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SATURDAY, FEB'Y 2nd

Men's Fancy Shirts (Stiff Bosom) Regular 1.00 quality for 50 cents each.
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SATURDAY FEB'Y 2ND.

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A neat, well equipped lavatory is, without a question, a source of comfort to a household. It's one to us to install such a convenience in your home—an aid to the toilet, you'd never abandon after once experiencing its manifold advantages. Where there's running water you need our services.

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The Style and Quality of Goods kept at the Corner is so well known that we feel further reference unnecessary. Mens, Youths and Boys, Overcoats, Suits, &c., in all styles, Reefers, Jumpers, Cardigan Jackets, Sweaters, &c. Gents Furnishing including a large stock of Stanfield and Penmans underwear. Also Boots, Shoes, Overboots, Rubbers, Shoe Packs, &c.

LUCY & CO

Tea Cosies. Table Centres
Fire Screens. Sofa Cushions etc.
Make up Beautifully with

FAB Patchwork Post Cards

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McMURRAY'S Bookstore.

STEALING MCLEAN'S THUNDER.

Tory Leader Joins Agitation for Two Cent Passenger Rate on Railways.

Emmerson's Reply and Amendment to Borden's Resolution.

NOTICE OF LEGISLATION

THE CITY OF FREDERICTON, at the next Session of the Legislature of New Brunswick, will present for enactment the following Bills:

1.—To amend and consolidate the laws relating to the levying, assessing and collecting of Taxes in the City of Fredericton.
2.—To enable the City of Fredericton to issue Debentures to take up certain Debentures falling due in the year 1907, and to authorize the issue of \$30,000 of Debentures to provide for the completion of water improvements.
3.—To amend the Act relating to the Administration of Justice in the County of York by providing for the appointment of a joint Committee of three for such purpose, two of such Committee to be appointed by the County of York, and one by the City of Fredericton and by striking out the words "Clerk of the Peace," in the fourth Section of said Act.
4.—To amend the Acts relating to Police Establishment in the city, by vesting the appointment of Policemen one to be known as the Chief of Police in the City Council.
Dated this eighth day of January, A. D. 1907.

J. W. MCCREADY,
City Clerk.

NOTICE.

Notice is hereby given that application will be made to the legislative assembly of New Brunswick, at the next session, for the passing of an act to incorporate the "Saint John River Boom Company" with power to purchase, build, erect, place and maintain booms, piers and other works in the Saint John river and branches on both sides of the Saint John river and branches in the islands in the Saint John river and branches, for the more convenient collecting, picking up, securing and rafting timber, logs, masts, spars, cedars and other lumber floating in or down the Saint John river and branches, and for carrying on and managing the duties and business of a boom company.

Dated at Fredericton this twenty-fifth day of January, A. D. 1907.
WINSLOW & ALLEN,
Solicitors for Applicants.
Jan. 29.—d4wks.

INTERCOLONIAL RAILWAY.

TENDERS FOR STATION.

Sealed tenders, addressed to the undersigned and marked on the outside, "Tender for Station at Sackville," will be received up to and including MONDAY, FEBRUARY 4TH 1907, for the construction of a station building at Sackville, N. B. Plans and specifications may be seen at the Station Master's Office at Sackville, N. B., and the Chief Engineer's Office, Moncton, N. B., where forms of tender may be obtained. All the conditions of the specification must be complied with.

D. POTTINGER,
General Manager.

Railway Office,
Moncton, N. B.,
14th January, 1907.
Jan. 17.—d131.

Ottawa, Jan. 31.—R. L. Borden moved in the House yesterday that it was expedient that the board of railway commissioners for Canada should inquire, determine and report with the least possible delay whether or not the tolls charged in standard passenger tariffs should be reduced so as not to exceed two cents per mile upon any railway in Canada, and that the government should take the necessary steps under the railway act for this purpose.

He proceeded to show that the average rate on all the railways in the United States was 2.05 per mile. The rate was somewhat smaller in the east and larger in the west, on the Canadian Pacific and in 1902 the average rate per mile was 1.75 and in 1904, 1.84. In 1906 the average rate per mile on the Canadian Northern was 2.59.

His view was that there should be an inquiry. It might be said that the railway commission was too busy. That was a reason for the reorganization of the commission. He believed the commission was overworked.

W. F. Maclean admitted that the speech of Mr. Borden was a valuable contribution to the subject under discussion, but it was in the direction of legislative action, not by inquiry, that all reductions were made. Wherever the two cent rate was adopted it was by railway legislation. This was the experience in England as well as in the United States. It was the agreement between the Canadian Northern and the Manitoba government that reduced the Canadian rate in the west.

