

LEGISLATIVE BUSINESS RUSHED.

House Got Very Busy Monday Working
Till 11 p.m.

MR. OSMAN GIVES NOTICE OF MOTION TO RE-ESTABLISH GOVERNMENT HOUSE.

Government Measure to Straighten out Beersville Railway Tangle.

A NUMBER OF MEASURES AGREED TO.

The house met at three o'clock on Monday afternoon.

Mr. Osman gave notice of motion that Government House should be re-established as an official residence.

Mr. King, from the committee on corporations, reported, recommending that a Royal Commission issue to take evidence with reference to the affairs of the Restigouche Boom Co.

Hon. Mr. Tweedie introduced a bill to authorize a royal commission to consider certain charges against the Restigouche Boom Co.

Mr. Sweeney introduced a bill to amend the act to prevent forest fires in Restigouche.

Mr. Martin introduced a bill relating to the Madawaska Log Driving Co.

Mr. Clair introduced a bill to authorize Edmundston to provide water works.

Mr. McLatchy presented a petition from the commissioners of Dalhousie for an amendment to their incorporations act.

BILLS AGREED TO.

The house went into committee on bills, Mr. Burden in the chair.

The bill to legalize the Woodstock assessment was re-committed, and amended so that it shall not affect any suit now pending, unless an order from a judge is obtained to discontinue the suit on payment of cost.

The house went into committee on bills, Mr. Maxwell in the chair.

The bill in amendment of the act relating to the town of Sackville, was agreed to as amended by the municipalities committee.

The bill to incorporate the Betchouche and Rexton Railway Co. was considered, and progress reported.

The bill respecting the Gulf Shore Railway Co. was agreed to. Mr. Burns explained that the object of the bill was to obtain power to sell their road, or to purchase the Caracquet Railway.

The house went into committee on bills, Mr. Allen in the chair.

BEERSVILLE RAILWAY.

The bill relating to the Beersville Coal and Railway Co. was taken up.

Hon. Mr. Tweedie explained that this railway, six and a half miles in length, had been incorporated and had received a subsidy from the government. The object of the railway was to bring out the coal mined by the Imperial Coal Co. Some dispute had arisen between the two companies, so that nothing is being done. The railway company refuses to haul coal so the Imperial Co. has to stop mining it. In the meantime the public interests are suffering. The provisions of the bill are simple. It authorizes the government to take possession of the railway and operate it while there is coal to be carried, and it requires the Imperial Co. to operate its mine and failing, that the government may cancel the leases of its coal area.

Mr. Hazen—The house was led to expect great things from the railway and the coal company. The members for Restigouche gave the most glowing account of it last year, and of the revenue to be derived from it. The premier was also fairly optimistic.



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I also understood from hearsay that some of the parts of the locomotive were removed so that the engine could not go into service.

They now claim we will not pay our freight when as a matter of fact we have paid our freight in advance, complying with Dr. M. F. Keith's demands at which time the Railway Company of which he is general manager owed the Imperial Coal Co., Ltd., \$371.67. We continued to pay our freight in advance until Dr. Keith ordered his agent Mr. Cummings to allow our account to run from month to month. We paid our freight bill for the month of November without getting receipt or statement, and we have not been able to get a statement up to this time, although several verbal and written demands have been made with the result that we have had no statements at all for January and for December one showed a balance of \$108.60, another \$111.88 and another \$174.00 and still another for \$189.00, add to cap the climax we received a letter from Hon. L. J. Tweedie, stating that the Beersville Coal & Railway Co., complained to the government that we would not pay our freight and therefore could not be expected to haul our freight or keep the railway open. We have since entered a suit against the railway company for the collection of the balance in our favor. Following is a statement of our output from month to month since the railway was first opened and coal hauled for us by them.

December 31st, 1903.—213,000 lbs.
January 31st, 1904.—277,000 lbs.
February 29th, 1904.—551,000 lbs.
March 31st, 1904.—1,014,000 lbs.
April 30th, 1904.—272,000 lbs.
Last car shipped 8th April.
May 31st, 1904.—Mill railway shut down.

June 30th, 1904.—Mill Railway shut down.
July 31st, 1904.—Mill railway shut down.

August 31st, 1904.—234,000 lbs., Railway hauling.

September 30th, 1904.—370,000 lbs.
October 31st, 1904.—240,000 lbs.

Nov. 30th, 1904.—1,058,000 lbs.
December 31st, 1904.—1,295,000 lbs.

January 31st, 1905.—1,136,000 lbs.
Shut down 19th January.

February 28th, 1905.—Mill road shut down.

Trusting that you may be able to help us in a satisfactory way to bring about the operation of the Beersville Coal and Railway Company we are faithfully yours,
Imperial Coal Co., Ltd.,

JOHN G. POLLEYS, President.

Mr. Gogain thought the bill should be passed. It is not the fault of the mines that the operations have been brought to a standstill.

Mr. Hill—This is a new departure in legislation, and if we get into a tangle as to have railways to run we had better stop railway legislation.

Hon. Mr. Tweedie—The railway will not be run unless there is plenty of coal mined to justify its running.

The bill was agreed to.

The bill to authorize the commissioners of assessment in St. John to obtain information in regard to real and personal property and income of all residents in the city was agreed to as amended to by the committee of municipalities.

