LATEST MORNING EDITION

The Standard.

THE WORLD'S NEWS

VOL. 1. NO. 300. THE WEATHER. Fair. SAINT JOHN, CANADA, THURSDAY, MARCH 17, 1910. Price—$5.00 A Year By Carrier.; $3.00; A Year By Mail. SINGLE COPIES TWO CENTS.

STINGING REBUKE FOR GOVERNMENT

Effort of Laurier Administration To Smother Discussion In Lumsden Case By Falsifying Document Calls For Vigorous Arraignment By Mr. Borden---Chairman of Committee Discredited.

Ottawa, Mar. 16.—The Laurier Government is fairly caught in an attempt to smother discussion of the Lumsden case, by falsifying a document. The facts were made absolutely plain this afternoon in the House of Commons. Incidentally Mr. Geoffdion, the chairman of the now abbreviated Lumsden committee, received a terrific castigation from Mr. Borden. Also the Government made an extraordinary lame defence.

It was pointed out last week that Mr. Lennox had put through the Lumsden committee a motion that the proceedings should be printed and reported to the House from day to day, but that Mr. Geoffrion's report falsified this by omitting, "and reported to the House." Mr. Lennox today drew attention to the fact that nothing had been done. He proved that the falsification could not have been done by the clerk of the committee on whom Mr. Geoffrion had endeavored to cast the blame and asked who had made the change.

Sir Wilfrid Laurier.

Sir Wilfrid Laurier asked if Mr. Lennox had not been present when the report of which complaint was made had been presented, if he had been, he should have paid attention to it.

Mr. Barker pressed the charge that the chairman had consulted the premier before deciding to make no report of the proceedings of the committee.

Mr. E. M. MacDonald said that it was out of order to discuss the proceedings of the committee before it reported. Mr. Lennox and Mr. Barker were looking for a grievance when they could not find one, they made one.

Sir Wilfrid Laurier knew that the report was inaccurate, said Mr. Crothers. Since early last week he had known that it was the duty of the committee to report day by day. All he had to do was to tell Mr. Geoffrion to do his duty.

"Shall we get the report tomorrow?" Mr. Crothers asked the premier and sat down.

Sat Silent.

Sir Wilfrid Laurier sat silent, amid the ironical cheers of the opposition.

In the face of all these facts, said Mr. Crothers, the premier did not propose to have the committee comply with the resolution it had passed.

Mr. Geoffrion took the responsibility for the inaccuracy. As for remedying it "we cannot do anything about it now till another report is made."

Mr. Borden.

"There has obviously been a change My hon. friend does not deny that there has been a change. Was that change a mistake or was it intentional?" asked Mr. Borden.

"I have already said that it could not be intentional," said Mr. Geoffrion, who described as an "insinuation" the suggestion that he had ordered the clerk to report the motion differently.

"I am not making an insinuation," said Mr. Borden; "I am asking a very plain question."

"There was no intention at all," said Mr. Geoffrion.

"Then it was not intentional and was a mistake," said Mr. Borden.

"It must be a mistake," said Mr. Geoffrion.

"Then if it was a mistake, why is it that my hon. friend when he had his attention directed to that mistake on Friday last has not taken steps to correct it?"

Absent from Ottawa.

Mr. Geoffrion's answer was that he had been absent from Ottawa. He would look into the matter.

Would he take the opportunity of correcting it," Mr. Borden asked.

"I will take the first opportunity to see what can be done and if anything should be remedied it will be remedied as it should be."

"Does my hon. friend," said Mr. Borden, "take the position that knowing that there was a mistake, because he has admitted that and declaring that that change was not intentional; does he now take the position that he will correct it?"

"I say it is for the committee," said Mr. Geoffrion, "and that my hon. friends on the other side if they wish to attend."

"I think," said Mr. Borden "my honorable friend places himself in a very unfortunate position by the way in which he evades a question which can only be answered in one way if there is good faith in the matter. And the very best evidence that there is not good faith in it is to be found in some of the statements which have been made in the house today."

