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SUN PRINTING COMPANY,
ALFRED MARKHAM,
Manager.

THE SEMI-WEEKLY SUN.

ST. JOHN, N. B., MARCH 5, 1904.

THE SPEECH.

The speech from the throne at Fredericton is long and thin. It contains thirteen paragraphs, of which only one contains any information. This is the one next to the last which mentions three subjects on which legislation is proposed. In the first paragraph it is laboriously stated that the province is prospering, while the second announces "a growing interest by our farmers in the pursuit of agriculture," and the third tells in Dr. Pugsley's most sanguine language of the progress and promise of New Brunswick coal operations, and the fourth tells in ten lines that the government has signed the dry dock contract.

Four paragraphs following show that nothing has been accomplished in four enterprises, some of which have been stock subjects of hopeful assurance in the opening speeches of the last five or six years while others date back only two sessions. The house is informed that the supreme court of Canada decided against Dr. Pugsley's contention in regard to New Brunswick representation in the house of commons; that no conclusion has been arrived at between the province in regard to the ownership and administration of the fisheries; that there has been "unavoidable delay" in the prosecution of the demand of the province for the distribution of the fishery award, and that no official answer has been received from Ottawa to the demand of the provinces for larger subsidies. But friends of the attorney general will be pleased to see that he proposes to go before the privy council with the case first mentioned, while the second and third are mentioned as subjects yet to be brought before the supreme court, and the last is to be dealt with in further conferences and by future delegations. These matters should be good for enough to provide the attorney general with a continued and continuous income from the province of $5,000 to $10,000 a year, without much interference with his private practice. It is only three years since Dr. Pugsley explained to the electors of Kings that the fishery award money should be available within a few months, but the case has not yet even got before the court.

A ten line paragraph states that the McDonald school at Kingston will soon be in operation. The opening is another often delayed event. Other paragraphs mendaciously declare that accounts of income and expenditure will be laid before the house, whereas it is pretty certain that many will be withheld and that the estimates will be prepared with a due regard to economy and efficiency. Whatever may be the motive in the preparation of the estimates it is well known that the methods adopted in the expenditure of the money are both wasteful and inefficient.

WITHOUT A NAVY.

The attempt of the Japanese to bottle up the Russian ships in Port Arthur may have failed to accomplish all that was intended, but for all practical purposes the port is sealed and the ships are imprisoned. None of the Russian ships which can get out dare venture forth and Japan is for the present master of the Yellow Sea and all the coast waters. Those Russian ships which are not at Port Arthur are at Vladivostock. While the Vladivostock squadron is not blockaded in the sense that a superior fleet lies constantly outside in the immediate neighborhood, it is virtually locked up. For if the harbor were free from ice and the ships could come and go at will, the commander would know to a certainty that if he should sail southward along the coast he would be liable to meet a force superior to his own, and would run great risk of destruction. Some of the ships which were at Port Arthur when the war began are helpless hulks, and the rest are prisoners. Those which were caught at Chemulpo are no more. The squadron at Vladivostock will probably enforce, as far as possible, the law of self-preservation.

In the meantime affairs could hardly be better for Japan. When it is remembered that the first blow in this war was struck less than a month ago, and that the two navies were at that time supposed to be equal, it was hardly to be expected that Japan would have been able to land an army of 50,000 to 100,000 men in Korea without risk and without interruption. Of course this could not have been done if Russia had even the semblance of a fleet in these waters. But for the purpose of this campaign, perhaps for the purpose of the whole war, Russia as a sea power has been absolutely abolished.

The concentration of the Russian army at Harbin is a result of the sea fights. Not only has she been driven from the sea, but she is helpless on the coast, and at all points which require water communication. Port Arthur and Dalny in Manchuria, and Vladivostock in Siberia, were important strategic positions for an aggressive nation with an army and navy. They are neither useful nor safe for a nation which has no navy, or none available. A nation at war with a maritime power, and having no navy available, is better without coasts. If she has coasts she will be thankful if it is not necessary to occupy them.

NO FAITH IN IT.

The modifications in the Grand Trunk Pacific scheme are said to be necessary in order to enable the promoters to finance the arrangement. It is urged by the cheerful supporters of the government that the difficulty of financing is in itself a proof that the bargain is good for the country.

