

VOLUNTARILY CORRECTED.

Attorney General Made Satisfactory Explanation of the Overcharge for Telegrams.

MR. MAXWELL, MR. LABILLOIS AND MR. MORRISSEY IN THE BUDGET DEBATE.

The House met Monday at three o'clock.

Hon. Mr. Labillois in reply to the enquiry of Mr. Hazen in regard to the wharf at Carter's Point, which Mr. Alfred Whelpley claims to be on his land, said that the attention of the Department had been called to it by a letter from Mr. John Walsh in May last, who stated that Mr. Whelpley refused to let the passengers who arrived at the wharf walk through his land. It appears that the wharf was applied for by a largely signed petition which was got up by Mr. Whelpley, the person who now refuses to allow access to the wharf. The matter was referred to the government engineer, who was asked to communicate with the parties interested to see what arrangement could be made. Mr. Wetmore wrote to Mr. Whelpley on the 12th of June last, but had since received no reply. Mr. Labillois said he thought that this was a matter for the district to handle under the Highway Act.

Hon. Mr. Labillois in reply to Mr. Hazen's question as to the injury done to Mr. White's property by the Oromocto bridge, said that he proposed soon to visit the locality and look into the matter for himself.

QUESTION OF PRIVILEGE.

Hon. Mr. Pugsley said, I rise to a question of privilege. In the Gleason of Saturday last, there was what purported to be a report of the publication committee in which it was stated that Mr. Smith and Mr. Morrison had saved the government \$300 in telegraph tolls, which had been charged to the attorney general. That statement is entirely inaccurate. Immediately after the publication of the auditor general's report, I saw that the account for telegraph tolls charged to my department was larger than it ought to be and that therefore my private account and the public account had got mixed up. I called the attention of the premier to this matter, he being a member of the public accounts committee, and asked him to convey the information to the chairman of the public accounts committee, so that the matter might be rectified. I went voluntarily before the committee and made the same statement and said that whatever amount had been charged to my department, which properly belonged to my private business should be refunded by the Telegraph Co., and charge to me.

Mr. Morrissey gave notice of enquiry in regard to liquor licenses in Kent.

Mr. Hazen gave notices of enquiry in regard to the chief rangers and guardians, the sewerage of Fredericton and the tenders for the bridge between Bathurst town and village.

Hon. Mr. Pugsley laid on the table the valuation of Milltown.

Hon. Mr. Pugsley presented the petition of the pharmaceutical society in favor of their bill.

Hon. Mr. Labillois presented the petition of the municipality of Restigouche for their county valuation bill.

Mr. Burden presented the petition of the city of Fredericton for a bill to enable them to aid industrial enterprises.

Hon. Mr. Farris presented the report on agriculture.

Hon. Mr. Labillois introduced a bill to divide the parish of St. Leonard, Madawaska into two parishes.

The House went into committee on bills, Mr. Grimmer in the chair and the following bills were agreed to:

To amend the act for supplying Grand Falls with water.

To authorize the municipality of Madawaska to issue debentures, and to provide for the purification of the water supply of Fredericton.

BUDGET DEBATE.

The order of the day being called, Mr. Maxwell said:

When I moved the adjournment on Friday, I was discussing the loss which the province had suffered from the payment of interests at the rate of 5 per cent. on the loans and overdrafts contracted by the government. I have only to add that, taking into consideration the enormous development of the Northwest and the financial requirements of that country, \$11,000,000 worth of buildings having been erected in Winnipeg and \$17,000,000 contracted for this year, and also the financial needs of Ontario to assist in development, he would be a bold man who would say that money could be borrowed on debentures for five or ten years to come, at less than the present rates.

In view of this fact and the enormous increase in our bonded debt, in our interest account and overdrafts, I think that the time has come when we should ask the government to call a halt so that we may live within our means. I now come to the Auditor General's report, and I must say that I have not heard a single word from the other side in contradiction of the criticism of the hon. member for Carleton. That gentleman knew very well about the \$10,000 referred to in connection with the Board of Works, but he thought that it should be charged under the head of expenditures on page 5 of the accounts. With regard to the provincial hospital the attorney general seemed to think that the member for Carleton was astray with respect to the over expenditure and that the deficit on that account was only the over expenditure of last year and this year. But if he will turn to page 206 of the auditor's report he will find that

\$35,247.00 was expended on the provincial hospital last year.

