

The Standard

NEW BRUNSWICK, CANADA.

VOL. VI. NO. 13. TEN PAGES WEDNESDAY MORNING, APRIL 8, 1914 PROBS.—UNSETTLED PRICE TWO CENTS

FEDERAL GOV'T TO PROVIDE FOR ENTIRE COST OF VALLEY RAILWAY BRIDGES

Will Also Pay Interest on the Cost, Three Millions, For Fifteen Years, Premier Fleming Announces in Introducing the Bill for Guarantee of Additional Bonds.

ENTRY OF THE ROAD TO ST. JOHN BY EASTERN ROUTE IS PROVIDED FOR

Additional Bond Guarantee of \$10,000 Per Mile—Only \$8,000 on Centreville-Gagetown Section—Adequate Safeguards for Province Provided—Gives Reasons for Necessity of Additional Guarantee.

Special to The Standard.
Fredericton, April 7.—St. John Valley Railway legislation was introduced in the legislature this evening by Premier Fleming. In a speech of upward of an hour's duration the Premier who had been confined to his room all day made a most complete presentation of the whole Valley Railway situation. The bill provides for completion of construction of the railway by the route as originally planned and contracted for so that the road will enter St. John by the eastern route crossing the St. John and Kennebecasis Rivers. To make this possible the Dominion government has agreed to provide for entire cost of big bridges which will cost \$3,000,000, and pay interest thereon for a period of 15 years.

The additional bond guarantee which is to be provided is \$10,000 per mile for the length of the railway but this is to be so divided as to make the amount of additional guarantee on the section from Centreville to Gagetown \$8,000 per mile as this is the easiest part of road to construct, while the balance will be added to the present guarantee on sections below Gagetown and above Centreville which will be of more difficult and expensive construction. The measure is surrounded by restrictions and safeguards which amply protect the province's interests.

The Premier dealt in detail with the whole history of the project from its inception, pointing out that the cost when completed would be manifestly less than other roads of similar specifications, which were being constructed, and by comparison with cost of the National Transcontinental Railway through this province over a route which was accepted because it was cheaper by engineers to be built via the St. John Valley showed the claims of F. B. Carvell, M. P., and others that the road could be built for nothing short of absurd.

With facts and figures the Premier dealt with every phase of his project in a mastery way showing the true fabric of the tissue of base falsehoods which the hysterical writers in opposition press have been daily parading before the public. It was a fact worthy of notice that every seat in the house was occupied throughout the Premier's speech with one exception, and that one was that of the leader of the opposition, Mr. Dugal, who has been lately pictured as the saviour of the province by calamity howlers did not grace the assembly chamber with his presence during the entire discussion of this most important question by the leader of the government, and the opposition's manager and press agent was also conspicuously absent from his usual seat.

At the conclusion of his speech which commenced shortly before 10 o'clock and closed about 11 o'clock, the Premier was surrounded by his supporters when he went out into the smoking room and on all sides was showered with congratulations. The Premier was unhesitatingly told that he had made the greatest speech in his career in public life. Following the remarkable ovation he received when he entered the assembly chamber early in the evening the Premier was repeatedly applauded as he scored the enemies of the government and the coteries who had endeavored from the first to block the Valley Railway project.

It was a great triumph for the Premier personally as well as for the government and created a tremendous impression. The bill was given its first reading without a division and then a second reading on grounds of urgency.

On the committee resuming further consideration of the bill relating to the Fredericton Gas Light Company was taken up and the bill agreed to with some amendments.

Mr. Slipp presented the report of the corporation committee.

ed how they came to guarantee these bonds, unless they knew what they were doing and what steps they took to find out if the company's finances, apart from the government's guarantee, were sufficiently reliable to complete the road. He would tell the house the grounds the government had for believing the company was able to carry out its obligations.

The premier then read the following letters and telegrams:
30 Broad street, New York, Sept. 6, 1911.
Mr. A. R. Gould, President, etc.,
Dear Sir,—Should any of the gentlemen connected with the government of New Brunswick not know of us personally, we beg to say that the present time we are financing among other propositions the construction of the Alabama, Tennessee and Northern Lines in Alabama, the Kansas City and Memphis Railway, a branch line in Arkansas of the Kansas City Southern System; the Tampa and Jacksonville Railway in Florida and the Raleigh and Southport and Elkin and Alleghany Railways in North Carolina.

Should they desire to know anything further of us, we would suggest that they communicate with the larger banks with which we are doing business, such as the Mechanics and Metals National Bank, the National Bank of Commerce and the American Exchange National Bank, all of New York City.

It is hardly necessary for us to say that additional information may be obtained from R. C. Dun & Co., of Bradstreet, if they desire it.