The true argument is all the other way. It is found by the promoters that responsible investors have no faith in the project and refuse to take stock in it. The promoters, who do not propose to invest anything, but hope to get the usual advantage of an occupant of the ground floor, are not spending a cent. It becomes necessary therefore for the country to pay more money and take more risk.

The country was committed to $30,000 per mile guarantee for the extreme western section. That does not satisfy. The government must guarantee three-quarters of the cost no matter how much the cost may be. Companies have beautiful ways of swelling the construction charges. Under the original plan the country had a lien on the whole railway and rolling stock in case of default in interest after the government had borne the loss ten years. Under the new arrangement the government cannot take over the road at all in case of failure to pay. A receiver will be appointed and the government will get three-fourths of the net income instead of the whole.

The Grand Trunk Company has so little faith in the project that it declines to buy and hold $25,000,000 of common stock, representing one-eighth the cost of the road. The promoters have so little faith in the eastern section that they want to get clear of paying interest on the cost for twelve years after the road is completed and handed over to them.

Nothing that has happened shows that the government has made a good bargain, but everything shows that neither the promoters, nor the Grand Trunk Company, nor the British investor has any faith in the Grand Trunk Pacific as a business enterprise. As a promoter's enterprise it may be great. A few millions may be made by the manipulation of stocks, bonds and contracts. A few hundreds of thousands may be got out of the scheme for campaign funds. But no human being seems to believe that the proposed railway is the thing that the country needs. The friends of the scheme are the promoters, certain politicians, the machine, and perhaps certain contractors and others financially interested. Among the people generally the project has few friends.

It is now a year and three days since the promise was made and guarantee given that if St. John city and county would return six members to support the Tweedie government, hundreds of men would be at work on the dry dock enterprise within six months. Time was up on the first of September last year.

N. B. LEGISLATURE.

The Speech from the Throne by Lt.-Gov. Snowball, Thursday Afternoon.

North Shore Men Selected by Premier to Move and Second the Address---Their Remarks in Full.

FREDERICTON, March 3.—The legislature was opened this afternoon. His honor Lieut. Governor Snowball came into the assembly chamber at three o'clock and delivered the following speech:

Mr. Speaker and Gentlemen of the Legislative Assembly:

Upon meeting you on previous occasions when you assembled for the discharge of your legislative duties, it was my privilege, as it has also been the privilege of my predecessors for a number of years past, to congratulate you upon the steady progress which our province has been making along the lines of industrial and commercial development. The past year has been no exception and it is a matter for profound thankfulness that our province still shares in the general prosperity prevailing throughout the dominion.

During the past year there has been abundant evidence of a growing interest by our farmers in the pursuit of agriculture, and the high prices which have been realized for their products, as well as the steadily increasing market, indicating a profitable future for this important industry. Successful exhibitions were held in several of the counties of the province and the increased attendance and large number of exhibits were most gratifying.

The efforts of my government to develop the coal areas of the province are meeting with gratifying success. The railway from Chipman to the Newcastle coal fields at Minto has been completed, and several miles of siding constructed to the different mines in operation, with a view to facilitate the output of coal. In the county of Kent also two very promising coal mines are being developed. Pursuant to the authority granted by the legislature to my government last session, aid was given for the construction of a railway from Adamsville on the Intercolonial to Beersville, a distance of six and a half miles. I am happy to inform you that the road is now in running order, and as a result there is a considerable output of coal from the mine reached by the railway. There is every reason to believe that before very long there will be a large production at these mines, the effect of which will be to promote industrial development in the vicinity and add largely to the revenues of the province as well.

During the recess my government, pursuant to the authority granted by the legislature, has entered into a contract with the Imperial Dry Dock Co. of St. John, similar to the contract entered into with the company by the dominion government. I trust that the construction of this important work will soon be commenced, and that it will result in great advantage, not only to the city of St. John, but to the whole province.

