

VOL. VI. NO. 2. TEN PAGES. NEW BRUNSWICK COAL ON THE I.C.R.

Premier Fleming Asks That Share of System's Supply be Secured in Province. OPPOSITION HAS RUN OUT OF QUESTIONS. Moncton Bills Taken Up at Yesterday's Sessions of Municipal Committee and Also in the House.

Fredericton, N. B., Mar. 25.—The opposition stock of enquiries has apparently been about exhausted. Three enquiries were today's result of the combined efforts of their organizers. Messrs. Carter and Venot and most of the afternoon was spent in a discussion of Moncton and other private legislation.

The house met at 3:25 p. m. Mr. Dugal gave notice of inquiry as to bill for the year last year; monthly expenditures on the Valley Railway, and iron ore taken from the Gloucester mines.

Mr. Gauthier presented a petition in favor of a bill to incorporate the New Brunswick Veterinary Association. Mr. Stewart (Restigouche) moved for the suspension of rules for the introduction of a bill relating to the Town of Campbellton.

The house went into committee with Mr. Melanson in the chair, to consider the bill to amend the general mining act, and to provide that when the amount of royalties paid by mine owners exceeds the amount of license fee the latter shall not be paid.

Mr. Munro regretted that the municipalities committee had not had the members of the government attending its meetings. This bill had been promoted by the city council, was along the lines of city improvement legislation in Ontario and absolutely no opposition was offered to it before the committee.

It might perhaps be well to make the vote of the city council necessary for a bond issue increased from two-thirds to three-quarters of the whole city council. Dr. Price suggested that it might be well to have the bill sent back to the committee on municipalities where the Moncton delegation, now here, might be conferred with.

The committee then took up the consideration of the bill to fix the value of industries for taxation purposes. The committee agreed to the bill with amendments. The House adjourned at 6:35 p. m. Municipal Committee.

The municipalities committee this morning took up the consideration of Moncton bills. An amendment to bills to provide for the issuing of debentures for permanent streets and other purposes was proposed to provide for the issuing of \$50,000 of debentures for a new market. Dr. Steeves, Juddus Boudreau and others with E. Reilly of Moncton, and R. B. Hanson of Fredericton, appeared in opposition to this amendment, and Mayor Gross, Ald. A. J. Tingley, Ald. P. C. Robinson, F. W. Sumner and Hon. C. W. Robinson, city solicitor, appeared in favor of amendment.

Bill to fix the amount of valuation for assessment purposes on J. A. Marvyn Company, and T. F. Sherrard & Son, industries was also approved. On a bill to amend the Moncton Assessment Act there was a considerable discussion on the question of the proposal to collect an income tax from persons residing outside the city of Moncton and employed in the city, particularly at the I. C. R. shops.

Bill to amend the Moncton Assessment Act. The amendment making the tax on the property of widows up to \$5,000 in value shall be exempt to the extent of \$500. Dr. Price said that the proposed surtax on insurance companies was most unfair. Moncton had what was described by the fire underwriters themselves to be the best fire fighting apparatus in the Maritime Provinces.

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Mr. Munro said that the Moncton delegation suggested plebiscites on other bills but not on this one. He said no objection at all to this legislation. Mr. Baxley also referred to the fact that there was a strong unanimity among the Moncton delegates in favor of this bill before the committee today. He did not agree with the honorable premier's suggestion in favor of a plebiscite, in fact he was opposed to plebiscites on financial matters, as they often resulted in retarding the public works and meant taking away from representatives of their responsibility and really the upsetting of the fundamental principles of representative government.

Created New Endurance Record But Failed to Disprove Commissioners' Charges. IS ABLY DISPOSED OF BY MR. MIDDLEBRO. Completely Refutes Graham's Contention that the Great Cost of Road Due to High Character of Construction.

Ottawa, March 25.—When Hon. George F. Graham, of South Renfrew, sat down tonight at 6:10, concluding his address on National Transcontinental Railway scandal he accomplished one thing, he created a new endurance record for the House of Commons. The first proposed amendment gives authority for sections without the formality of a warrant being issued of liquor which an officer believes to be being illegally imported into a prohibited area under the Canada Temperance Act or Home law. Provision is made for the seizure of such liquor and the person to whom the goods are addressed to show cause why the liquor should not be seized and destroyed.

Another amendment provides that any license convicted for shipping liquor into a Canada Temperance Act or local option prohibited territory shall be fined \$100 for first or second offense and after the second conviction provision is made that the convicted party's license shall be cancelled. The last amendment provides that a person in a prohibited territory who is charged with drunkenness and disorderly conduct before a magistrate may be questioned as to the person from whom he obtained his liquor and upon refusal to divulge shall be subject to a fine from \$10 to \$25 or twenty days in jail.