Mr. Geoffrion—"I did not admit there was a mistake."

To Resign.

"I would be inclined to think," Mr. Borden continued, "that if my honorable friend is not capable of determining whether the omission of these words constitutes a change, it would be well for him to resign the chairmanship of that committee. For I think we should have some gentleman at the head of that committee who would know and be able in a straightforward way to state whether the omission of those important words constitutes a change. I think it is high time that we had a chairman of this committee who would be in a position to state 'yes, or 'no' without equivocation or deliberation. I thought he would be manly enough to say at once that it was a change.

"Can this be due to the fact that the mouths of three members of this committee on this side of the house are to be closed during the proceedings of that committee when a motion is passed that these proceedings shall be reported from day to day?

"I say that it was the bounden duty of the chairman of the committee as an honorable man and it was also the bounden duty of the prime minister as guardian of the dignity of this parliament to see that that mistake was corrected at the earliest possible moment after it was brought to their attention."

The Senate.

In the senate today jn resuming the debate on the bill to regulate the transportation of liquor, Sir Richard Scott replied to some of his cretics.

The senate divided upon Senator Domville's amendment that the bill be given a six months hoist and defeated it by 22 to 12. Yes—Senators Ellis, Power, Boyer, Beque, Roy, Fiset, Riley, Poirier, Tessier, Deveber, Derbyshire, Chevrier, 12.

Nays—Senators Sir Richard Scott, Dandurand, McMullen, MacDonald, (C. B.), McMillan, Thompson, Belcourt, Landry, Sir MacKenzie Bowell, Yeo, MacGregor, Campbell, Edwards, MacDonald (B. C.), Robertson, Montplaisir, Baird, McKay (Truro), Douglas, Ross, Farrell, Gilmour, 22.

A. A. RIDEOUT HEADS ORANGE GRAND LODGE

Fredericton Clergyman Elected Grand Master Last Night at Moncton---George E. Day Elected Dep. Grand Master.

MUCH IMPORTANT BUSINESS TRANSACTED

Special to The Standard.

Moncton, March 16.—The Orange Grand Lodge continued in session today. Late tonight it was decided to leave the matter of putting an organizer in the field in the hands of the executive, sums of money being voted for that purpose. $100 each was voted the St. John Protestant Orphans' Home, and the Loyal True Blues Home at Pictou, Ontario. Asistance was also given No Surrender Lodge, Newcastle, for the liquidation of a debt to be supplemented by individual subscriptions. A committee was also appointed to draw up a letter of condolence to the wife of the late Grand Master MacRae of St. John. $300 was voted for the purpose of erecting a monument in memory of Dr. MacRae and placed in the hands of the committee consisting of J. King Kelly, C. B. Ward, Geo. E. Day, D. D. McArthur and G. Corbett. Many eulogistic references were made to the late Grand Master and the statement made that the fund would be largely augmented by contributions from St. John lodges and friends, and that a suitable monument would certainly be erected.

The question of the grand lodge supplementing the rescue work of the Salvation Army was left in the hands of a committee.

After remarks by Chaplain Thomas, of Dorchester penitentiary, Messrs. Heine, Masters McLaren and Gaddis was appointed a committee in regard to the erecting of a headstone or monument at the grave of Past Grand Master Kinnear, of Sackville, which is at present unmarked.

Past Grand Master Smith on retiring was presented by the grand lodge with a beautiful collar.

The grand lodge was banqueted by the ladies of the Loyal True Blues. Election of officers commenced after midnight. Rev. A. A. Rideout, of Fredericton, was elected grand master with Mr. Geo. E. Day as senior deputy grand master. The session is expected to last until 4 or 5 o'clock this morning.

SHIPPING COMPANIES UNITE AGAINST UNION

Special to The Standard.