At the opening of the last session of the legislature, your attention was directed to a question of very great importance to the people of this province, namely, the proposed reduction of its representation in the federal parliament, as a result of the recent decennial census, and you were then informed that a case had been agreed upon for argument before the Supreme Court of Canada. During the session argument was had before the court and a decision given adverse to the contention of my government. From this decision an appeal is being taken to the judicial committee of the Privy Council.

During the recess my government has continued to urge upon the federal authorities the necessity of arriving at a settlement of the various questions connected with the ownership and administration of the fisheries as between the provincial and dominion governments. While several conferences have been held, no conclusion has yet been arrived at, further than an agreement to submit to the Supreme Court of Canada a number of questions, the determination of which is thought to be necessary for a proper understanding of the rights of the provincial and dominion governments respectively in the fisheries in the tidal waters of the provinces.

At the last session of the legislature you were informed that my advisers had, jointly with the governments of Quebec and Prince Edward Island, asked the dominion government to agree to the statement of a case to be submitted to the Supreme Court of Canada, in order to determine the rights of the provinces to the amount of the Halifax award. There has been unavoidable delay in agreeing upon the terms of the reference, but from recent conferences between representatives of my government and the federal authorities, I am happy to be able to assure you that there is every probability that a case will be agreed upon for submission to the court.

My government is assured that the important question of the readjustment of the provincial subsidies, the proposed terms of which were approved by you at the last session, is receiving the careful and favorable consideration of the dominion government, and while no official answer has yet been given to the memorial presented on behalf of the provinces, I have reason to believe that a conclusion satisfactory to the provinces will be arrived at by the federal government.

I am pleased to be able to inform you that the McDonald Consolidated School, erected at Kingston, in the county of Kings, for which our province is indebted to the generosity of Sir William McDonald, of Montreal, is about completed and will soon be in operation. The hearty co-operation of the several school districts in which the school is situated bears testimony to the public appreciation of the important practical educational work which will result from the establishment of this school.

I have directed that the accounts of the income and expenditure of the past fiscal year, as well as a statement of the receipts and expenditures of the current fiscal year, up to the opening of the present session, shall be laid before you.

Estimates of the probable income and expenditure for the coming year will be submitted to you, and I am satisfied that you will find that the estimates of expenditure have been prepared with a due regard to economy and the public requirements.

Your attention will be called to a measure for the improvement of the law relating to highways, also to a Factory Act, to an Act relating to the Provincial Lunatic Asylum, providing for a change of name, and making other provisions regarding the institution and other measures of importance.

In leaving you now to the discharge of your legislative duties, I sincerely trust that your deliberations will result in promoting the prosperity and welfare of the people.

The Hon. Mr. Tweedie introduced a bill to legalize certain marriages.

Mr. Hazen gave notices of inquiry with regard to the resignation of Hon. Mr. McKeown, the guarantee of the bonds of the railway from Gibson to Norton, the bonds of the Restigouche and Western Railway Co., the Deaf and Dumb School in Lancaster and the Provincial Lunatic Asylum.

The Hon. Mr. Tweedie laid before the house the return of the election in Madawaska.

Mr. Martin, the member elect, was introduced by the Hon. Mr. Labillois and took his seat.

MR. McLATCHEY,

seconded by Mr. Legere, moved the following reply to the speech from the throne:

We, His Majesty's most dutiful and loyal subjects, the legislative assembly of the province of New Brunswick now in session, beg leave to extend our humble thanks to your honor for the gracious speech which your honor has addressed to us, and we assure your honor that all matters which may be submitted to us during the session will receive our most careful attention.

Mr. McLatchey said: I arise with much hesitation and timidity to move the address in reply to his honor's speech, remembering the many eminent men who have performed this duty in times past, but I also remember the consideration which has always been extended to new members. I am sure it is not only a matter of congratulation but also of pride that we are able to point to so many evidences of prosperity as exist in this province, and are referred to in the speech. Looking over the field of agriculture we are able to see proofs of advancement in every direction. It is not many years since the present minister of railways formulated his scheme for the improvement of agriculture in this province. It is not many years since all the flour used in New Brunswick came from the west, and now fully one-third of the flour we consume is grown in this province and is equal in quality to the best that comes from the west. The butter and cheese industry is another branch of agriculture that is now in a most flourishing condition. Our butter and cheese find a ready market not only in this province but across the Atlantic. You will also note a marked advantage has taken place in the character of our live stock, and that at the maritime winter fair in December last the exhibits from New Brunswick compared most favorably with those from our sister province. All these things point to the fact that the policy of this government with regard to agriculture has proved a complete success.