Hon. Mr. Pugsley—Does that not include the balance of the previous year?

Mr. Maxwell—Yes, but this sum of \$35,247 should have been placed among the expenditures on page 5 of the public accounts, and if this and other items which have been carried over had been placed in their proper position the deficit of the year, instead of being \$9,000 would have been \$115,000. In addition to the \$10,000 given by warrant, they spent on the hospital \$37,483 additional which, after deducting the receipts from all sources, leaves an overdraft of \$ 24,670 on that account. It is therefore absurd for any hon. member to try to make it appear that the differences between the overdraft of last year and that of this year is all the over expenditure on that account.

I was glad to see the member for Northumberland quote the opinions held by the provincial secretary years ago in regard to the injustice of going into supply before the public accounts had been examined. The secretary has now changed his opinion, but his first opinion was certainly the correct one. The government, since it came into power, has been continually developing new methods of taxation. They have imposed taxes on banks and insurance companies, they have brought about direct taxation through their highway act and now they are proposing to increase the succession duties. I wish to protest most emphatically against any bill to increase these duties, for I believe it is simply a robbing of the widows and orphans. This bill, if passed, will place a heavy burthen on many people. It is true that it has been stated that the tax on an estate of \$25,000 will only be \$250, but this is a serious matter to the widows and orphans who inherit so small an estate. If the money was invested at 4 per cent, it would only yield a thousand dollars a year to maintain and educate the children and in the city of St. John nearly one-half of this sum would be paid out in taxes, leaving only a little over \$500 to the family. It is no excuse to say that similar taxes are imposed in other provinces, for, with an economical government, there would be no need to resort to this form of direct taxation. No small amount of this additional sum will go to enrich the attorney general, whose fees it will increase by one-third, or perhaps one-half, and I think that this government is guilty of a violation of the independence of parliament in paying out so much money to the attorney general. Will anyone point out to me where the premier and the chief commissioner, the surveyor general, or the commissioner for agriculture receive anything for their services beyond their salary and travelling expenses? But the attorney general received upwards of \$40,000 in the past five years. It is an anomalous position for the attorney general to place himself in, in receiving such large sums. I must now refer to the large overdrafts of the chief commissioner for public works. Last year there was an overdraft of \$49,000 of bye road money. He has in fact drawn on the revenues of 1906 to do the work of 1905. I think he would do well to look into the matter of subsidies given the steamboats. The steamer Beaver, which does business through Albert County, is just as worthy of a subsidy as some vessels which receive it. I think the Star Line, which runs between Fredericton and St. John, should receive a subsidy of a thousand dollars a year or thereabouts. They have been doing business at a loss for a year or two. They are the chief carriers of freight between St. John

THE HERALDS FASHION PLATE.



A SIMPLE BLOUSE SUIT.

The old fashioned sailor blouse, that is, the blouse shirred all the way around into the belt, is a favorite this spring, having to quite some extent replaced the Peter Thompson shapes that have held sway for several seasons. The picture shows a simple, yet excellent model for the cuffs of the full sleeves are also of embroidery, as is the narrow neckband. The blouse closes in the back with a fly.

linens and chambrays are excellent for this style, better indeed than the heavy Oxfords and madras cloths. The short skirt is shirred full to the band and finished with a deep hem and cluster of fine tucks. The blouse sags just a little over the belt, and is set into a tucked yoke, outlined with a strip of embroidery. The cuffs of the full sleeves are also of embroidery, as is the narrow neckband. The blouse closes in the back with a fly.

and Fredericton, and in the interests of the people who live along the river they should receive a subsidy.

