

## Kidneys.

to try to doctor the kid-  
ch treatment is wrong.  
usually to blame for  
regularities. They have  
of a nerve which  
or their condition. If the  
and healthy the kidney  
know it by the inevitable

only one of a great sys-  
tem controls not only  
heart and the liver, and  
plenty's sake. Dr. Shoop  
the system the "inside"  
the nerves of feeling—  
able you to walk, to talk,  
are the master nerves  
is the "sympathetic"  
is in such close sym-  
that weakness where  
knows everywhere.  
oh aims to treat not the  
out the nerves which are  
and drugless (Dr. Shoop's  
remedy is not a symptom  
a cure remedy. While  
relief its effects are

read an interesting book  
write Dr. Shoop. With  
and the health of the  
to good health. Both  
like "I" are free.

Book 1 on Dr. Shoop's  
Book 2 on the Kidneys.  
Book 3 on the Liver.  
Book 4 on the Heart.  
Book 5 on the Stomach.  
Book 6 on Rheumatism.

drive Tablets—give full  
Each form—liquid or  
Drugs every where.

## Shoop's rative

## TH OF RS. PERKINS

## ssed Away From ews From Sussex

Feb. 21.—The funeral  
row of Mrs. Susanna  
suddenly at On-  
The deceased, who  
Borden, Sussex,  
Her death came  
her husband, who  
time. Hearing a  
house, he ran out  
lying on the ground.  
was done for her,  
short time. From  
leaves three child-  
and son in the  
who lives at home,  
in the woods.

Sussex club has  
day night, when the  
ing a new and out-  
will be taken up.  
my team left for St.  
ere they play to-  
game finishes the  
dule. Two substi-  
as Lucas and to  
get away.  
I was down for  
stretched for a week  
er.

By fall of rain here  
was followed today  
winds. These con-  
back for lum-  
managers of which  
the most of their  
this entire season.  
it work will have  
along the line.

18th inst., has been  
of New Brunswick  
their new branch at

## en e Liver

## WELS-TO PRE- YOU MUST ASE'S ER PILLS.

every home of a  
promptly cure bil-  
irangements and

cleansing the fil-  
ans will be a  
waste matter, and  
fevers, colds and  
as dropsy, dia-  
sease.

Res this need so  
kidney-Liver Pills.  
ist, but an abso-  
ed by the tes-  
household homes.  
Dr. A. W. Chase  
plan is the guar-  
this great medi-

backaches, head-  
aching limbs, liver  
disorders and  
s kidneys-Liver  
rough and effect-

tested they are  
relied on in cases  
keeping the liver  
liver regular they  
ous disease.

at Bedford street,  
you troubled a  
headache and  
and by indige-  
Dr. Chase's  
found my trouble  
sily my digestion  
and today I feel  
this medicine has  
my case."

ents a box, at  
Bates & Co.,  
Headache Plaster  
ain and may be  
the body.

# ST. JOHN NEWS-WEEKLY SUN

VOL. 29.

ST. JOHN, N. B., WEDNESDAY, FEBRUARY 28, 1906.

NO. 16

## DR. PUGSLEY AND TELEGRAPH BILLS

## His Private Accounts Get Mixed With Public Ones.

## Opposition Members After the Govern- ment—Mr. Labllois Gives Facts on the Highway Policy.

FREDERICTON, N. B., Feb. 26.—  
The house met at three o'clock.  
Hon. Mr. Pugsley said—In the  
question of privilege. In the Gleaner  
of Saturday last there was what pur-  
ported to be a report of the public ac-  
counts committee in which it was stat-  
ed that Mr. Smith and Mr. Morrison  
had saved the government \$300 in tele-  
graph tolls which had been charged to  
the attorney general. That statement  
is entirely inaccurate. Immediately af-  
ter the publication of the auditor's re-  
port I saw that the account for tele-  
graph 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 com-  
mittee so that the matter might be re-  
ctified. I went voluntarily before the  
committee and made the same state-  
ment and said that whatever amount  
had been charged to my department,  
which properly belonged to my private  
business, should be refunded by the  
telegraph company and charged to me.  
Mr. Burden presented the petition of  
the city of Fredericton for a bill to en-  
able them to add industrial enterprises.  
Hon. Mr. Farris presented the report  
on agriculture.  
The house went into committee on  
bills. Mr. Grimmer in the chair, and  
the following bills were read:  
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.  
The order of the day being called,  
Mr. Maxwell said: When I moved the  
adjournment on Friday I was discuss-  
ing the loss which the province had  
suffered from the payment of interest  
at the date 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 seven-  
teen millions contracted for this year,  
team millions of dollars of the govern-  
ment 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.  
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  
a direct taxation through their high-  
way 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 rob-  
bing of the widows and orphans. This  
bill, if passed, will place a heavy bur-  
den 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 thou-  
sand dollars a year to maintain and  
educate the children, and in the city  
of St. John nearly half of the tax-  
payers would have to be paid out in taxes,  
leaving only a little over \$500 to the  
family. No small amount of this ad-