Another evidence of prosperity is to be found in the development of our mineral resources. The coal areas of Queens county have long been known, but until recently they remained undeveloped. All this is now changed, and where there was blackness and despair there is hope. The development of the Queens coal field has been greatly hastened by the construction of the railway from Chipman to Minto, and coal is now being mined in large quantities and carried over the line to points where it is required. Here we can see the beginning of what will in the end prove to be a great success. In Kent county there is another deposit of coal which the government has assisted to make useful by subsidizing a branch railway. This railway has been constructed during the present winter and is now in operation. I am prepared to say that the coal produced at this new mine is equal to any in Nova Scotia or Cape Breton. From 150 to 200 tons of coal per day is being raised at this mine, but it is the intention of the owners to increase the output to from 3,000 to 5,000 tons per day. I need hardly say what this would mean to the county of Kent and the province of New Brunswick. Nor need I refer to the money it would bring into the county. The success of this mine is an ample justification of the mining policy of the government. The province will receive a royalty of 10 cents a ton on all the coal produced, and when the output amounts to 3,000 tons a day this will mean a revenue for the province of $300 for every day in the week, or $90,000 a year. Now it is estimated that there are in the coal fields of the province not less than 150,000,000 tons of coal awaiting development. This coal will in the course of time make New Brunswick the hive of industry besides adding enormously to its revenue. A few years ago the total revenue received by the province of Nova Scotia for royalties on coal did exceed $100,000 a year. Now it amounts to from $500,000 to $600,000. I have every confidence that we shall witness a similar growth in this province, and that in the next ten years we will be receiving a quarter of a million dollars annually from royalties on coal.

For a long time we have been familiar with the hopes and aspirations of St. John to become the winter port of Canada. The question has now passed beyond the experimental stage, and we can confidently predict that in the future the traffic of St. John will only be limited by the facilities of the port. We have now arrived at the point where a contract has been entered into for the building of a dry dock, and St. John will soon be equipped with a splendid dock, so that vessels will be attracted to it and it will become the great export city of Canada for the winter trade.

You are all aware that one result of the last census was to show that New Brunswick was likely to lose a member in the house of commons in consequence of the rapid growth of the west. The attorney general holds the opinion that under a proper interpretation of the British North America Act we were not entitled to lose a member. To test the matter he took it before the supreme court of Canada. I regret that the decision of that court was adverse, but so strong were his views that the government has determined to take the matter before the privy council, and I believe that the decision of that high tribunal will be in favor of our claim.

The question of the fisheries is another matter in respect to which the government has acted wisely. After confederation the dominion claimed not only the administration of the fisheries, but likewise their ownership. From time to time this claim has been gradually abandoned, and the most recent decision of the highest tribunal in the empire is that the province owns both the sea and river fisheries. This is why the government is now claiming for New Brunswick its share of the Halifax fishery award. This award amounted to the sum of $5,500,000, of which Newfoundland received $1,000,000. The balance went to the dominion treasury. By the decision of the privy council it has become clear that the money belonged to the provinces, and in a short time I believe that New Brunswick will receive its due share of this award.

The readjustment of the provincial subsidy is another matter of vital importance which I trust will shortly be settled to our satisfaction, for it will mean an increase of about $200,000 a year in our revenue.

The establishment of one of the McDonald schools in this province is another very gratifying event. You all remember the origin of these schools, which was in the offer made by Sir Wm. McDonald of Montreal. This matter was taken up by the government, and now we have at Kingston five districts united and a splendid school, which has cost about $20,000. This is certainly a move in the right direction, for it means the amalgamating of school districts instead of their separation, which has been the direction in which matters have been tending. Many of our school districts are too small to furnish a sufficient number of children or to properly support a teacher, and this is one reason why children in our country schools are at a disadvantage as compared with those in the town. Under the new system of amalgamating schools I look to the time when all our boys and girls, whether in city or country, will have an equal chance.

