

The Herald Job Printing Department is thoroughly equipped and employs only first class workmen.

The Daily Herald.

THE WEATHER.
Moderate to fresh east to south winds, fair today. Showers during the night and on Thursday.

VOL XII

FREDERICTON, N. B., WEDNESDAY, MARCH 27, 1907

NO. 72

E. A. O'Brien & Co

OUR EASTER

KID GLOVE SALE

FOWNES GLOVES.

FOWNES GLOVES.

Prices For this Week 50cts. 75cts. Per Pair

CHILDRENS' KID GLOVES IN ALL SIZES.

A BIG VARIETY OF NECKWEAR.

E. A. O'BRIEN & CO

Sole Agents for Fownes Kid Gloves

Wall Paper

Our new stock of Wall Paper is now all in. Newest Patterns Border same price per roll. See ours before you buy, we can save you money.

BOSTON 5 and 10

Opposite Soldiers' Barracks.

R. G. LEE & Co.

-Roger and Gallett-

Rose Lip Salve

TOOTH PASTE

GEO. Y. DIBBLEE,

PEOPLE'S DRUGGIST - opp. City Hall.

Fredericton's Leading Drug Store.

Chestnut says

"The CAMERA FIEND will find much to interest him at our store. We aim to keep in touch with all the doings in Amateur Photography. Of course we have the chemicals used in developing and the various things he needs in following his hobby."

"THE QUALITY STORE,"

572, Queen Street.

.RINGS..

You can always depend on seeing a large assortment of the above goods here. Friendship and Engagement Rings \$1.50 to \$200.00. Wedding Rings 10 kt., 14 kt., 18 kt., \$2.00 to \$10.00.

F. E. BLACKMER

Opp. Normal School

Fredericton, N. B.

BREEZE IN THE HOUSE.

Opposition Leader Trying to Discredit Government's Efforts to Secure Construction of the Valley Railway.

PREMIER LAYS BARE THE PARTIZAN METHODS OF HIS OPPONENTS.

In the legislature Tuesday afternoon, Mr. Hazen, moved for the correspondence between McKenzie & Mann and the government with regard to the railway down the valley of the St. John River.

He said: I trust that the leader of the government will take the House into his confidence and place all the correspondence before it. I take it for granted that he had no more correspondence than he has referred to because all he has mentioned is a telegram from a single member of the firm of McKenzie & Mann. So far as I can see, there is no guarantee that this company will be prepared to enter into a contract with the government to build this railway. I find this on the desk today a printed bill entitled, An act to secure the construction of a line of railway along the Valley of the St. John River.

Hon. Mr. Pugsley—This will come up before the House on Thursday in the form of a resolution, of which I have given notice. It is agreed to the substance of this resolution will be embodied in the bill to grant assistance to certain railways.

Mr. Hazen—There is certainly nothing before us to justify the statement contained in the preamble of the resolution that McKenzie, Mann & Co. have made a proposal to the government to build this railway. It is clear, therefore, that there must be further correspondence which, I hope, will be laid before the House. We have to have fuller information, so that no false hopes may be raised. This is not the first time that this railway has been exploited on the eve of election. One gentleman told me there had been no less than nine surveys on the eastern side of the river and two on the western side.

Hon. Mr. Pugsley—How does this bear on the question of bringing down correspondence?

Mr. Hazen—I have a perfect right to discuss all these questions which are relevant to the subject. Only a few years ago the fond hopes of the people along the river were excited by these surveys and also by the attitude of the premier, who addressed a circular letter to the electors of Kings County, in which he said: "I have for many years looked forward to the time when there will be a railway extending from the City of St. John up the valley of the St. John River all the way to Edmundston and at all reasonable times urge the importance of this undertaking. I intend to urge upon all my colleagues that they should endeavor to make arrangements with the Dominion government, so that by the aid of the two governments, this great work might be undertaken in the near future and pushed forward as rapidly as the finances of the country will warrant."

Hon. Mr. Pugsley—The very near future has arrived.

Mr. Hazen—Now we find the hon. gentleman shortly after the opening of this legislature stating that the Intercolonial railway came to Fredericton and the policy of the minister of railways being to take over all branch railways, it would be proper and right for the Intercolonial railway to construct a line to Woodstock and St. John. Yet within twenty-four hours he tells us that arrangements have been made with McKenzie & Mann to build this line. This looks very much like an election cry and it does not seem to me at all clear that McKenzie and Mann will undertake this work. Is it proposed to enter into a contract with them and guarantee their bonds, unless assurances are given that this is to be part of a transcontinental trunk system? I see also by the resolution that if McKenzie and Mann do not go on with this work another company may be incorporated to do it. Apparently the government has no well defined scheme or no great expectation of the railway being built. Another matter to which I would wish to direct attention is the route of the railway should be made clear that it should follow the west bank of the St. John River from Fredericton to Westfield within a mile and a half of the river.