Mr. Graham did not succeed in explaining away any charges contained in the Gutelius-Staunton report. He completely failed to give any reason why the road should not be built. He said that the road would not cost more than thirteen millions, an estimate Mr. Fleming in one speech raised to \$1 million, which actually cost the country in construction subsidies, etc., the vast sum of \$255,000,000. He did not throw light upon the question which made it possible for one concern to obtain a take-off of \$740,000, or that could condone total needless waste on of the whole undertaking of \$40,000,000. At one stage of the address he attempted to throw a scare into the people of St. John, Halifax and Quebec by his statement that the action of the present government in reducing the standard of the road and increasing grades would have the effect of placing the country at a disadvantage in competing with American Atlantic ports for western freight business.

He claimed the Laurier government intentionally arranged to build the Transcontinental at a very low grade, so that English and American trains over it than could be hauled over any other road in America. The action of the present government in reducing the standard of the road and increasing grades would have the effect of placing the country at a disadvantage in competing with American Atlantic ports for western freight business.

Mr. Graham was strong in his condemnation of the last paragraph of the Gutelius-Staunton report, which reads as follows: "We find that the Transcontinental Railway Commission, the Grand Trunk Pacific Railway and the Government have conspired to neglect their duty. That, in itself, was a refutation of the reliability of the report." He characterized this statement as "an outrage." The charge further included officials of the G. T. P. who were engaged in the construction of the road had conspired to neglect their duty. That, in itself, was a refutation of the reliability of the report.

Mr. Graham again took up the matter of the seven years free rental of the N.T.R. to the G.T.P., before they would be required to pay interest on the cost of the line. This he repeated was really a subsidy given to the G.T.P. and interest could no more be computed thereon than it could in a subsidy presently to the Canadian Northern Railway. He made an effective speech completely refuting Mr. Graham's contention that the cost of the road was due to the high character of construction and low grades. When Mr. Fleming made his estimate of \$1,000,000 the standard proposed for the road was just the same as afterwards followed out. The rate of grades was then determined on and there had been no change since. Consequently no part of the difference between \$61,000,000 and the vast sum of \$21,000,000 the standard proposed can be explained on that score.

Ask the Government to Change License Act. N. B. Branch of Dominion Alliance Seeking Drastic Amendments to Present Law—Want Fine Imposed for Refusal to Divulge Name of Person from Whom Liquor is Bought

Fredericton, March 25.—President Weymann, of Sussex; Rev. R. H. Staver, the field secretary; Rev. Dr. W. H. Smith of this city, and Geo. N. Clark, license inspector of Kent County, appeared before the provincial government this morning on behalf of the New Brunswick Branch of the Dominion Alliance, and presented their proposed amendments to the Liquor License Act. The first proposed amendment gives authority for sections without the formality of a warrant being issued of liquor which an officer believes to be being illegally imported into a prohibited area under the Canada Temperance Act or Home law. Provision is made for the seizure of such liquor and the person to whom the goods are addressed to show cause why the liquor should not be seized and destroyed.

Another amendment provides that any license convicted for shipping liquor into a Canada Temperance Act or local option prohibited territory shall be fined \$100 for first or second offense and after the second conviction provision is made that the convicted party's license shall be cancelled. The last amendment provides that a person in a prohibited territory who is charged with drunkenness and disorderly conduct before a magistrate may be questioned as to the person from whom he obtained his liquor and upon refusal to divulge shall be subject to a fine from \$10 to \$25 or twenty days in jail.

Mr. Graham maintained his stand and protested against interruption, stating that he had last night been censored by a spectator in the galleries. "That was Gutelius," said Mr. F. B. Carvell, who had sent notes to a member of the house. Mr. Graham, however, denied this. Mr. Meighen, however, denied this. Mr. Graham then continued his endeavors to prove that the C.P.R. main line had cost more than any other line in Canada and most eminent railroad authorities were opposed to their use in a country where snow and ice prevailed during a part of the year. He asked why the government should substitute a policy on which there was a sweeping disagreement for one on which there was absolute agreement.

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Mr. Middlebro also criticized the agreement between the government and G. T. P. company. By its provisions the government must run the road while it is unprofitable, but if the

A DEMONSTRATION ON ULSTER PLANNED. Churchill Admits Squadron was Ordered to Irish Waters. WAR SECRETARY SHOULDERS BLAME. Col. Seely's Resignation Not Accepted—No Compromise Except Total Exclusion of Ulster, Possible.