The introduction of the Sloyd system is another matter for which the government deserves the greatest credit. There has been too much theory and too little of the practical in our teaching, and the effort has been to draw the boys from the farm. We are now going back to the natural method. I am proud to say that the town of Campbellton, in which I live, was one of the first to take advantage of the Sloyd system. Since its introduction the attendance has been greater and the interest in the schools has been keener. It has been a great success, and we would not be without it on any consideration.

Another matter with which the government will deal is the passing of the new highway act. This is a subject which appeals to every member of this house. I have often wondered why there was a distinction between great roads and by-roads, both being equally necessary and equally demanding assistance from the government. I am informed that the new act will abolish this distinction and divide the counties into districts, each of which will be placed under a practical man. The question of statute labor will no doubt also be dealt with, and whatever abuses exist in the present system will be swept away.

The government also promises a new factory act. I assume that this will be along the lines of the British acts on the same subject, and it ought to be a subject of congratulation that the government is able to handle questions of this kind.

The improvement of the lunatic asylum is another matter with which the government will deal. This is a subject that has taxed the resources of the government ever since my recollection, and I am glad to say that they have taken this matter up and are about to give it their best thoughts.

Having lightly touched on most of the topics in the speech it appears to me that we have reason to be proud of New Brunswick. Although we may be divided politically, we are all working for one end and for one purpose.

MR. LEGERE

said: In rising to second the address in answer to the speech from the throne I feel if ever the forbearance of this house has been taxed to a considerable extent, it must be at this very moment when I rise to speak in language which is not my own and hope to receive from the honorable members of this house that indulgence which a new member, who has never had the honor before to address this house, is expecting. The very able manner in which the honorable member from Restigouche has acquitted himself of his task and the very masterly review which he has made of the different sections that constitute the matter of the speech from the throne have much limited my scope of comment, and I feel that after having thus been curtailed in my remarks it would not be a wise part to take if I should venture again over the ground that has been so cleverly covered by the hon. member who has moved the adoption of the address in so eloquent and pleasant a manner. I shall confine myself to certain paragraphs which are more within my grasp.

Reference was duly made in the speech from the throne to the condition of the province. Nobody can deny this province is in a state of prosperity such as it never has been. This is due to the encouragement given by this government to the development of the natural resources, encouragement of agriculture and dairying, and its railway policy. We know that this province is above all a farming and lumbering country, and if these are the two sources from which the greater portion of its inhabitants must derive their existence it was just and wise on the part of the government to put those two branches of industry in the most advantageous position. Our farming is now a paying business on account of the effort made by this government to educate our farmers in the most recent methods of farming and in furnishing them with the very best seeds that money can buy. The result is that now we raise a little more than one-third of the flour that is consumed in this whole province, and the quality is superior.

But the government has not confined themselves to that first step. They saw that their aim was only half attained and that as long as the farmers of this province did not have a proper milling system it was useless to improve the seeds of wheat as far as the raising of good flour was concerned. Putting therefore the finishing touch to what they had previously elaborated, the government introduced the roller mills in New Brunswick and spared nothing toward the success of the enterprise. Bonuses were offered to enterprising persons, and as a result of all that New Brunswick is now making bread that is raised within its own limits and a very large sum of money that was yearly paid out remains in this province. Everybody will admit the value of this. If you take into consideration the present value of flour the farmer reaps the benefit of his own work and feels the effects of the good administration of the government.

There has been also a great strides in the dairying industry, the government having secured the services of experienced dairymen and lecturers and sent them all over this province to teach and encourage the important branches of the farming industry, and the result of this has been beyond expectation. The dairying industry has gone ahead by leaps and bounds. No more than eight years ago this province did not possess one single butter or cheese factory. Today, to our great satisfaction, we have in this province 41 butter factories and 55 cheese factories. Eight years ago not a single pound of butter or cheese was exported out of this province, and last year, I am pleased to say, we exported over $300,000 worth of butter and cheese, besides supplying our local market. This goes to show that the government is giving the farming class intelligent encouragement, and that the money spent in this direction is wisely spent.