Very truly yours,
(Sgd.) F. J. LISMAN & CO.

Presque Isle, Maine, Sept. 8, 1911.
Hon. J. D. Hassen, Premier,
Province of N. B., St. John, N. B.
Dear Sir,—I am pleased to be able to hand you a letter from F. J. Lisman & Company, of New York City, who signify their willingness to finance the St. John and Quebec Railway Company for us from Grand Falls to St. John, N. B.

We trust this will satisfy you and your government as to our financial ability, and that you are ready to sign the contract for the building of railroad without further delay.

Kindly advise us earliest date we may have a meeting with you and your government to arrange the completion of the contract so you may start your construction at once.

Yours very truly,
ST. JOHN & QUEBEC RAILWAY CO.
(Sgd.) A. R. GOULD, President.

P. S.—We are notifying the Dominion government that our financial matters are arranged, and we are ready to sign a contract with the department of railways.

A. R. G.

TELEGRAMS.
New York, Oct. 5, 1911.
J. K. Fleming,
Provincial Secretary of N. B.,
St. John, N. B.

Firm mentioned good financial standing and reputation. It is a well known fact that the company is not well known, but believe capable and doing profitable business.

NATIONAL BANK OF COMMERCE
New York

Dated New York, Oct. 5, 1911.
To J. K. Fleming,
Provincial Secretary of N. B.,
St. John, N. B.

Frederick J. Lisman, reputed rich, reliable, standing high.
R. G. DEN & CO.

Dated New York, Oct. 5, 1911.
To J. K. Fleming, Esq.,
Provincial Secretary of N. B.,
St. John, N. B.

Firm inquired of good reputation, make good statement. Their dealings with us have been entirely satisfactory.

NATIONAL BANK.

It was on this information that the government considered they were quite justified in accepting obligations of Lisman & Company for the unguaranteed securities. They were prepared to take these over and provide \$7,500,000 per mile, and it was because of Lisman & Company's inability to carry out what they were supposed to do that made this legislation necessary.

The people who were financing the road failed to carry out their obligations. There were two courses open to the government. This railway on which four million had already been must be completed.

Only Two Courses to Pursue

There was a crying need for the railway, and there had been for a half a century, but it had never been met until this government came into power. The two courses which were open to the government at the present time one was to give additional assistance to the railway company which existed. Every company and corporation in the country knows that the conditions which the railway company alleges they had to contend with existed. When the government entered into the contract with the company, they were reasonably assured that the company would be able to do its own financing. Time and time again members of the government had been asked

how they came to guarantee these bonds, unless they knew what they were doing and what steps they took to find out if the company's finances, apart from the government's guarantee, were sufficiently reliable to complete the road. He would tell the house the grounds the government had for believing the company was able to carry out its obligations.

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A. K. MACLEAN FAILS TO MAKE OUT HIS CASE

Labored Four Hours Without Finding Anything Derogatory in Budget Speech

BLUE RUIN STORY AGAIN TO THE FORE.

As the Financial Critic for the Opposition He Did Not Prove a Phenomenal Success.

Special to The Standard.
Ottawa, April 7.—Four hours of wild groping for something derogatory to say of Hon. W. J. White's budget speech without finding anything characterized A. K. MacLean's deliverance today. To him was delegated the duty of firing the first of the Liberal guns. The Liberals have no real financial critic but Mr. MacLean is the best they have got. He was quite frank at times in admitting that he had nothing very bad to say about the Budget regime and after asserting that the big question today was the high cost of living he took pains to emphasize that he did not blame the Conservatives for it. Obviously therefore the Liberals must be the bad men.

Mr. MacLean came out strongly for free food, free wheat and free agricultural implements. He is now a full fledged free trader. Of course like a true Liberal he had to have a side at "blue ruin" as he did that part well, having rehearsed it so often.

H. B. AMES.
Mr. H. B. Ames who followed said that during three years successful administration it was now possible to compare this government with others.

The minister of finance, he said, was a Conservative, but he did not see shadows where shadows were not, and Canada was a new country which like a new nation was being built by leaps and bounds with occasional intervals of rest. The year 1913-14 had been one of trying conditions which originated before they came into power, and he said that the wise foresight of the minister of finance.