Montreal, March 16.—United action has been taken by the shipping companies against the recent demand of the longshoremen for a board of investigation under the Lemieux Act to look into their relations with the companies. The shipping companies declare that they will not recognize the union and challenge its right to speak for the longshoremen. The companies also point out that they at present have no longshoremen in their employ, so that it would be hard to figure out how there could be a board appointed to adjust disputes between themselves and persons who are not employed by them or connected with them.

Letters to this effect have been sent to the deputy minister of labor by practically all the shipping companies trading into Montreal, and there is little doubt that they intend to hold to their posilon, as they state that they are heartily tired of the troubles which the ex-longshoremen's union tries to start every spring.

DETERMINED TO CALL BLUFF OF UNCLE SAM

Ottawa, Mar. 16.—The likelihood of a tariff war with the United States consequent upon the alleged intention of that country to impose the maximum provisions of the Payne law after March 31, as a result of so-called discrimination of the Franco-Canadian trade convention, has aroused much comment here. The Opposition is disposed to support the Government and not grant one iota of concession. It is felt that the United States by the inspired despatches, is merely putting up a gigantic bluff, and the scream of the eagle will fall on deaf ears. The consensus of opinion here on both sides it that the United States has everything to lose and nothing to gain by a trade battle with Canada.

FATE OF STANDARD OIL IN HANDS OF COURT

Washington, D. C., March 16.—The dissolution of the Standard Oil is now a question for the Supreme Court of the United States alone. The final argument in the famous suit to dissolve to the Standard Oil Company of New Jersey, as a conspirator and a monopoly in violation of the Sherman Anti-Trust law, was made today and the court took the matter under consideration.

VALLEY RAILWAY BILL BROUGHT DOWN IN THE LEGISLATURE BY PREMIER HAZEN YESTERDAY

Empowers Government To Proceed With Survey At Once, Defines Generally Route To Be Adopted and Admits of Alternative Scheme Being Pursued in Road's Construction---Interests of Province Amply Safeguarded In Rigid Provisions Which Must Be Lived Up By Company Accepting Contract---Bond Guarantee of $25,000 Per Mile, Grades As Specified By Mr. Pugsley.

Alternative Scheme Permits of Road Being Operated By Electricty If It Is Found That a Railway So Operated Would Better Serve the Needs of the Province---Distance From St. John to Quebec Shortened By 200 Miles---If Intercolonial Contract Is Made Company Must Equip Road---Proceedings In Detail.

Special to The Standard.

Fredericton, N. B., March 16.—Other business of the legislature today was put in the shade by the introduction by Premier Hazen of the St. John Valley Railway bill, which is generally regarded as a practical step to bring about the building of the railway. The premier in a speech of an hour and a half explained the bill and the government's position was clearly set forth. The bill carries out every promise that was made by the premier and goes even further and makes an alternative proposition for the building of the railway. When the premier arose to explain the bill after introducing it, he was greeted with a remarkable warm outburst of applause from his loyal supporters in the house, which continued for some time, and during the course of his interesting speech he was frequently interrupted by applause. When he completed his address he was given an ovation. Galleries were filled with delighted auditors during the afternoon, and it was easily one of the memorable days of the session.

The Premier showed the feasibility of an electric road for the valley with Aroostook Falls as the power creator and it was pointed out by the Premier.The House was committed to a favorable view of electric power. by the unanimous vote of last session in favor of the electrification of the G. T. P. in this province.

The Premier in his speech brought out the important fact that the valley railway, if it should not form part of the Intercolonial system, will have the shortest route from Quebec bridge to the port of St. John by over 200 miles, and should therefore carry a large portion of transcontinental business. He also laid it down very positively that the road is to be of the highest character and suitable to form part of a trunk line system whether it becomes part of the Intercolonial or not. There will be no cheap road and what is more there will surely be a road. The stability of the company headed by Mr. A. R. Gould, of Presque Isle, Maine, who are anxious to build the railway was made plain today. The bill was read a second time this afternoon and will be taken up in committee tomorrow afternoon.

When the bill was introduced there sat among the crowds in the galleries two well known railroad men, Mr. H. P. Timmerman, industrial commissioner of the C. P. R., and Mr. C. B. Hibbard, formerly of the Vermont Central Railway.