The railway policy which this government is pursuing is a wise and progressive policy. No matter how fruitful a country may be, if you have not railway facilities it counts for nothing for the general development of its resources. Railways must be built in order to be able to transport produce from one end of the province to the other. What has made England and our neighbors across the border so prosperous if not the perfect system of railroads? There is doubt that there is going to be an important transcontinental railway that is going to pass right through the heart of this province. This means a great boom for this province if we take full advantage of it. All our present branches of railways can be tacked to this important system and give our farmers and manufacturers full advantage of the best service. We are also going to get a lot of benefit in the opening of the Restigouche and Western railway. This will run through virgin forests that belong to the government and that have never heard the sound of a lumberman's voice, and it is to be hoped that the government will see to the due protection of these forests when they are opened, and not allow the cutting of logs beyond a reasonable size.

There is another important matter

The Grip Leaves Thousands in its Path Weak, Nervous, Dyspeptic, Catarrh Wrecks.



From New York Journal.
"During the recent Grip epidemic, claiming a million victims or more, the efficiency of Peruna in quickly relieving this malady and its after-effects has been the talk of the continent."

LIKE A DEMON grip has crossed our country, leaving behind scores of physical wrecks.

Victims of catarrh of the head, catarrh of the throat, catarrh of the lungs, catarrh of the stomach, catarrh of the kidneys, catarrh of the pelvic organs, are to be counted by hundreds of thousands. Grip is epidemic catarrh, and sows the seed of chronic catarrh within the system.

This is so true that few grip sufferers are able to make a complete recovery until they have used Peruna.

Never in the history of medicine has a remedy received such unqualified and universal eulogies as Peruna.

A New York Alderman's Experience.

Hon. Joseph A. Flinn, alderman Fifth District, writes from 104 Christopher street, New York City, as follows:

"When a pestilence overtakes our people we take precaution as a nation to preserve the citizens against the dread disease.

"La grippe has entered thousands of our homes this fall, and I noticed that the people who used Peruna were quickly restored, while those who depended on doctor's prescriptions, spent weeks in recovering, leaving them weak and emaciated.

"I had a slight attack of la grippe and at once took Peruna, which drove the disease out of my system in a few days and did not hinder me from pursuing my daily work.

"I should like to see our Board of Health give it official recognition and have it used generally among our poor sick people in Greater New York."—Joseph A. Flinn.

D. L. Wallace, a charter member of the International Barber's Union, writes from 15 Western avenue, Minneapolis, Minn.:

"Following a severe attack of la grippe I seemed to be affected badly all over. I suffered with a severe backache, indigestion and numerous ills, so I could neither eat nor sleep, and I thought I would give up my work, which I could not afford to do.

"One of my customers who was greatly helped by Peruna advised me to try it, and I procured a bottle the same day. I used it faithfully and felt a marked improvement. During the next two months I took five bottles, and then felt splendid. Now my head is clear, my nerves steady, I enjoy food, and rest well. Peruna has been worth a dollar a dose to me."—D. L. Wallace.

Mr. O. H. Perry, Atchison, Kansas, writes:

"Again, after repeated trials of your medicines, Peruna and Manalin, I give this as my expression of the wonderful results of your very valuable medicine in its effects in my case after repeated trials.

"First, it cured me of chronic bronchitis of fifteen years' standing by using two bottles of Peruna in January, 1[illegible], and no return of it.

"After I was cured of bronchitis I had la grippe every winter for several winters. But, through the use of Peruna, it got gradually weaker in its severity, until it dwindled down to a mere stupor for two or three days. Now the stupor does not trouble me any more."—O. H. Perry.

A Congressman's Experience.

House of Representatives,
Washington, D. C.

Peruna Medicine Co., Columbus, Ohio.

Gentlemen—"I am more than satisfied with Peruna, and find it to be an excellent remedy for the grip and catarrh. I have used it in my family and they all join me in recommending it as an excellent remedy."

Very respectfully,
George H. White.

If you do not derive prompt and satisfactory results from the use of Peruna, write at once to Dr. Hartman, giving a full statement of your case and he will be pleased to give you his valuable advice gratis.

Address Dr. Hartman, President of The Hartman Sanitarium, Columbus, Ohio.