 had been receiving the attention of the department of public works.

The department is not quite satisfied whether this bridge existed on a public road or not, as no petition has been addressed to the department asking for the rebuilding of this structure nor any correspondence of any importance, the department has been reluctant about reconstructing. This matter, however, is still under consideration.

Hon. Mr. LaBillois in reply to Mr. Hazen said four steel bridges were placed under contract during the last fiscal year, as follows:

Buctouche Bridge Superstructure, Buctouche, Kent County.—One tender, Dominion Bridge Company, at 6-10c. per lb. Contract awarded to Dominion Bridge Company, Montreal, at 6-10c. per lb.

Wards Creek Bridge superstructure, Sussex, Kings County.—Two tenders received. J. M. Ruddock estate, Chatham, N. B., 7c. per lb. Dominion Bridge Co., Montreal, 7c. per lb. Contract awarded to J. M. Ruddock Es., Chatham, N. B., at 7c. per lb.

Charlo River bridge superstructure, parish of Colborne, Restigouche County.—Two tenders received. J. M. Ruddock estate, Chatham, N. B., 6c. per lb. Dominion Bridge Co., Montreal, 6c. per lb. Contract awarded to J. M. Ruddock estate, Chatham, N. B., at 6c. per lb.

Oromocto bridge superstructure, Oromocto, Sunbury Co.—One tender received. Dominion Bridge Co., Montreal, 6c. per lb. Contract awarded to Dominion Bridge Co., Montreal, at 6c. per lb.

Hon. Mr. LaBillois in reply to Mr. Grimmer said Mr. R. H. V. Dewar, of St. George, sent general instructions for bye road expenditures for the parishes of St. George, Lepreau and Pennfield during last summer and in a footnote he stated that instructions for the parish of Clarendon would follow later. Following that Mr. Dewar applied to the councillors for the parish of Clarendon for the names of the highway commissioners of that parish but had no response, and the result was that no bye road money was expended in the parish of Clarendon.

The government is aware that one or two bridges were carried away in the vicinity of Sand Brook during the freshet of 1900, and tenders were called on the 15th of June, 1903, for the rebuilding of Sand Brook bridge. No contract has yet been awarded as the tenders seemed to be very high and no urgent request has come from the people in that section pressing for the rebuilding of any of the bridges carried away. The matter of rebuilding the Sand Brook bridge is still under consideration.

Hon. Mr. Farris in reply to Mr. Smith read a return of the securities which make up the amount of \$1,901.50, due on horses and also the amount due on seeds which make up a total of \$1,540.97.

Hon. Mr. Pugsley in reply to Mr. Flemming stated that only four registrars of probate had been authorized to act as proctors. These were J. H. Dickson of Albert who resigned in 1901, M. B. Dixon of Aaron, A. Lawton of Madawaska and James G. Stevens of Charlotte. There

were very few practitioners in Albert and Madawaska and this was the reason of the authorization. In the case of Mr. Stevens, Mr. Hill who was a member of the government, had presented reasons which caused them to issue the authorization.

Succession Duties.

Hon. Mr. Pugsley, in reply to Mr. Flemming stated that of the fees amounting to \$909 for succession duties, \$30 went to Mr. R. W. Tibbitts for copies of documents and the remainder was paid to himself, out of which he had paid \$490 to different parties for what might be termed secret information. The percentage of fees, which was not to exceed five per cent., was calculated on the whole amount collected and not on individual cases. This sum included the disbursements. The act which requires fees to be taxed by the judges has been repealed and they were now taxed by the clerk of the pleas. The amount paid was less than the amount taxed and it was desirable that the attorney general should be entrusted with authority and discretion in the payment of persons giving information. Many good people think it is not wrong to keep the crown out of its succession duties and therefore a close watch had to be kept. During this year he had collected in succession duties upwards of \$23,000, but the amount would have been at least \$10,000 less if he had taken the first state cuts that were made in regard to their estates. He thought he had been very successful in collecting succession duties. From 1892 to September, 1900, a period of eight years and eleven months, his predecessor in the office of attorney general had collected \$94,398, while he in three years and one month had collected \$75,336. With regard to the question whether the sum of \$130 included all the fees on the Richards estate he would answer no.

Oromocto Bridge.

Hon. Mr. LaBillois in reply to Mr. Glasier said the steel superstructure of the bridge at the mouth of the Oromocto River, according to the terms of the contract, was to be completed on the first day of April 1904.

The entire work is practically completed ready to ship at the bridge shops of the Dominion Bridge Company, Montreal, and is so reported by the Pittsburgh testing laboratory shop inspector. The latest information received at the department is from Mr. Phelps Johnson, manager Dominion Bridge Company, dated date of Feb. 29th past as follows:

"The railways are in such shape at present and will be until the snow ceases falling, that they are loath to accept any freight and side track at the first opportunity most they do lift. Under the circumstances we think it well to defer shipping the bridge and team in from Wasie Station after the snow is gone."