From now on until the close of the session there will be a big rush to have prorogation on Thursday next. The story published in the opposition organs today that there has been some endeavor to shut off investigations at the public accounts committee is regarded as a huge joke and was cooked up by an irresponsible correspondent, who is here for the purpose of sending out just such misrepresentations.

The Tobique Dam bill will come up before the corporations committee probably tomorrow night and is bound to make a big fight. Opposing interests are already gathering here.

The bill relating to wharves and piers in St. John harbor was before the law committee today.

Mr. Wilson, M. P. P., explained the object of the bill and Mr. E. R. Taylor asked that a section be added to pay for weirs, etc., damaged. Mr. Wilson objected to this section being added and asked that the bill be laid over until Friday morning so that a committee from the town council might be present. Mr. Wilson today arranged to have St. John bills, including that relating to the Durant refinery proposition come before the committee on Friday morning when delegations from St. John will be in attendance.

House Meets.

The house met at three o'clock. Hon. Mr. McLeod presented the report of the standing rules committee.

Hon. Mr. Hazen introduced a bill to amend the Judicature Act of 1909.

Mr. Wilson introduced a bill respecting the sugar refinery at St. John.

Mr. Hatheway presented the petition of the St. John Board of Trade against the Tobique Pulp and Paper Company's bill.

Mr. Dickson introduced a bill to amend the act incorporating the Aluminum Production Company, Ltd.

Hon. Mr. Hazen introduced a bill to amend the New Brunswick Railway Act.

Hon. Mr. McLeod introduced a bill to amend the act incorporating the town of Marysville.

Hon. Mr. Hazen introduced a bill to aid the construction of a line of railway along the valley of the St. John River and before the bill was put to the house for its first reading, he considered that on account of it being in his opinion one of the most important pieces of legislation ever placed before the house, he would occupy some time in explaining its provisions. He wished first to state that the bill was introduced with the consent of the lieutenant governor.

Of Much Interest.

The honorable gentlemen of the house knew that the question of the construction of the railway along the St. John Valley, was one which had engaged the interest of the people in that important section of the province for many years past. The provincial legislature and Dominion parliaments had made what were thought to be liberal provisions for the building of this railway but while New Brunswick has probably as many miles of railway compared with its population as any country in the civilized world, up to the present the efforts of the people of this settled and fertile district, well able to support tens of thousands more of population, had been without result in their efforts to secure modern transportation facilities.

At the time of confederation in 1867 people along the St. John Valley were asked to support confederation on the grounds that the Intercolonial Railway would be built down the St. John Valley, it being one of the agreements under the proposal for confederation that the I. C. R. would be extended to the Maritime provinces. For reasons which it would do no good at this time to discuss, the road was not built down the St. John Valley but via the North Shore.

Again when the bill passed the federal parliament for the construction of a transcontinental railway across Canada and all on Canadian soil, it was felt by the people of the St. John Valley that it would come by the route mapped out by nature to the nearest Atlantic seaport, but for reasons which were also useless to discuss at this time the railway passed through the central and undeveloped portion of the province and ended not at a seaport, but at Moncton.

In 1907.

In 1907 a bill had been introduced in the legislature by the then Premier, which provided for a guarantee of bonds to the extent of $15,000 per mile for the building of a railway on the St. John Valley, and the standard of the road was then placed at 67lb rails with steel and stone bridges. The premier of that time on introducing the bill stated that the government hoped that a $15,000 per mile guarantee would be sufficient to bring about the building of the railway. But it was not, and McKenzie and Mann later reported that they would want a guarantee of $30,000 per mile, with a provision that there would be no interest charges on the road for the first seven years of operation, and they would not agree to make it part of a transcontinental system. The question of a railway down St. John Valley was not an issue at the last general election in the province, and he never heard it discussed during the campaign. But during the last two years there had been a most persistent agitation, in fact he never knew of such an agitation in this province before for the building of the railway on the St. John Valley. That agitation culminated when a large and influential delegation representing every district from the city of St. John to the county of Madawaska came to this legislature and presented their case for the construction of the railway. They had no definite plans, but they asked the government to give them every possible aid.