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NATIONAL BANK OF COMMERCE
New York

PREMIER ACCORDED MAGNIFICENT RECEPTION BY HIS CO-LEGUES

FACILITIES FOR HANDLING GRAIN ARE INADEQUATE

F. W. Cowie Continues System in Vogue in Parts of United Kingdom—Storage Facilities Insufficient.

London, April 8.—A paper was read by F. W. Cowie, engineer of Montreal Harbor Board, last night before the Institute of Civil Engineers was of special interest. Under the title, "The transportation problem in Canada and Montreal harbor," Mr. Cowie brought before a gathering of the most eminent British engineers a bird's-eye view of the present position of transportation in Canada, showing by means of excellent diagrams prepared by himself the existing routes, both by water and rail, as well as the new routes proposed, with other interesting matters. The general trend of the paper was to demonstrate the desirability of an all-Canadian route, from Britain and the continent, with Montreal as the head.

With the possible exception of the development of the Glasgow harbor, said Mr. Cowie, there was no more remarkable episode in the annals of harbor engineering than the making of Montreal an ocean port.

Mr. Cowie uttered some criticism in regard to the handling of the grain trade on this side of the ocean, remarking that while the Canadian government and the Montreal harbor commission were encouraging, cheap transport, there were those who felt that the improvements in the storage and handling of grain in the ports of the United Kingdom were not advancing in an equal measure so as to result in a lower cost to the consumer and the encouragement of the producer. The importation of grain was one of the heaviest items at several British ports, but the facilities for economical handling, with cheap forwarding to the mills, were far behind modern scientific American and Canadian practice, or that in vogue at the growing North Sea competitive ports.

There was also a distinct lack of such storage facilities as would guarantee a good supply. In several instances the government had apparently been overlooked. The result would be to encourage American millers to many of our mills, and to the detriment of the Canadian millers, and to the loss of not only to the transportation systems of Canada, but also to the Canadian millers, as well as a further curtailment of Britain's food supply.

NEWS RECEIVED OF DEATH OF CHAS. CURRIE, AT VANCOUVER B. C.

Left Only Few Days Ago on Trip to West—Was Well Known Hockey Player.

Special to The Standard.
Windsor, N. S., April 7.—The sad news reached Mr. F. O. Currie by wire early this morning of the death at Vancouver last night of his eldest son, Charles Currie, who left here about ten days ago on a trip to the Pacific coast. The first news came from him en route saying that he was suffering with a severe cold but that he was going to Vancouver. The next message received was from Mr. Burpee Currie, brother of the deceased, saying that Charles was very ill and in a critical condition. This was followed by another announcing his death, both telegrams being delivered within a few moments of each other. The deceased had passed away suffering from an acute attack of pneumonia.

The sad news has plunged the whole family into the deepest grief and cast a gloom over the entire community. The deceased is survived by a wife and one child. Mr. Currie was well known in Amherst and other places of the famous long-shot hockey player who enjoyed the friendship of a large circle of relatives and friends who will share his sudden passing with sincere regret. The sympathy of the whole community is being extended to his wife and parents at Windsor.

The remains will be interred at Vancouver with Masonic honors, under the direction of Welford Lodge, Windsor, the deceased having been a member of the Pesawid Lodge, I. O. O. F., Windsor.

That There Will Be Complete Denial of Dugal Charges and Opposition Leader Will be Demanded to Produce His Proof is Sentiment in Government Circles.

THE WHOLE THING PART OF A GRIT ORGANIZED SCANDAL CAMPAIGN?

Utmost Confidence in Premier Fleming Evidenced on His Entry in Legislature Last Night—Mr. Dugal Has Asked For Another Inquiry, Dealing With Valley Railway Matters.

Special to The Standard.
Fredericton, April 7.—The legislature of New Brunswick never saw a public man more enthusiastically welcomed than the members gave Hon. J. K. Fleming this evening on his first appearance in the assembly chamber since the charges were preferred against him last evening by Opposition Leader Dugal. The premier, who has been indisposed throughout the session was confined to his room at the Barker House today, but he came down to the legislature this evening for the purpose of introducing the St. John Valley Railway legislation. The house was somewhat late in meeting owing to a caucus of the government supporters having been in progress. The house was in committee when it rose at 5 o'clock to resume again this evening and it was after 9 o'clock when Chairman Witzell called the committee to order. Private bills were under consideration when Premier Fleming entered the chamber from the speaker's room, and the government supporters hammered their desks and applauded the premier in a most enthusiastic manner. The galleries were crowded and it was the greatest demonstration in the house in years.

Will be a Complete Denial.
That there will be a complete denial, with evidence which cannot be controverted, to show the opposition leader's charges that Premier Fleming through the agency of superintendent of sealers, W. H. Berry, extorted \$100,000 from the holders of the crown timber land leases of the province to the wholly untrue is the statement issued today by the government circles. Large limit holders who are in the city on business before the committee of the legislature do not hesitate to declare that there is absolutely no truth whatever to the charges, that they never were asked to pay nor did they pay one cent more than the fifty per cent payment on their bonuses, and that the amounts paid are all shown in the auditor general's report and were collected in accordance with the provisions of the crown timber land bill passed last session.

