

WEATHER FORECAST.

MARITIME PROVINCES.

Comparatively Mild with Light Showers of Rain or Sleet Chiefly Towards Night.

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MISREPRESENTATIONS BY THE OPPOSITION MAILED BY PREMIER ASQUITH FOR MONDAY CONFERENCE ASK GOVERNMENT ASSISTANCE TO ENCOURAGE FARM INDUSTRY

Hon. Mr. Flemming Picks Flaws in Mr. Copp's Statements Regarding Provincial Finances, in Interview with Local Newspaper.

Government's Immigration Policy Finds Favor with House, and Opposition Refrain from Criticism—Mr. Bentley Admits Idea of Intercolonial Operation of Valley Line Originated with Mr. Hazen—Tweeddale Disgruntled.

Special to The Standard. Fredericton, March 8.—The fun which always attends the opening of the legislature is always followed by a calm, and today was a quiet one, but a large amount of genuine business was done.

Mr. Hazen's Suggestion. When Mr. Copp was speaking on the address he had a good deal to say regarding the acceptance by the local government of intercolonial operation.

Like the beginning of his speech yesterday, the continuation of today was marked throughout by a spirit of optimism which also pervaded the whole House.

Immigration Policy. The policy of the government on immigration and repatriation is heartily supported in the House and no one has arisen on the opposition side to the government's policy of securing new settlers for the unoccupied farms.

Mr. Flemming's rejoinder to Mr. Copp was that the claims had not been cast off since last September, but were in the hands of a committee of the Ottawa government to report on.

Commission Bill. Mr. Baxter presented a petition in favor of a bill to provide for government at St. John by an elective commission.

Mr. Wilson presented a petition in favor of a bill to confirm an agreement between His Majesty the King and the City of St. John and the C. P. R.

Mr. Baxter presented a petition in favor of a bill to amend the Landscapes and Sewerage Act.

FIVE KILLED 11 INJURED IN DISASTER

Property Damage Amounts to \$3000 in C. P. R. Wreck.

Telegraph Operator's Carelessness Responsible for Collision of Freight and Passenger Trains Near Capital.

Ottawa, Mar. 8.—The official statement issued tonight by the Canadian Pacific Railway officials of the wreck on the line this morning between Ottawa and Hull shows five killed, eleven injured, two of whom are in a serious condition and a property damage of \$3000.

Two errors were made in the identification earlier in the day. The correct list of dead being as follows: John C. Anderson, conductor of the passenger train, Ottawa.

Peter Moyley, a retired farmer, Quoyon, Que. R. J. Taber, contractor, Hull. Walton McAllister, Farley, Que.

Investigation shows that the accident was due to the telegraph operator at the Hull station, Harvey Boal, by name, allowing the passenger train from Ottawa to back into the work freight train which was going over to Hull.

NEWS OF DAY IN MONCTON

Special to The Standard. Moncton, Mar. 8.—Four Court cases were up in the police court today. Adeline Arsenault was convicted and sentenced to a month in jail.

The Victoria hockey team were entertained at a supper and smoker at the Windsor Club tonight. They leave for Quebec tomorrow night to battle for the Stanley Cup.

Traffic on the I. C. R. between Calouos and Memramouc was held up for several hours today by the run off of a car on a special freight. Little damage was done.

John W. Gunn died in the hospital today aged 84, following an operation some time ago from which he failed to rally. Mr. Gunn was a native of Chatham, was a ship carpenter and worked for many years in the Chipman yards at Rockland when work in ship building was booming.

Mr. MacLean, of Halifax, gave notice that at an early date he would discuss the question of a fast Atlantic steamship service.

RAILWAY CAR ROLLS DOWN EMBANKMENT—ONE MAN IS KILLED

London, Ont., Mar. 8.—J. L. Stevens of Stratford, is injured internally and may die; three other men are seriously injured and seven others badly shaken up, as the result of a day coach rolling over the embankment owing to a broken rail on the Grand Trunk Railway at Varney, between Durham and Palmerston, this afternoon at 3 o'clock.

Mr. Stevens was married only two weeks ago and his young bride was notified at once of the accident. She was overcome by the shock but left as soon as possible for Mount Forest.

Local number 56, composed of an engine, a baggage coach and a passenger car left Durham for Palmerston shortly before three o'clock carrying about 35 passengers, most of them commercial travellers.

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Hon. Mr. Grimmer presented a petition in favor of a bill respecting Maine Central Railway.

Premier Asquith Requests Employers and Miners to Discuss Situation

Latter Taboo Subject of Minimum Wage, so Chances of Finding Basis of Settlement Are Small

London, Mar. 8.—After extended talks with committees representing the coal mine owners and their striking employees today, Premier Asquith extended an invitation to the representatives of both sides of the dispute to meet in a joint conference "with a view to a free discussion of the whole situation."

The official report explains that the government considers the proposals they have placed before both parties offer the fairest means for arriving at a satisfactory settlement of the dispute, but in view of the difficulty of making any progress in that direction without a mutual discussion of the situation the invitation for a joint conference was issued.