He, as premier at that time, answered the delegation to the effect that the government was prepared to guarantee the bonds of any company which could establish its bona fides and ability to carry out the project, to the extent of $25,000 per mile, if those undertaking could get the federal government to agree to operate the road as a part of the Intercolonial system, paying 40 per cent. of the gross earnings as rental.

An Adequate Safeguard.

He believed then and still did, that such an arrangement safeguarded the provincial interests to the greatest possible extent. The Intercolonial was now earning $5,800 per mile and after the short time of operation it was only fair to believe that the average earning of such a railway on the St. John Valley would be at least $2,500 per mile, and 40 per cent. of that would save province harmless. The delegation then went to Ottawa and submitted the case, this action being taken he believed with the unanimous approval of the legislature. The prime minister of Canada after hearing the case presented by the delegation told them to wait a few days and they would have his answer.

There was no answer, however, until the 28th of April when Mr. Winslow, secretary of the St. John Valley Railway Co., received the following telegram from Mr. Carvell: "Before Dominion government can give positive answer they require information as to details of proposition. They suggest local government pass legislation authorizing guarantee subject to condition that Dominion government make satisfactory to agreement to operate." Hon. Mr. Hazen said this was communicated to him by Mr. Winslow the same day and the following day the House prorogued.

He felt that it would have been inadvisable to have then a passed bill as suggested in that telegram, as the House was to prorogue the following day and there was no time to prepare or consider such a bill and moreover, he felt at the time that it was unwise to pass such legislation before knowing what details the federal government would make as a part of the agreement. The House prorogued on the 29th of April and he heard nothing more of the matter until the 9th of June when he wrote to Mr. C. Fred Chestnut, who was chairman of the delegation who went to Ottawa and asked if any word had been received from Sir Wilfrid Laurier or any member of his government and suggested that it would be desirable to have a conference between representatives of the provincial and federal governments to save unnecessary delay and discuss details and that for this purpose the provincial government had appointed a committee consisting of the provincial secretary, solicitor general and himself.

Mr. Pugsley.

On the 23rd of June last Mr. Chestnut had inclosed to him a letter from Hon. Wm. Pugsley in which he pointed out that the finance minister was in England and that it would be impossible to have a full meeting of the government for some time for the conference and suggested that the federal government might agree to operate the road as part of the government railway system on a 40 per cent. basis and placing the standard of the road at a grade not exceeding 4-10 of one per cent. bridges of steel, culverts of masonry and rails of 80 pounds to the yard, and generally up to the standard of a first class trunk line, the road to be thoroughly equipped including rolling stock.

Nothing further was heard regarding the proposition in Mr. Pugsley's letter until Mr. Carvell read a letter from Sir Wilfrid dated January 25th, 1910, in which he approved of the terms put forward in Mr. Pugsley's letter to Mr. Winslow under date of June 19th, 1909 in which Sir Wilfrid endorsed the standard plan of road by Mr. Pugsley. Then in reply to a letter from Mr. Chestnut asking Sir Wilfrid Laurier to address a direct communication as to the intention of the Dominion Government, a letter was received dated March 5th from Sir Wilfrid Laurier in which he stated that his letter to Mr. Carvell was a clear exposition of the policy which the Dominion government intended to follow with regard to the St. John Valley Railway. He read these letters so that the House and country would know exactly what had transpired.

Regarling the bill he said that there had been no survey made of the entire route of the proposed railway. There had been surveys made between here and Woodstock and on one occasion a local company had been formed and started upon the construction of a railway but after grading a few miles of it they gave up.

Plans Available.