The Premier's Reply.

Hon. Mr. Pugsley—This is not quite the same speech the hon. gentleman made at Oromocto yesterday. Who can tell from the speech he has just delivered whether he is in favor of going on with this railway, or whether he will oppose it. It is very well to talk in platitudes, but talk does not

build a railway. If he is in favor of this line, he would not say it happen that he permitted one of his followers to declare in the House the other day that a line down the St. John River Valley would never yield enough revenue to pay for the exchequer on its car wheels. What could be more likely to discredit an enterprise of this kind or prevent capitalists from investing their money in it than such a statement.

Mr. Grimmer—I made no such statement. I said that unless connected with a trunk line it would not pay for the grease on the axles of its wheels. The hon. gentleman himself admitted that it would not pay except as a trunk line.

Hon. Mr. Pugsley—I never stated in this House or out of it that a railway down the St. John River valley would not pay. Nothing could be more calculated to injure this road than that the leader of the opposition should allow one of his followers to discredit it in this manner. A railway down the St. John River valley from Woodstock or Centreville will serve the needs of about 90,000 people. It will connect these up river towns with the capital and the latter with St. John, passing through one of the most fertile regions in the province. The line from St. John through the valley of the Kennebecasis and thence to Shediac has always paid well and is now earning large sums for the Dominion government.

Mr. Hazen—Did you not say that you would not favor subsidizing this as a local railway?

Hon. Mr. Pugsley—I said that I would not give as large a sum as \$15,000 a mile unless for a first class trunk line, but I never said that it would not pay for axle grease as a local line. I am well satisfied that such a line would have a large local traffic. Sometime ago I invited the leader of the opposition to make some practical suggestions as to how this line might be built. Has he done so? He has left it to his supporters to cast ridicule on our efforts and to say that this line cannot be built or made to pay. He has characterized this as an election dodge. For my part, I have nothing to conceal from this House. I stated fairly to them that I had had many conversations with McKenzie & Mann and told them that they would soon require to make connections with their lines in Nova Scotia. I said then when that time came this legislature would co-operate with them. I also stated in this House that, as the Intercolonial Railway had reached Fredericton and as Mr. Emmerson's policy was to extend it, it would be a proper development of that policy if a railway could be constructed to Woodstock and St. John. By some company which the Intercolonial could take over, paying a sufficient rental, therefore, to pay the interest on the guaranteed bonds at 4 per cent.

But it occurred to me a day or two later to communicate with McKenzie & Mann and I did so on the 18th of March, and sent a confidential telegram to them. I received a reply, which was also confidential and then asked them for a definite proposal, which I received on the 20th of March in the form of a telegram, as follows:

Ottawa, Ont., March 20, 1907.
Hon. Wm. Pugsley, L.L.D., Premier of New Brunswick, Fredericton, N. B.

Would suggest you take legislative authority to make arrangements guaranteeing our bonds not to exceed fifteen thousand dollars per mile. Will promise to have matter thoroughly investigated by our engineers and will enter into contract providing we find route satisfactory from engineering and traffic standpoint. The contents of this message can be used at your discretion.

Signed D. D. MANN.

Fredericton, N. B., March 21, 1907.

D. D. Mann, Esq., Ottawa, Ont.

Telegram received. Matter now under discussion. Will advise you later.

WM. PUGSLEY.

There is certainly nothing in that telegram which suggests assistance in carrying an election. I think there is a matter of this kind there should be no party politics. Those who know McKenzie & Mann must be well aware that they would not come down here unless their line was part of a transcontinental system. It will not be a cheap road or easy to build for I have in my hand a tele-

gram from the chairman of the transcontinental railway who states that the cost of a railway down the St. John River Valley from Woodstock to Chipman would be \$14,500 a mile. The other clauses in the bill to which the leader of the opposition seems to object are for the purpose of securing the construction of a railway by some other company in the event of McKenzie & Mann not building it. The leader of the opposition pretends that he is anxious for this road to be built but what practical suggestion has he ever made to accomplish this end. It will not be necessary for him to press his resolution for the correspondence will be brought down.