What the government's proposals are has not been divulged. The miners replied to the invitation that they had undertaken to re-assemble the national conference of miners at the earliest possible moment, but with the reservation that they would not recommend acceptance of the government's invitation except on the understanding that the principle of a minimum wage should be excluded from the discussion at the conference.

As it is on this point that the whole dispute hinges, it is difficult to see how any progress towards a settlement of the strike can be made by a joint conference at which discussion of the question is barred.

The national conference of miners cannot be assembled before next Monday and meanwhile the strike must continue and add to the thousands of others in the vast number of persons already out of work.

THE SUBSIDIES FOR THE CANADA-CUBA SERVICE GRANTED

Special to The Standard. Ottawa, Ontario, March 8.—The committee of supply tonight estimates for steamship subsidies were taken up. During discussion of an item of \$25,000 for a service between St. John and Cuba the minister of trade and commerce announced that in all contracts for subsidies with steamship companies in future a clause would be inserted requiring a full statement of account showing expenses and receipts for the department to ascertain whether or not there had been any increase in business.

Referring to the Canada-Cuba service, Mr. Foster said the business was not very satisfactory. The line must do better this year to warrant future subsidies. Nine voyages were made, no passengers were carried; freight amounted to 36,325 tons by measurement. There was no return freight to Canada, stevedores loading in Cuba for foreign ports.

Mr. Pugsley said the idea in giving the subsidy was to find a market for Canadian produce.

On the item of 140,000 for the South Africa service, Mr. Foster said there had been a most satisfactory development of trade, and it was consistently improving. The department has now one agent in South Africa, at Durban, the largest port.

Mr. MacLean, of Halifax, gave notice that at an early date he would discuss the question of a fast Atlantic steamship service.

HELP DESPATCHED BEFORE COLLISION ACTUALLY OCCURRED

Augusta Ga., March 8.—Before two trains on the Central Georgia that were speeding head-on toward each other had actually crashed early today, a wrecking train was hurried on its way to the point where the passenger and freight were expected to collide.

A freight conductor, who discovered the error that he knew would cause a wreck, gave the alarm, and before the doomed trains crashed, help was speeding toward them. Four persons were killed and a dozen hurt in the wreck.

SENTIMENTAL APPEAL WAS NOT SUCCESS

Laurier Failed to Do Anything Beyond Calling for Support

Mr. Mondou Points Out That the "White Plume" Appeal Had Something to Do With Liberal Downfall

Special to The Standard. Ottawa, March 8.—At the opening of the discussion in the House today Mr. Mondou moved the following resolution:

"Nothing in this act shall prejudicially affect the right of the minority, Catholic or Protestant, with regard to schools in the territory now annexed to Manitoba whatever they be."

Mr. Mondou claimed that parliament could as a condition of the transfer of the lands impose on Manitoba the school rights of the minority.

In conclusion Mr. Mondou spoke of Sir Wilfrid Laurier's silence. Had he been able to place this question above the level of party, had he done something instead of remaining behind the lines of Torres Vedras, had he done something besides calling on his friends to follow his white plume, he would have triumphed.

J. A. M. Atkins replied, arguing that the amendment would make parliament admit that school rights existed. Moreover, if it were passed the government of Manitoba would be unable to pass any act whatever with regard to education for any legislation would affect their rights in one way or another.

When Mr. Atkins finished his speech, the amendment was put. There were cries of "Lost" and a few "Carried." Four members only, Mr. Mondou, Mr. Guillibault, Mr. Bellemare and Mr. Lamarche stood up to demand an actual vote, the requisite number of five was not obtained and the amendment was declared lost.

Mr. Oliver followed this up with an amendment to substitute for the allowance in lieu of lands, the offer made by the Laurier government in March, 1911.

Mr. Rogers replied stating that this offer had already been rejected by the Manitoba legislature.

After some debate Mr. Borden replied and the amendment was declared lost.

Mr. MacDonald raised the question of Maritime representation and Mr. Borden gave a sympathetic reply. The government was considering the question of Maritime representation he said.

One suggestion which was made was to establish a minimum number, another was to cause the provision as to the reduction of the proportion of province to the population of Canada by one-twentieth to be calculated with interest instead of with regard to the whole Dominion. He personally favored this.

THE NEW BRUNSWICK COAL AND RAILWAY COMPANY'S REPORT

Fredericton, Mar. 8.—The annual report of the commissioners of the New Brunswick Coal and Railway was submitted to the House of Assembly by Provincial Secretary McLeod this afternoon. The report shows that 6266 feet of additional sidetracks were added during the year to provide for newly developed traffic. During the year 25,985 ties were put into the track and a further sum of \$500, was expended in ballasting on the branch to Salmon Harbor which was charged against the subsidy of \$7500 to the Canadian coal corporation.

Regarding this company's report says: "Your commissioners made reference in their last year's report to the unsatisfactory progress being made by this company. We regret to say there has been no improvement. For the whole year their total shipments have been only 2,605 tons, for the past three months not a car has been shipped, to all appearances the mine has been abandoned. The government has a security on the railroad and fastenings as well as a deed of the right of way so that no other creditors can legally claim them."