Plans made on that occasion were available and also plans for the route between here and Woodstock of the National Transcontinental were also available. But there had never been any surveys of the proposed road below Fredericton or above Centreville. The Grand Trunk Pacific's proposed route down the St. John Valley did not include Centreville, but it was felt that it was desirable this road should go to Centreville as it was the centre of a great agricultural district and a district which would be a great freight producing one for the railway.

Therefore the first part of the bill, which was in three parts, related to the survey. He believed that between Fredericton and Centreville there would be no necessity for a survey. A section of the bill regarding the survey was as follows: "The lieutenant governor in council is hereby authorized to cause to be made a survey of the said proposed line of railway, namely from Grand Falls to a point on the line of the National Transcontinental Railway in the county of Victoria via the villages of Centreville and Lakeville in the county of Carleton and through Woodstock, Fredericton and Gagetown to the city of St. John or to a point on the Canadian Pacific Railway near Westfield in the county of Kings or between Westfield and Welsford in the county of Queens, that portion of the said line from Woodstock to St. John or to a point on the Canadian Pacific Railway line near Westfield in the county of Kings, or to a point on the said line between Westfield and Welsford in the county of Queens to run as near as practicable to the western bank of the St.

Continued on page 2.

FEATURES OF THE BILL.

Thorough survey of the route the first thing.

Railway to run via Centreville, Lakeville, Woodstock, Fredericton, Gagetown and Westfield. Nearly as possible to Bank of the St. John river.

Provincial guarantee $25,000 per mile.

The company must show that it has the resources to construct the railway.

Government takes power to proceed by alternative plans.

One contemplates operation by Intercolonial.

The other provides for operation by a company.

In the first case the road would be built to Grand Falls.

In the second it would go to Andover, to connect with a line across Maine to Quebec.

This line may be operated by electricity.

If the Intercolonial contract is made the standard will be as laid down in Mr. Pugsley's letter.

Large deposit will be required from the company if the other plan is adopted.

The power to be supplied from Aroostook Falls.

Distance from St. John to Quebec shortened by 200 miles.

Work in either case to begin within four months after contract is made.

And be completed in four years.

OPPOSITION FOR ROSEBERY

Author of Resolution Looking to Reform of Lords Finds Few Supporters---Redmond Expects Election in Month.

London, March 16.—The House of Lords adjourned tonight, the debate on the Rosebery resolutions looking to the reform of the chamber had not been concluded, but it was expected that they would be referred to committee tomorrow, without division. The speeches generally showed a strong feeling against any tampering with the hereditary principle.

Lord Curzon of Kedleston, the chief speaker today, supported Lord Rosebery and favored a scheme partly elective and partly nominative, but opposed destruction of the hereditary principle and had no sympathy for a purely elective chamber.

Lord Cromer also supported Lord Rosebery, but showed himself only a lukewarm reformer. The Earl of Halsbury spoke strongly for the retention of the existing constitution of the House. Parliament will rise for the Easter recess, March 23.

John E. Redmond, leader of the Irish parliamentary party, speaking at Newcastle tonight, predicted a general election within a month. Hence, he said, as the United States had contributed nearly three fourths of the $50,000 which the last elections cost the Irish party, he hoped their American brethren would help them in the coming election.

ST. JOHN WOMAN IN TROUBLE

Mrs. Elizabeth Jones Left City for Banger With Visions of Reunited Family--She Found Starvation and Destitution.

Bangor, Me., Mar. 16.—Instead of finding a loving husband and a happy home waiting for her here as she supposed, it was the fate of Mrs. Elizabeth Jones, of St. John, N. B., to arrive in Bangor with her crippled child, to be left destitute in a dark Exchange street tenement and to be served with papers in a divorce suit.

The case was brought to the attention of the local authorities today and a warrant charging the woman's husband, Sidney Jones, a tanner in the employ of the Britton Leather Co., in Brewer, with desertion and non-support was issued.

At a conference held this afternoon the police agreed to place the warrant on file upon condition that Jones provide for his wife and child which had been taken to the Eastern Maine General Hospital to prevent starvation. Jones agreed to the terms and his divorce proceedings will be discontinued.