Mr. Hazen—The premier has tried to make a little political capital out of the Sunbury convention, and he has tried to score a point because I did not rebuke the member for Charlottetown. The opposition members are free to do their own thinking and vote as they please. It is evident that he has no other papers but the telegram he has just read. It is manifestly unfair for him to say that I have done nothing practical to build this road. What he is doing now is to keep the government in power.

WANT PLEBISCITE.

St. John Common Council Wants Provision Made in Ward Bill for Popular Vote.

St. John, March 27.—(Special)—At a meeting of the common council this morning, a resolution was adopted providing for the addition to the civic representation bill now before the legislature of a clause to hold a plebiscite during the coming year on the present district and ward system.

There was a spirited debate, and the resolution carried by a vote of 10 to 3.

THE STOCK MARKET.

Montreal, March 27.—(Special)—Caution pervaded operations in stocks today.

The tone was firmer, but it will take time to get courage back.

The most active features today were:

Dominion Iron, 18.
Bonds, 75.
Illinois, 86 to 87.
Soo, 102.
Montreal Power, 86.
Can. Pac. 168 to 167.
R. Bond, 74.
Twin City, 93.
Mexican, 46 to 47.
Richelieu, 70.
Toledo, 25 1/2.

SHE WAS OVERDUE.

Halifax, March 27.—(Special)—The overdue Allan liner Siberian, from Liverpool, arrived in port at 1:30 o'clock this afternoon.

SEWERAGE BILL.

The Fredericton sewerage bill, to permit the city to dispose of its sewage in the river, came up in the legislature this afternoon, when Premier Pugsley proposed that in lieu of the proposal the government might contribute \$2,000 or \$3,000 a year towards assisting the city to sustain septic tanks for purifying the sewage.

WEDDING.

Mr. Brown Randall and Miss Heffie Hagerman of Sheffield, were united in marriage at the Brunswick Street Baptist parsonage Tuesday afternoon by Rev. J. H. Macdonald.

It's an ill wind that doesn't blow out in the eye of a man who deliberately beats his faithful but tired horse.

BRIDE'S BEREAVEMENT.

Former St. John Lady Married Only Six Weeks is now a Widow—Death of Husband Came Unexpectedly.

St. John, March 27.—(Special)—Word was received here this morning by Mr. Edwin Peters of the death of his son-in-law, H. Atwater Smith, which occurred at Somerville, N. J., last night. It is needless to say that the news came as a great shock, as Mr. Smith was married only six weeks ago yesterday to Miss Mary Worrell Peters, only daughter of Edwin Peters.

Mr. and Mrs. Smith left St. John

KINDLY REMEMBERED.

Address and Presentation to Prof. Brittain by Students of the University.

At a joint meeting of the faculty and students of the University held in the library this morning, Chancellor Jones presided.

Mr. H. A. Carr, president of the debating society, said that he was informed that Dr. John Brittain, professor of chemistry, was soon to sever his connection with the University, in which he has been engaged for the past three years, to take up his new duties at the MacDonald College, Quebec.

Mr. Carr said that the students as a body received the news with much regret, as they all appreciated and respected to the highest degree Prof. Brittain's ability as a teacher, and a member of the faculty of the U. N. B. On behalf of the students, Mr. Carr read an address to Prof. Brittain and presented him with a handsome traveling bag.

DR. BRITTAIN, replied in a touching manner, and thought that he could not express his gratefulness at present. He assured the students that he never expected to be so kindly remembered by them, though he always had appreciated

their college spirit. He said his short period at the University was a pleasant one and days that would never be forgotten, and that the handsome travelling case would ever be a reminder of the University and the students who so thoughtfully presented it.

CHANCELLOR JONES.

said that he, with the other members of the faculty as well as the students were sorry to lose the valuable services of Prof. Brittain. He said that Prof. Brittain only a few years ago, was his teacher, and a good one. He said that Sir Wm. MacDonald was now establishing a college of his own to be known as the MacDonald College, and on this account, he was drawing his best men from the Maritime and western provinces. Chancellor Jones said that the faculty was pleased and satisfied with Prof. Brittain's work and he, with the other members, joined with the students in wishing him God speed in his new field of work.

The students then gave a hearty three cheers and a tiger, followed by He's a Jolly Good Fellow.

GOVERNOR'S RECEPTION.

Large Number Attended Pleasant Function at Queen Hotel.

