

so much desire to give the office to Judge Ritchie, they would not have taken such pains to press it upon Judge Parker. After having offered it three times to Judge Parker, and he refused to accept it, they might have said—You refuse to accept the office; we will appoint the man we think, and you think, best to fill it.

The House was then adjourned until 10 A. M., the debate to be resumed by Mr. Anglin at 11 to-morrow.

T. P. B.

FRIDAY, APRIL 6.

## MORNING SESSION.

The House went into committee of the whole on a Bill to facilitate the construction of a deep sea wharf in the town of St. Andrews; Mr. Lewis in the Chair. Agreed to.

The House went into committee of the whole on a Bill in amendment of the Act to incorporate the Higdequash Lakes and Stream Driving Company. Mr. Beveridge in the Chair. Agreed to.

The House went into committee of the whole on a Bill to incorporate the People's Street Railway Company in the City of Saint John. Mr. Lindsay in the Chair.

Mr. CORAM was opposed to the Bill when it had been presented on a former occasion, because he believed the rights of the public were not properly guarded. Since that time, however, the present Bill had been thoroughly investigated by a Committee of the Common Council, and he believed that the clause permitting the carrying freight on the line had been struck out of the present Bill.

Mr. CUDLIP should oppose the Bill if the clause permitting the Company to carry freight were struck out. He saw no reason why they should be debarred this privilege, if they had proper depots for the purpose of receiving and discharging.

Hon. Mr. HATHEWAY had not read the Bill, but as one of the great benefits his people would receive by the passing of this Bill, would be that, whereas they now lose about ten or fifteen barrels by smashing down drays and jolting over rough roads, out of every one hundred sent from St. John, he should oppose the Bill if there was not a clause permitting the carriage of freight.

Mr. ANGLIN was opposed to the discharge of freight upon the streets, as it would completely block the way, and stop all traffic. The previous Bill would have given to one man larger powers than had ever before been asked of this House. If proper depots were provided for the reception and discharge of freight, he could see no objection to the granting the right of carriage. There was no trouble about the means to carry on the work, for money would be forthcoming, as it would be a very paying business. It would be one of the greatest monopolies, and he was desirous to see the proper guards inserted to secure the rights of the people at large.

Mr. CONNELL thought the Bill should be sent to a select committee to report upon, so that every interest should be provided for.

Mr. GILBERT could not see why the traffic should be confined to passengers, to the exclusion of freight. He thought

this point would prove a great benefit to the public at large.

Mr. WETMORE had no doubt that the gentlemen applying for this Act would be very glad to be permitted to carry freight, but this was the first movement, and as the Common Council of St. John were opposed to the carrying of freight over the line, and although this was a step in the right direction, he should like to see the further power granted. The objections came from the members of the Common Council, who were probably influenced by the weight of the large number of persons who, as drivers of drays, now control the fighting of the city; but as the Bill in its present form had been accepted by them, he thought it should be passed by this House.

Mr. ANGLIN thought that the regulation of rates should be under the control of the Common Council, and with regard to the carrying of freight, the parties applying would not only accept the permission, but be very glad to have it granted, and he thought for all parties it would only be fair and equitable. And although it may be said to interfere with the privileges of the large and very respectable body of truckmen in the city, yet there were higher principles affecting the question of trade and commerce.

Mr. HILL thought that the company should not be limited to the payment of a certain per centage, or be compelled to fix a maximum rate of fare, and although the hon. member from St. John (Mr. Anglin) regarded this as a great monopoly, yet they had to enter into competition with the natural means of transit, and also with the omnibuses and cabs of the city. With regard to carrying freight in other cities, the horse railways do not carry passengers and freight together, but he could see no reason why they should not carry freight after the passenger traffic is over for the day.

Mr. CORAM said the Committee for the Common Council would be here on Monday next, and he would move that progress be reported.

Mr. MCCLELLAN also thought that it would be wrong to fix a maximum rate of profit.

Hon. Mr. HATHEWAY could see no reason why the company should be prevented from running their line down upon the South or North Market Wharves, and giving an opportunity to the upriver people to load on their fire or six hundred barrels of flour, and run them over for shipment; and should oppose the Bill if there were no clause giving the company this permission.

Hon. Mr. SMITH differed from the preceding member with regard to this point, for none of the street railways he had heard of carried freight, as it would be a constant source of annoyance, from their stopping every few minutes to discharge or take it in from the various stores on the line.

Mr. WETMORE thought perhaps it would be best that progress should be reported, and then submitted to a select Committee. Progress reported.

The Speaker in the Chair.

Mr. WETMORE moved that this Bill be submitted to a select Committee to report.

Hon. Mr. BOTSFORD thought as this Bill was of a public character, some members outside of the City of St. John, should be upon the Committee, so that

the interests of parties outside may be represented.

This idea was supported by other members, when Messrs. Wetmore, Glazier, Hill and Connell were appointed to take the matter into consideration.

The House went into Committee of the Whole on a Bill relating to the Justices of the City and County of St. John; Mr. Young in the Chair.

Hon. Mr. CUDLIP said this was a Bill emanating from the Justices of St. John themselves, and was intended to compel the attendance of those who would not attend the Sessions.

Mr. ANGLIN said the reason why they would not attend was because some four or five justices talked so incessantly, that they talked some others out of doors. It was true, that although there were some eighty or ninety Justices, yet the ordinary attendance was about five or six; and with regard to the endurance of Jurors, he thought that their non-attendance was also largely attributable to the babbling spirit which seems to be so prevalent with certain parties at the present time. He did not see that this House should interfere in the matter.

Hon. Mr. HATHEWAY thought that if this Bill passed the next would be one to allow them to increase the size of the Court House, as, instead of some eighty or ninety, he believed there were some one hundred and forty Justices of the Peace.

Mr. WILMOT agreed with the last speaker, and thought that there was no reason why the House should interfere in the matter.

Mr. CORAM explained that the Magistrates should be got together at least once a year, and perhaps it would be better to amend the Bill authorizing the calling together of all Magistrates under the age of fifty years to form a general Sessions.

Hon. Mr. CUDLIP thought the idea a good one, and would therefore move that progress be reported to admit of time to take the matter into consideration. Progress reported.

The House went into Committee of the Whole on a Bill to amend an Act relating to the granting of licenses to foreigners to transact business. Mr. Scott in the Chair.

Mr. YOUNG explained, that at present foreigners could bring in their wares and transact their business without contributing to the local taxes. He thought that they should be placed on, at least, the same footing as our own people. This Bill gives power to the Sessions and Municipalities to impose licenses and penalties upon foreigners doing business. Agreed to.

## AFTERNOON SESSION.

Mr. L. P. W. DESBRISAY, seeing the Chief Commissioner of the Board of Works in his place would ask if any, and what arrangement had been made by the Government with regard to putting a steamer upon the North Shore. The Spring was opening out now, and if anything was to be done it should be done at once.

Hon. Mr. HATHEWAY replied that no arrangement had yet been made. Mr. Finlay, the agent, was here a few days ago, and they had given him ten days to go to Canada and see what ar-