Much has been said by the Premier as to the development of our natural resources, especially coal areas. I wish to state here that while much has been said very little has been done. In 1904 the Premier had great expectations of revenue from the Beersville railway, which was expected to increase its output of coal to 250 or even 500 tons a day. But I find that last year the total revenues from royalties on coal carried on by this railway was only \$430. The government cannot develop our resources because they have no time. They have all they can do in developing their own incomes and new schemes of taxation that will increase it. This brings me to the New Brunswick Coal and Railway Company, which has been so much belauded by their subsidized press. We have had great expectations from these gentlemen in regard to this railway. On page 27 of the debates of 1904, Hon. Mr. Tweedie made a statement in regard to the condition of that railway which was full of hopefulness. He said that about fifteen miles of the road from Chipman to Gibson had been constructed and that the whole line to Gibson could be completed and ready for traffic before the close of the year. I beg leave to submit that the proper policy of the government would have been to commence the road at Gibson then the C. P. R. would have furnished a market for the coal immediately, and instead of only 167 men at work in the mines, there might have been five thousand for it is only twenty-three miles from Minto to Gibson and coal could be carried

(Continued on seventh page.)

Now that women wear only short skirts on the streets, GRANBY RUBBERS are very much in evidence.

A woman's foot looks almost as pretty in the clean-cut glove fitting GRANBY RUBBER as it does without a rubber at all.

—and they are so easy to wear.

GRANBY RUBBERS—WEAR LIKE IRON

Notice is hereby given that application will be made to the Parliament of Canada at the next session thereof for an Act to incorporate a company, to be called "The Grand Trunk Pacific Branch Lines Company," with power to construct and operate amongst other lines of railway a line running from a point on the Transcontinental Division of the Grand Trunk Pacific Railway to St. John or such other port on the Bay of Fundy as may be considered accessible and better adapted for the purpose of the Company as well as such other lines of railway as the Company may from time to time deem expedient for operation in conjunction with the Grand Trunk Pacific Railway system, subject to the approval of the Governor in Council with all the usual powers granted to Railway Companies by the Railway Act, and in addition thereto the following powers, viz.: to charter vessels, make and recover charges in steamship business, to hold lands, wharfs, warehouses, etc., and to appropriate lands therefor; to own hotels, etc., and lay out parks; to issue bonds on all its property; to construct and operate tramways, telegraph, telephone and submarine lines, and general traffic bridges; to develop land and water powers; to acquire patent rights; grant aid to settlers; and to sell or lease to, or acquire other railways.

W. H. BIGGER,
Solicitor for applicants.
Dated at Montreal, this 30th day of January, 1906.
Feb. 13.—d5wks.

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March 3rd next.

One of the greatest sales of the season we will start next coming SATURDAY, March 3rd.

SWEEPING REDUCTIONS

Off our entire stock every dollar's worth of goods must go, REGARDLESS OF COST. Watch for price list. REMEMBER EVERYTHING WE SELL IS ALL BRAND NEW STOCK, not 30 years in the store, as others, and at prices that we are going to sell them means great money saving to you. Be prepared for it, as every dollar's worth of goods must go.

Remember the date when this great big starts. Saturday, March 3rd, at 9 a. m.

WATCH FOR FURTHER ANNOUNCEMENTS.

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INTERCOLONIAL RAILWAY

On and after Sunday, Oct. 15th, 1905, trains will run daily (Sundays excepted), as follows:

TRAINS WILL LEAVE FREDERICTON

No. 303 Mixed for Campbellton, Moncton, Chatham and Loggieville.....	5.45
No. 301 Express for Montreal, Chatham, Loggieville.....	18.20
No. 317 Suburban for Marysville.....	6.15
No. 321 Suburban for Marysville.....	11.15
No. 327 Suburban for Marysville.....	18.25
No. 329 Suburban for Marysville.....	21.00

TRAINS WILL ARRIVE AT FREDERICTON.

No. 302 Express from Montreal, Quebec, Chatham and Loggieville.....	13.05
No. 304 Mixed from Chatham Junction, Chatham and Loggieville.....	18.35
No. 318 Suburban from Marysville.....	8.15
No. 322 Suburban from Marysville.....	13.25
No. 328 Suburban from Marysville.....	19.15

All trains are run by Atlantic Standard time. Twenty-four hour notation. 24.05

On and after Sunday, Oct. 15th, 1905

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