Mr. Copp stated that he wished to put himself on record as being opposed to this kind of legislation. He denied the right of a municipality to compel free citizens to give their business affairs to the public and this was what this bill does. If such a bill came from the county of Westmorland he would oppose it.

The house took recess.

EVENING SESSION.

After recess Mr. McLatchy introduced a bill to amend the Dalhousie Incorporation Act. On the ground of urgency it was read a second time.

Hon. Mr. Tweedie moved that the bill to authorize the city of Fredericton to issue debentures to pay off the floating debt be referred back to the committee on municipalities. Carried.

Hon. Mr. Tweedie introduced a bill to amend the act licensing extra provincial corporations. He said that it arose from the Dominion government, having given a charter to a company to operate at Grand Falls and provided that no extra provincial corporation shall be allowed to hold land in the province without a license from the government.

Hon. Mr. Tweedie introduced a bill to facilitate the opening up of the settlement lands of the New Brunswick Railway Company. He stated that the company had received 10,000 acres of land a mile from the province for the building of their railway. The government were authorized to grant them under such conditions as the attorney general might require. In all 100,000 acres were reserved for settlement which were to be sold at a certain price. Several grants were issued without any conditions although the order in council authorizing the grants required certain conditions. There are tracts of land in Victoria County which are wanted for settlement and this bill is to authorize the government to make arrangements with the company for the sale of lands for settlement on confirming their grants.

Hon. Mr. Tweedie introduced a bill to compensate the Hon. James Steadman for his outlay in connection with the establishment of the riparian rights of the province. He said that it is proposed to give one thousand dollars.

Hon. Mr. Tweedie introduced a bill to amend the liquor license act.

Hon. Mr. Pugsley introduced a bill relating to the salary of the Chief of Police of St. John. He explained that the present salary is \$1200, which was fixed years ago and this bill gives the common council power to increase it to a sum not exceeding \$1800.

Hon. Mr. Pugsley introduced a bill to amend the Towns Incorporation Act. He explained that it provides that an appeal may be taken by any person who feels aggrieved by an assessment from the council to the valuator.

Another provision is with regard to the service of summons when

personal service cannot be effected. Also in case of a defendant being arrested who does not give bail he may be kept in the lockup instead of the county jail.

Hon. Mr. Pugsley introduced a bill in regard to the expenses chargeable to municipalities in preliminary investigations of criminal cases. It provides that before the payment of any claim the bill shall be examined by the clerk of the county court to be taxed, and then shall go to the secretary treasurer.

Hon. Mr. Sweeney introduced a bill to prevent forest fires in connection with surveys and construction of railways passing through the Crown lands of the province. It authorizes the governor in council to employ persons to follow survey and construction parties to prevent fires. It gives them the power of constables. The cost of such persons to be paid by the contractor unless another arrangement is made with the minister of railways. It also requires surveyors to obtain permits from the surveyor general.

All these bills were read a second time on the ground of urgency.

THE HIGHWAY ACT.

The House went into committee on the bill to amend the Highway Act. Mr. Darnes in the chair. There was some discussion as to the ages of persons who shall be called out to break winter roads. Ages were fixed at from 18 to 65 and clergymen are exempt.

On the section imposing penalties on road masters neglecting or refusing to perform duties imposed on them by the Highway Act, Mr. Smith asked if roadmasters were to be paid.

Hon. Mr. Labllois—No.

Mr. Hazen did not think that good service could be got unless there was some remuneration. He thought it a high handed piece of business to force men to do this work without pay.

Hon. Mr. Labllois said their first winter's experience showed that there was no difficulty in carrying out the act and there were no complaints made by roadmasters.

Mr. Smith said the Chief Commissioner was in error, as difficulties had arisen in Carleton County. In some cases the act worked unjustly.

Hon. Mr. Pugsley—There will always be enough public spirited men in a district to take the lead in opening up the roads. The superintendents will select such roadmasters to act as foreman in repairing the

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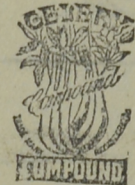
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roads in summer.

Hon. Mr. Hill thought sufficient consideration had not been given to the difference in localities. There was some roads which led to important settlements which had practically no inhabitants upon them. He had been in favor last year of some allowance being made for breaking roads in cases of emergency.

Mr. Hazen—We voted last year that a moderate percentage of the sum paid by the people for road taxes should be applied to opening roads in the winter season, and we hold this opinion still.

The section was then agreed to by the following vote.

Yeas—Farris, Jones, Tweedie, Pugsley, Sweeney, Labllois, Whitehead, McLatchy, Ryan, Burden, Scovil, Campbell, Robertson, Young, Lantam, Leger, Porier—17.

Nays—Hazen, Grimmer, Clark, Smith, Glasier, Hart, Maxwell, Morrissey—8.

Hon. Mr. Tweedie raised the point that the names should not be taken on a vote when the House was in committee.

Mr. Hazen agreed with the Premier with regard to the practice, although the names had been taken in some previous divisions in committee. He thought the practice ought to be settled.

Hon. Mr. Hill called the attention of the Chief Commissioner to the road money which was obtained from direct taxes on wild lands which had been granted. He thought that these amounts should go into the general fund.

Hon. Mr. Pugsley thought the point raised by the member for Charlotte was worthy of consideration, and that the Chief Commissioner might look into the matter. The bill was agreed to.

Mr. Robertson presented the petition of George Robertson, president of the Imperial Dry Dock Company, asking that their bill may pass.

The House adjourned at 11 o'clock

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