Immigration Congress Adopts Resolution Suggesting State Advances to Persons Engaged in Agricultural Pursuits—Considerable Discussion

Charles H. McIntyre, of Boston, Makes Eloquent Speech Describing Means by Which Growth of Province May be Stimulated—Ready Made Farms Would be Great Boon to Incoming Settler with Small Capital.

Special to The Standard. Fredericton, Mar. 8.—The most important step taken in this province in the way of promoting immigration was the conference held today in the capital city when representative men from all parts of the province met in deliberation in a purely non-political gathering actuated only by the best interests of the province to formulate and map out a campaign which it is hoped will add many thousands of people to the population of New Brunswick and many hundreds of thousands of dollars to the value of her products and the volume of her trade.

The prevailing note at the convention was optimism. Such a gathering would hardly have been possible ten, five or even two years ago, today it was a great success. Many important utterances were heard by the delegates in attendance and not the least of these was the clear definite statement of Premier Fleming that in this matter of attracting immigration the provincial government was prepared to do its whole duty. This announcement was received with hearty applause.

The most important business transacted was the passage of a resolution endorsing the principle of pledging public funds to assist agriculturists to purchase farms in the province. This is a step in advance of anything any other province has yet done, although similar lines is being considered in British Columbia. Altogether today's convention was a highly successful one, and marks another step in the direction of progress.

At the evening session Mr. Jennings presided and seated on the platform with him were His Lordship Bishop Richardson and Charles H. McIntyre, of Boston. There was a large attendance. Among those in the audience was Arthur Hawkes, Canadian Immigration Commissioner.

Bishop Richardson was the first speaker. He said he was glad to have a right to speak for New Brunswick for half of his life time he had lived in Canada, and half of that time in New Brunswick. The west had some manifest advantages, but the first western climate was not to be compared with New Brunswick's, but the westerner did not admit that. The westerner's conception of the western climate was something to swear by when away and something to swear at when at home.

Another settlement of the difficulty is to be found in the ready made farm scheme. Our Land Settlement Commission or some other body should be empowered to purchase abandoned farms or other lands, erect suitable farm buildings, construct necessary roads, and sell them out again to natives or immigrants. The purchaser would of course deposit at least 50 per cent, on the purchase price, and the balance would be taken back in mortgage by the commission. This mortgage would be paid off in exactly the same way as a loan. To the actual cost of a farm plant, the cost of the necessary improvements, an account should be opened with a borrower and the loan placed to his credit. But the money should not be paid over until after inspection of buildings, etc., and then only after instalments. This is necessary for the protection of the province. Borrowers should also be required to keep their property in good repair, so long as loan exists thereon. No member of the commission nor any official on its staff should have any interest in lands upon which loans or improvements are made. Loans may be re-adjusted after ten years, and the account started as a flat loan for the present period. But it should not be treated as a fresh loan, unless the balance unpaid amounted to at least \$300. Under this arrangement borrowers would be relieved of the interest on the original amount of the loan and will pay interest only on the balance of principal unpaid. This would materially lighten the charges. For this project at least \$150,000 per annum should be raised, and in a short time this amount must be augmented would it be so, when he could deposit say 50 per cent of purchase price and borrow the balance from the commission on easy terms. No better advertising scheme could be invented.

The thing must, if it is to succeed, be taken up in a bold and courageous manner.

Arguments for the Plan. "I have endeavored to place before you the conditions of agricultural life in this province. A remedy has been suggested. I do not pretend that it will remove all difficulties or take the place of energy, ambition and thrift. Nothing will do this. But it is a remedy which, if fully applied over a period of years, will, in my judgment, be a great boon. I claim that something of this kind is absolutely necessary to retain a fair percentage of our native increase in population.

Canada received about 35,000 immigrants, of whom 142,000

came from Great Britain. Through the port of St. John alone some 40,000 newcomers passed, and out of all this swarm of people but a few hundred settled in New Brunswick. With a well-watered country, a temperate climate, and many thousands acres of suitable land, we let all this host sweep by us. The Maritime Provinces are nearest to the mother country, and though intensely united to her by ties of blood and kinship, they have not secured anything like their proper share of British immigrants. This is not a satisfactory result.

The question arises, what is the supreme remedy for this critical situation in country life and agricultural affairs? What is the most effective means of settling people on the land, regenerating our rural life and promoting the welfare of the Province? After careful consideration of this problem I have come to the conclusion that the most effective agency of revival would be cheap capital on long terms of credit. There are many other necessary things, but without the living water of capital you cannot achieve any substantial results. Farming today has become a business which requires not only knowledge, but money. The turnover of the cultivator, in these provinces at least, is not rapid. He cannot be cramped with short terms of credit and high rates of interest, which sooner or later lead him to the poor house. Speaking generally the average young man without funds cannot purchase a farm and from its proceeds redeem himself from debt before he is worn out. This is a wrong state of affairs, and it is the business of the state to correct it as speedily as possible.

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