If the bridge is not completed in time a ferry would be run and the cost of it charged to the contractors.

Petitions and Notices.

Mr. Hazen presented the petition of the Union Club Co. in favor of the bill authorizing them to borrow money

Mr. Copp presented the petition of the mayor of Sackville for the passing of a bill respecting the town of Sackville.

Mr. Copp presented the petition of

Charles A. Reed and others for the incorporation of Port Elgin for fire and water purposes.

Mr. Tweedie presented the petition of Richard A. Gundel for the incorporation of the Upper Kent Hall Company.

Mr. Hill presented the petition of Frank Smith and others for the incorporation of the Citizens Telephone Company.

Mr. Burgess presented the petition of the town council at Grand Falls in favor of a bill to supply the town with water.

Mr. Hazen gave notice of enquiry in regard to the printing of the budget debate of 1902.

Mr. Morrissey gave notice of a motion for the correspondence between the Royal Trusts Company and the Crown Land department with respect to the lands leased by the Maritime Sulphite Fibre Company.

Mr. Flemming gave notice of motion for legislation to prevent lumber cut on our crown lands being exported from the province in an unmanufactured state.

On motion of the Hon. Mr. Tweedie the time for introducing private bills was extended until next Saturday. The Premier intimated that no further extension would be allowed unless in exceptional cases.

The Highway Bill.

The House went into committee, Mr. Copp in the chair on the Highway Bill.

Mr. Hazen—I would like to ask the hon. commissioner in regard to the sections of the act which provide that the soil of the highways shall be vested in the crown. I understand that a number of the highways are to be closed up. To whom would the soil of these roads belong? I do not see any provision in the act to meet this.

Mr. Allen—I feel sure that a section was drawn up to provide that when a road was closed up it would no longer belong to the Crown but to the owners of the adjoining land, but this section may have been omitted.

Mr. Hazen—I do not see the necessity of changing the law in this regard. I understand that when a road is closed up it reverts to the owner of the soil.

Mr. Allen—I think the object in view in having the title invested in the crown was to overcome the great difficulty caused by people trespassing on the four rod limit. There is no harm in the farmers sowing grain up to the limit of the road but in many cases superintendents wanted to widen the road and it was only with great difficulty that they forced persons out of the possession of the property. I see no harm in putting the title of these roads in the crown. When the soil is no longer needed for road purposes let it revert to its former owner. I think the section is not original for it prevails in Ontario and Nova Scotia. It is a very prudent provision to know in whom the title of the property should rest. To my mind it should rest in the crown.

Mr. Osman—I think there should be no doubt as to the ownership of the highways. I do not quite agree with the hon. member in regard to vesting the title in the crown. It should be the duty of the Superintendent to prevent the destruction of shade trees along the highways which are destroyed by parties owning the property. This is being carried on in the county of Albert and is injuring the beauty of the country. The farmer should be allowed to till the soil

up to the limit of the roadway and provision should be made so that he could secure damages in case of trespassing which he could not do if the title was invested in the Crown.

Mr. Allan—I think the farmer could secure damages even when the title was invested in the crown.

Hon. Mr. Tweedie—I think the hon. member from Albert views should not prevail. No farmer should have the right to plant within the road limit so as to narrow up the road. I think no person should be allowed to go beyond the limit as laid out. We have a great many roads not public in the proper sense as they are only used by one or two farmers. They are receiving bye road money and the superintendent should have power to close them. Every road receiving money is public, and I think these roads not to be used or recognized as public roads should be closed by the superintendent.

Mr. Hazen—I think I see the force of the hon. member from Albert's provision that the road should be four rods wide, with the removal of the fences it is less liable to have snow drifts in the winter season. Fences are being taken down in many parts of the country and the people are cultivating up to the edge of the road. There is ample room for the road and no one suffers. Farmers should have the right to be protected against trespassers. With regard to what the premier has said as to closing up roads, I think they should go carefully in this matter. In every part of the province there are bye roads on which a few people reside. They are not able to keep up the road, and if they are not allowed bye road money they will have to abandon their farms. I think if these roads are closed up great injury is done to the country. Great care should be taken in giving power to the superintendent to close up roads.

Mr. Tweedie—The roads referred to by the hon. member would be public. What I referred to was the private road to a man's farm which should not receive bye road money.

Mr. Osman—I am very glad to have the assurance from the hon. member for York that the farmers would not suffer from trespassers. I have been assured by farmers in Albert County that the cultivation of the land between the limit and the road is of great benefit in preventing the growth of weeds.