ditional sum will go to enrich the at-  
torney general, whose fees it will in-  
crease by one-third or perhaps one-  
half, and I think that this government  
is guilty of a violation of the indepen-  
dence of parliament in paying out so  
much money to the attorney general.  
It has been said by the premier  
as to the development of our natural  
resources, especially coal areas. In  
1904 the premier had great expectations  
of revenue from the Beersville railway,  
which was expected to increase its out-  
put of coal to 250 or even 500 tons a day.  
But last year the total revenue from  
royalties by this railway was only \$430.  
This brings me to the N. B. Coal and  
Railway Co. In 1904 Hon. Mr. Tweedie  
passed a statement in regard to that rail-  
way. He said that fifteen miles of the  
road from Chipman to Gibson had been  
constructed and that the whole line to  
Gibson could be ready for traffic be-  
fore the close of the year. 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 157 men at work in the  
mines there might have been five thou-  
sand, for it is only 25 miles from Min-  
to Gibson, and coal could be carried  
from Minto to Fredericton Junction or  
even to McAdam Junction as cheaply  
as to Norton. Last year Mr. Tweedie  
said that Chipman will be the centre  
of the G. T. P. system, and that these  
mines would turn out 600 tons a day.  
All through this volume we have hope-  
ful predictions from the premier and  
the attorney general, but none of these  
hopes have been realized. An old iron  
bridge which was used on the I. C. R.  
for half a century until it was worn out  
has been placed on this railway across  
the Beersville at Norton. It was  
laid last year that the road was in  
good condition, but the engineer who  
examined it last summer reported that  
it was in bad condition, and that it  
would be necessary to spend \$33,358 to  
put it in proper repair. The engineer  
man, Mr. Brown, states in the same re-  
port that 75 per cent. of the cost of the  
traffic on any railway is not affected by  
the grades. I state that the man ex-  
posed for road expenditure by the en-  
gineers would not be either an ar-  
rant knave or fool, unworthy the  
name of civil engineer.

Mr. Maxwell. The same locomotive  
which can hardly haul four cars over  
these steep grades could haul twelve or  
fifteen cars over a level road.  
That report condemns him. The govern-  
ment has shown great inefficiency in  
dealing with this railway. The con-  
tract for repairs with Brown Bros. is  
\$55,000 and the Browns have already  
been paid \$20,000, leaving a balance of  
about \$35,000 when the contract is com-  
pleted. Where is this balance to be ob-  
tained? It cannot be gotten out of re-  
venue for the road is barely paying  
its expenses. In his report Mr. Brown  
says that the railway is light,  
whereas on a freight road there should  
be heavy.  
At 3.30 p. m. Hon. Mr. Pugsley intro-  
duced a bill to amend the married wo-  
men's property act. He explained it  
was a private and not a government  
measure and was introduced to remove  
doubts as to the domicile of the woman  
deserted or abandoned by her husband.  
It provides that while she continues to  
reside in her domestic domicile she shall be con-  
sidered as in the province. It is re-  
solved as well as applying to the fu-  
ture. English judges differ on this  
point, some holding that the woman's  
domicile would follow her husband  
when he left the country. There is no  
doubt that the rule of justice will be  
that of the domicile of the woman.  
The Hon. Mr. Labllois in resuming  
the budget debate, said he did not in-  
tend to follow the hon. member from  
St. John through the items of his long  
and eloquent address, but he noticed  
some references to the department of  
the public works and its management  
he felt called for a reply on his part.  
The department of public works is  
chargeable with an expenditure which  
absorbs about one-quarter of the en-  
tire revenue of the province. I was  
very happy to hear Mr. Maxwell's  
statement that he endorsed the govern-  
ment's policy with respect to aiding in-  
dustrial and agricultural exhibitions  
and that he pronounced this policy a  
successful one. Great progress has  
been made in improving the stock of  
the country since the government has  
compelled all agricultural societies to  
spend 50 per cent. of their grants in  
that direction. The expenditure of  
\$220,000 for bridges and repairs of roads  
is an important one, and I hoped when  
the new road act was introduced it  
would be treated like education entirely  
outside of party politics. I regret to  
see county councils passing condem-  
nation resolutions and putting the de-  
partment of public works in a false  
position before the electorate. The act  
was introduced not as a political mea-  
sure but because it was greatly needed

in all parts of the country. Everybody,  
particularly in the rural districts, knew  
that not 50 per cent. of the statute  
labor required under the former order  
of things was done. In some cases even  
wealthy men shirked their road work  
altogether. Last year, with the ordin-  
ary grants and no statute labor except  
in a few districts, where it was done  
by mistake, a great deal was accom-  
plished. It was the government's in-  
tention to keep the roads in one year  
ahead, and there is now some \$52,000  
on hand, and when the taxes are all  
collected there will be \$50,000 available  
to repair the roads next summer. I  
have a pretty good idea of the situation  
in all parts of the province, and I feel  
I am within the mark when I say there  
has been as much work done under the  
new regime with a hundred and eighty  
inspectors under bonds for \$50,000 than  
in the old time with the statute labor  
added to the grants. In 1900 or there-  
abouts, as above stated, we had to pay  
off the old by-road act and had to ad-  
vance a large sum to the superintend-  
ents for work. The question of the  
salary of the superintendents has been  
discussed. Last session the hon.  
member for Charlotte, Mr. Grimmer,  
effectively carried out the expenditure  
on the roads, but the account will show  
that it did not cost over 10 per cent.  
for the regular expenditure.  
A great handle has been made by mem-  
bers of the opposition of an arrange-  
ment in Kings Co., but after all it is  
the best that could be made and was  
entered into on the recommendation of  
the representatives of that important  
county. These men are engaged all the  
year round repairing roads, erecting cul-  
verts, bridges, etc., and at the present  
time one of the number is superintend-  
ing the work on a bridge at a  
savings of \$180 for inspection fees. The  
cost of the expenditure would main-  
tain the roads and bridges in an effi-  
cient condition. But we have new de-  
velopment roads to open up and hav-  
ing no colonization fund we must get  
the money from other sources. Last  
year in company with the representatives  
of Gloucester, I visited many parts  
of the county and to my intense sur-  
prise found places where nothing in  
the shape of roads existed. The island  
of Miramichi alone, the people having  
broken into the bush and cut their  
ways to work from one place to  
another and this was the only way  
available for carrying the bodies of  
their dead to their various resting  
places. Yet Miramichi is a settled  
community and has a population of  
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