The government members in the House have held two caucuses today, one took place this morning, notices having been sent out last evening, before the Dugal charges were laid, and the other was held this evening before the House resumed. The sentiment expressed by the government supporters is one of the utmost confidence in the Premier, and the expressions heard throughout government circles tended to show that there is but one opinion, and that is to demand the fullest investigation, to enquire into the charges and to demand of Mr. Dugal that he produce his evidence, if he has any.

Part of an Organized Scandal Campaign?
The formulating of these charges at this time when the session was believed to be about finished, is part of an organized scandal campaign which is being conducted in a desperate effort on the part of the managers of the opposition to embarrass the government in carrying out its programs of Valley Railway legislation. That part of the game was written all over the St. John Telegraph's article this morning, and was so patent as to knock the bottom out of any sensation which the making of the charges was hoped to provide.

Members declare that there will be no "W. P. \$5,000 in lead pencil" or other unsavory developments from any enquiry which is undertaken, but say the whole thing is evidence that the opposition managers realize they have fallen down completely in their efforts to create a scandal over the Valley Railway affairs, and are now grasping at straws to divert public attention in another channel.

Frank B. Carvell, M. P., of the Ottawa Dark Lantern Brigade, has taken over the management of the opposition scandal campaign. He arrived here yesterday morning and has remained ever since, although the opposition newspapers declare he was on his way to his home in Woodstock. Mr. Carvell is a noted muckraker and is apparently here to ply his vocation and Mr. Dugal's motion is evidence that Mr. Carvell is prepared to play the game to the limit. "The whole thing is a tissue of falsehoods from end to end, manufactured out of whole cloth in a desperate attempt to mislead and deceive the people and to give Frank B. Carvell a reputation as one of the personal spite he has against Premier Fleming," is the statement which came from an official source.

Dugal Wants Another Inquiry
This afternoon Mr. Dugal gave notice of motion for another committee of seven members of the house to examine into charges, "that a large amount of Valley Railway money was diverted from its proper channel" and "that the contractors were compelled to pay and did pay large sums to members of the government of the province in 1914 before they obtained their contracts" and "to inquire into the actual cost of railway under construction to date and further amount necessary for completion between Gagetown and Centreville."

There is an entire lack of specific charges in this motion as it is impugning Premier Fleming personally and reference to journals of past years when charges were laid and investigations held show that the house insisted upon specific charges being formulated. Just what action in this regard will be taken on this occasion is not known.

That there will be an investigation of the charges impugning Premier Fleming's character is agreed. Mr. Dugal's motion comes up for consideration on Thursday and Carvell is said to be engaged in preparing something for the opposition leader to read in the house then in place of a speech. The other motion is scheduled for Saturday. The house will no doubt adjourn over Easter and resume business next week with government and its supporters prepared to stay here just as long as necessary to give every detail specific charges the opposition may want to bring along.

CHART OF YARMOUTH HARBOR IS BEING PREPARED BY ADMIRALTY

Blue Prints Made by Captain Kinney to be Used in Large Official Chart to be Published.

Special to The Standard.
Yarmouth, N. S., April 7.—Several months ago the Department of Marine at Ottawa requested Captain E. Kinney, master of the S. S. Prince Arthur, to supply it with blue print copies showing Yarmouth harbor on a large scale as compiled by him from personal surveys, corrected to May 1, 1913. Captain Kinney has received a letter from Ottawa in which he was informed that his copies had been sent to the admiralty in London where a chart of Yarmouth on a large scale is now in course of preparation and to be officially published in regular form.

Up to the present time the only chart of Yarmouth harbor that has been officially published is one on a very small scale attached to a coast chart and of little or no service to strangers. Capt. Kinney is a Yarmouth boy and his many friends here and throughout the Dominion and the United States will be glad to hear that the government has endorsed his work.

MAY BANISH LIQUOR FROM THE DRILL HALLS

Col. Hughes May Issue an Order Prohibiting Use and Sale.

Ottawa, April 7.—To further the cause of temperance amongst the rank and file of the militia, Col. the Hon. Sam Hughes said today that he was seriously thinking of issuing an order forbidding the sale or use of intoxicating liquor in the drill halls throughout the dominion.

Col. Hughes said he did not wish to make any comment on the order just issued by Secretary Daniels of the United States navy, which goes into effect July first next and which will ban liquor from being used in the entire navy.

The drill hall would banish liquor from the officers' and sergeants' messes in a number of places.