MR. EMMERSON'S REPLY.

Hon. H. R. Emmerson, in reply, said that by the act of 1903 the power was delegated to the railway commission to regulate passenger tariffs. The minister read a lengthy explanation of the board, which had been given to the premier. Mr. Killam said that the board had asked the minister of justice to give legal assistance for the purpose of investigating the position of the railway companies in order to enable the board with as little delay as possible to determine how far they could approve the tariffs, these companies were to submit to them.

Mr. Killam said that it was always his desire that as soon as possible the board should make an inquiry whether the maximum tariff rates were not too high. No principle had been established for the termination of such a question.

The C. P. R. and Canadian Northern asked the board to approve of rates in Eastern Canada at 3 1/2 a mile. The board refused to approve of any higher rate than three cents in Eastern Canada. The Canadian Pacific afterwards asked for the approval of rates at four cents per mile on certain branches in the Northwestern provinces. The board refused to approve of any rate higher than 3 1/2 cents. After an intervention by the traffic officers of the board, the company's officials the board gave them to the 1st of December next on the Calgary and Edmonton and branch lines east of that before the rate took effect. In the interval the details could be arranged.

The question of extensive reduction could not well be taken by itself. It would require to be determined as to whether the reduction of the passenger rate would not cause an increase

in the freight rates. The board was not in a position to go into that matter so thoroughly, as it would require to be done. The traffic officer was overworked now.

In regard to parliament asking the board to report upon a two cent rate Mr. Killam asked that the board should not be requested to do so this session. It would not be able to do so. There were many important questions awaiting the solution of the board. It would not be possible to deal with the question of passenger rates in a short time. The traffic officer had an informal talk with the general passenger agents of the C. P. R. and G. T. R. in Eastern Canada, and suggested that the maximum rate be three cents. They replied that their average rate was about two cents. Mr. Killam asked the government not to countenance a proposition that the board should deal with this matter at once, but that the board should exercise its energies unfettered.

Mr. Emmerson proceeded to say that the question was not overlooked by the board and they have been endeavoring to deal with it. They had not sufficient data to proceed upon to deal intelligently with the matter. Not sufficient to the wisdom of it might be said that the staff was it would take time to strengthen the staff. The question could not be dealt with upon the same lines as in Britain or the United States. The conditions were not the same. Statistics were being compiled in his department and they would be available this year. That being so, he moved an amendment that as the board of railway commissioners is now engaged in examining tolls and standard passenger tariffs and in consequence there is no occasion for the government to exercise the power vested in it under the railway act.

Mr. Lancaster thought the amendment of the Minister of Railways meant shelving the question.

Mr. Borden contended that the letter of Judge Killam showed that the board of railway commissioners required strengthening.

John Haggart supported the motion on the ground that such inquiry was the legitimate work of the railway commission.

E. M. McDonald congratulated W. F. Maclean upon having been able to gather around him so many supporters on the opposition benches in favor of compelling railways to carry passengers at two cents per mile irrespective of effect upon freight rates. Mr. Borden by his motion made it clear he was not yet ready to follow in the lead of Mr. Maclean on this question.

W. B. Northrop (Esq. Hastings) justified the motion on the ground that the question of passenger rates was the most important before the railway commission.

Mr. Fielding thought the House would hesitate before directing the commission that this particular question was before the commission, therefore the motion was unnecessary and useless.

R. R. Hall (W. Peterboro) contended that because England, with forty-five million population, in a smaller territory than Ontario, had a two-cent rate, was no reason why Canadian railways should give the same rate.

The debate was not concluded when the House adjourned at 6 p. m.

CHANGES OF RESIDENCE.

Indications Are That There Will be Considerable Moving This Year.

People occupying rented houses who intend to move on the 1st of May are compelled by law to notify the landlord on or before Feb. 1st. It is already known that there will be quite a number of changes of residence during the coming spring, and there appears to be a fairly brisk demand for houses. Following are some of the changes to take place.

Mr. L. W. Bailey, Jr., will move from St. John street to the house on the corner of University Avenue and Charlotte street, owned by his father, Mr. R. Z. Walker, who occupies this house at the present time, has not yet decided where he will locate.

Mr. W. J. Osborne will move from the Risteen house on Smythe street, to Mr. T. G. Loggie's house on Church street, which he lately purchased.

Dr. W. J. Weaver will remove to the Burchill homestead, on Queen

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