His Honour the Lieutenant Governor and Mrs. Tweedie, held a reception at the Queen Hotel yesterday afternoon, from four until six o'clock and upwards of one hundred ladies and gentlemen paid their respects during the afternoon.

Mrs. G. W. Allen and Mrs. W. T. Whitehead poured tea, and Mrs. W. P. Jones, and Mrs. A. B. Copp assisted by Misses Hazen, Allen and Stella Sherman served refreshments.

His Honor was attended by his private secretary, Mr. R. S. Barker. This will be the last reception held by Governor and Mrs. Tweedie during the present session.

Following is the list of those who called or sent cards:

Dr. and Mrs. Norton-Taylor.
Dr. and Mrs. Crockett and Miss Crockett.
Mr. Mrs. Tom Murchie.
Mr. and Mrs. W. J. Southern.
Mr. J. S. Campbell.
Dr. and Mrs. A. B. Atherton.
Miss Smith.
Mr. and Mrs. J. D. Phinney.
Mrs. T. Lynch and the Misses Lynch.

Mrs. David Hatt and Miss Hatt.
Miss Grace Flemming, St. John.
Miss Blakely, Philadelphia.
Mr. and Mrs. H. R. Babbitt.
Miss Gretchen Phair.
Mr. F. P. Hatt.
Mrs. Alonzo Barker.
Mrs. T. Robinson.
Mr. Brock Allen.
Miss Ada Lowell, St. Martins.
Mr. and Mrs. George A. Inch.
Mr. and Mrs. J. S. Neill.
Mr. John Neill.
Mr. J. Stewart Neill.
Mr. Ralph Neill.
Mrs. M. A. Akerley.
Miss Cunningham.
Mrs. Luke Stewart.

Mr. G. T. Baird.
Mr. E. Stanley Bridges.
Rev. Willard Macdonald.
Mrs. Steadman.
Miss Macdonald.
Mr. K. Chestnut.
Miss C. E. Farnety.
Mrs. A. F. Randolph.
Mr. J. F. Tweeddale.
Mr. James Burgess.
Miss Edna Golding.
Mrs. Sarah Maxwell.
Miss Waycott.
Mr. and Mrs. H. W. Shaw.
Mr. and Mrs. I. R. Golding.
Mrs. A. Sutherland.
Mrs. Robert Colwell.
Miss McMann.
Mr. J. L. Marsh.
Mr. F. S. Sadler.
Mr. and Mrs. A. R. Slipp.
Miss Maud Smith.
Mr. and Mrs. A. E. Brock.
Mrs. R. F. Lindsay.
Mr. and Mrs. A. A. Shute.
Mrs. J. W. Bridges.
Mrs. James Tibbitts.
Mr. and Mrs. J. D. Hazen.
Mr. and Mrs. H. V. Bridges.
Mr. and Mrs. C. K. Howard.
Miss Irene Woodbridge.
Dr. and Mrs. Woodbridge.
Mr. and Mrs. DeLancy Robinson.
Mr. and Mrs. W. A. Loudoun.
Mr. J. Carleton Brown.
Miss Brown.
Mr. and Mrs. W. D. McKay.
Miss Hallett, Moncton.
Miss A. C. McKay.
Mr. and Mrs. T. C. Allen.
Miss Hilyard.
Mr. and Mrs. W. C. H. Grimmer.
Col. J. D. Chipman.
Mr. and Mrs. A. B. Copp.
Mr. C. P. Baker.
Mr. G. S. Cushing.
Mr. A. P. Barnhill.
Mr. H. B. Rainsford.

Smith's condition was not at all serious. It seems, however, that pneumonia set in.

Mrs. Smith returned last week to Somerville, accompanied by her brother Shirley, as soon as she received word.

Messages were received during the past few days stating Mr. Smith was holding his own and was expected to recover.

This morning, however, two telegrams were received by Mr. Peters, one evidently sent during the night, stating that Mr. Smith had had a bad turn, but was expected to pull through. The other announced his death, which occurred at 10:30 last evening.

Mr. Peters, the bride's father, Mrs. G. Wetmore Merritt and Mrs. F. A. Peters, will leave for Somerville this evening. Shirley Peters left Somerville yesterday and arrived home today, not knowing the serious turn in Mr. Smith's condition.

Mr. Smith was the son of J. Harper Smith, head of the Somerville Manufacturing Company of Somerville. He was an only son and was a young man in the prime of life with a very promising future.

Education is the cheap defence of nations.