Mr. Jones—I in reference to Carleton County, I would like to say there are miles of public roads where the farmers have taken down the fences and in some of the most fertile sections.

The farmers cultivated up to the limit of the road and this was why they took down the fences. I would feel that unless it was clear they had undoubted rights of action the feelings of the farmers would be against this section. If any restriction was placed upon this cultivation thousands of acres would remain uncultivated and the farmers would put up fences.

Mr. Hill—It seems to me the whole matter could be amended by allowing the farmer to cultivate within the four rod limit. I agree with the hon. member from Albert that the farmers receive a great benefit from road side cultivation; also the removal of fences did away with the great spread of weeds which the roadside sheltered and improved the appearance of the land. While we want to make the title as strong as possible in the crown we want to give the farmer adequate protection.

Hon. Mr. LaBillois—I think the idea of this section as to closing roads has not been fully grasped. Many roads going to the back of farms were receiving bye

What does it profit a woman if she gain the whole world of knowledge and lose her own health? Young women, students and school teachers, eager, ambitious, and full of energy, very often neglect their health in the struggle to gain education. They eat insufficient food, and at irregular hours, they allow irregularity of the womanly functions to be established, and the result is that they become chronic invalids with all their education practically worthless. There is a plain road back to health for such as these, marked by the feet of thousands. It is the use of Dr. Pierce's Golden Medical Discovery for diseases of the stomach and digestive and nutritive organs, and Dr. Pierce's Favorite Prescription for diseases of the delicate organs of womanhood. A cure so certainly follows the use of these remedies that out of hundreds of thousands who have tried the treatment, ninety-eight in every hundred have been perfectly and permanently cured. Constipation, with its calamitous consequences, which is a common ailment of students, can be entirely cured by the use of Dr. Pierce's Pleasant Pellets.

roads money. The object of the act is to discontinue this.

Hon. Mr. Tweedie—I think the idea is to do away with every road that is not used by the public and only those roads will be recognized as public roads which are returned to the public works department and filed there.

Mr. Flemming—If a public highway is closed up by the superintendent, I would like to know if the title would remain in to the Crown?

Hon. Mr. Tweedie—No. It was intended that the title would revert to the owners but by some inadvertence it was left out of the bill.

Mr. Flemming—In regard to Section 6, I would like to ask the commissioner if more than one superintendent would be appointed for each parish.

Hon. Mr. LaBillois—This matter has not been definitely settled, since it is the desire of the government to hear the opinion of the members. Some of the parishes are too large for one superintendent and others are too small. My own opinion is that each parish should constitute one road district if it is not too large.

Mr. Flemming—I would like to ask another question as to whether the superintendents would be paid by salary or commission. If they were paid by commission I would think good service might be afforded by dividing the parishes.

Hon. Mr. LaBillois—I think the question of salaries does not effect this. The chief object is to get the work done in proper time and efficient manner.

Hon. Mr. Dunn—It is my opinion that if we make the district too small we cannot get efficient men.

Hon. Mr. Tweedie—I am much opposed to paying by commission. I think if a man was to get a reasonable salary much better results would be accomplished.

Mr. Hill—I think the difficulty could be obviated by substituting wages for salaries. I do not think the parishes should be subdivided, as in that case there would be no incentive for a man who had experience in road making to take charge. The man in charge should have a large district and should make a thorough investigation each fall and spring of the roads and bridges. I would be in favor with paying the superintendent sufficient wages to secure efficient service. The value of this law depends largely upon the class of men chosen.

Hon. Mr. LaBillois—I have received a letter from a leading citizen in Fredericton stating that the farmers of the vicinity were complaining of the narrowness of the roads. The act would leave

(Continued on Fourth page.)



A prominent club woman, Mrs. Danforth, of St. Joseph, Mich., tells how she was cured of falling of the womb and its accompanying pains and misery by Lydia E. Pinkham's Vegetable Compound.

"DEAR MRS. PINKHAM:—Life looks dark indeed when a woman feels that her strength is fading away and she has no hopes of ever being restored. Such was my feeling a few months ago when I was advised that my poor health was caused by prolapsus or falling of the womb. The words sounded like a knell to me, I felt that my sun had set; but Lydia E. Pinkham's Vegetable Compound came to me as an elixir of life; it restored the lost forces and built me up until my good health returned to me. For four months I took the medicine daily, and each dose added health and strength. I am so thankful for the help I obtained through its use."—MRS. FLORENCE DANFORTH, 1007 Miles Ave., St. Joseph, Mich.—\$5000 forfeit if original of above letter proving genuineness cannot be produced.

"FREE MEDICAL ADVICE TO WOMEN."

Women would save time and much sickness if they would write to Mrs. Pinkham for advice as soon as any distressing symptoms appear. It is free, and has put thousands of women on the right road to recovery.