London, March 25.—The government published today its promised statement of its dealings with the revolting officers of the Third Cavalry Brigade, and the House of Commons held another heated and disorderly session. Between the documents presented and the various statements drawn from the cabinet ministers the vital facts of the affair were made clear. They reveal a comedy, or tragedy of errors, perpetrated by Col. Seely, secretary of state for war, and Sir Arthur Paget, commanding the troops in Ireland.

Col. Seely took all the blame upon his own shoulders. He frankly declared he had made a great mistake. His written assurance to General Gough that the government "must retain its right to use all the forces of the crown in Ireland or elsewhere to maintain order and suppress the civil powers in the ordinary execution of their duty, but has no intention whatever of taking advantage of this right in order to crush political opposition to the policy, of the principles of the Home Rule bill," was given without the knowledge of the cabinet and contrary to its policy. The war secretary tendered his resignation to Mr. Asquith, but the premier refused to accept it. The government has withdrawn Col. Seely's guarantee, according to the statement made by Viscount Morley in the House of Lords, and Sir Edward Grey, the Minister of Public Works that the government had purchased a site for a wharf at Bear River, N. S., from H. H. Marshall, M.P., for Digby county. The site cost \$1,800 and the wharf including the site, \$7,542.

The most important revelations of the day were to the effect that the government did plan an important military and naval demonstration upon Ulster. Winston Churchill, first lord of the admiralty, confirmed the reports that he had ordered the Third Battle Squadron and a torpedo flotilla to Irish waters, but explained that when the military arrangements had been successfully carried out he countermanded the orders by wireless. An explanation which the Unionist received with jeers.

The blunder General Paget made appears to have been in giving a practical ultimatum to the officers of the cavalry brigade to say whether they would take active service in Ulster or accept dismissal. The cabinet on Monday framed a general statement of the officers' position and under the terms of the statement which his error was yielding to General Gough's demand for a written assurance that the army would not be used to suppress the revolt. Premier Asquith's statements that the officers should return to duty, un-

London, March 25.—"Never within my long life time has there been anything so critical a position as today," declared Sir Charles Tupper yesterday. "I am satisfied that the government will be compelled to go to the country, but I doubt exceedingly if they will be able then to carry a majority." "One of the greatest objections to the home rule bill, apart from the Ulster situation," continued Sir Charles, "is that Britain, as much as Canada, is a representation of Scotland, Ireland, Wales and England, by legislatures dealing with their local affairs, while the parliament at Westminster would deal only with national business. The tunnel would be built. He produced the map supplied by the government in which the tunnel was marked out and other changes made by the commission.

"But the map is not true. The work is going on," observed Hon. Mr. Pelletier. "The Postmaster General is right. That is what I am complaining of," replied Mr. Graham. "To bolster up this alleged report, maps have been prepared which are not true." In concluding his seven-hour speech at six o'clock, amid Liberal cheering, Mr. Graham said that "the main objection he had in view has been higher than a mere party reason; viz. to show that Canada has suffered from the report; that these men should never have been appointed, that they

TORONTO MAN HERO IN SCOTT EXPEDITION. Commander Evans Says Canadian at Risk of Life Piloted Party for 600 Miles Over Glaciers.

Montreal, March 25.—"When a war is over the General is made a hero and Bill Smith is forgotten," said Commander Evans of the fatal Scott polar expedition, before a gathering of the members of the Canadian Club here today. Continuing the commander said: "Such has been the case with the polar expedition, for some of the men have not received the credit that is due them. The man who stands out foremost among them is Charles Wright of Toronto. He at the risk of his life piloted a party over the glaciers for six hundred miles, while his pony was the second to be killed and he was forced to pull his sleigh and do a good deal of hard work. He is a splendid type of manhood and a credit to his country, and a practical Canadian, and it is to him that scientists have to thank for the second year's observations of the expedition."

Government Must Go to Country, Sir Charles Says. Appeal on Home Rule Question Will Probably Mean Defeat of Asquith — Position To-day Most Critical in His Ministry.

present Irish bill destroys that possibility, because it gives Ireland what nobody would dream of giving to Scotland or Wales, control of the post office and customs. The passage of the bill would prove a fatal obstacle to any bill providing a general federal scheme for the rest of the kingdom." "When seen at his residence at Bexley Heath Sir Charles was looking very ill in spite of his years, but he had remained indoors since the middle of December owing to a bronchial weakness though able to move about in the house. He was certain he said that the financial depression was only temporary and that Canada's prosperity and progress would yet surprise the Empire.

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