

Purchase of Motor Fire Apparatus Again Voted Down

Resolution Proposed by Commissioner McLellan Defeated by Deciding Vote of the Mayor - Proceedings of Common Council

Commissioner McLellan, for the third time, at yesterday's meeting of the common council moved a resolution for the purchase of an 800-gallon pump auto chemical and hose wagon and also an 85-foot aerial ladder auto truck fully equipped at a maximum price of \$26,665.

The commissioner urged that, even if his motion had been voted down on previous occasions for certain reasons, it still need opposition in case these reasons had been removed. He said that if such apparatus was not purchased it would be necessary to build another station.

Mayor Frink said that after the motion had been twice voted down he thought it would not again have come up so soon.

He referred to the evidence taken at the recent request, saying that efforts seemed to have been made to suppress the fact that, prior to his voting, Commissioner McLellan's motion, a motion had passed the council authorizing the commissioner of public safety to purchase fire apparatus for the sum of \$20,000.

The commissioner had asked the council to authorize the expenditure of some \$40,000. This he had voted down, firstly, on account of the tightness of money, and further in consideration of the fact that the Merryweather Company of England, reputed the best fire engine builders in the world, could supply the motor pumping engine for \$15,000 or \$18,000.

His worship then referred to the petition, signed by six or eight merchants, that he withdraw his objection to the purchase of such apparatus as had been recommended by the commissioner.

He further urged the impossibility of dispensing altogether with horse-drawn apparatus, and made the point that if one motor-driven piece was now purchased—a hook and ladder truck without the pumping engine—the city would have the opportunity to get low satisfaction if the motor engine happened to be hung up on a hill for half an hour, disaster might result.

Commissioner McLellan told again his reason why it would not in his opinion be satisfactory to get one piece without the other. He asserted that the purchase of motor-driven apparatus would effect economy in maintenance by avoiding wear and tear.

Commissioner Schofield said that when the matter was brought up before he had been strongly in favor of the purchase of more modern apparatus though he was satisfied that it would not be possible to operate motor-driven equipment in some very cold days.

Commissioner Agar said that he was practically of the same mind as Commissioner Schofield, yet he had hardly expected that the matter would have been brought up again so soon after it had been twice voted down already.

fearedly maintained his opinion in spite of criticism. He moved that the matter lie over till the first meeting of the new council after the elections.

Mayor Frink said that, while he appreciated Commissioner Agar's remarks, he would prefer the matter should be disposed of immediately and that he would stand on his own responsibility.

The resolution was put to the vote. The four commissioners rose in dissent but Mayor Frink maintained his opposition by voting in the negative.

On motion of Commissioner Schofield the mayor was requested to communicate with the board of trade to have the statement that the Goulais-Bow-woy agreement would end on May 1 confirmed.

On motion of Commissioner Schofield an amendment to the paving law to eliminate doubt regarding the wording was approved. The amendment will have to be ratified at Fredericton.

With these serious words F. B. Carvell presided an ugly charge against the Board of Administration in parliament tonight. The facts concerning the misappropriation of public money had been revealed in a law suit before the supreme court of New Brunswick and the Carvell member backed his charge with certified copies of the evidence given before the court.

He showed that the Southampton Railway Company, which constructed a short line from Millville to the St. John river, a total mileage of 12.7, and whose officers consisted of J. K. Pinder, M. P., as president, and P. A. Guthrie, M. P., as secretary, both Conservative members of the provincial legislature, had secured a provincial guarantee of four per cent bonds (principal and interest) of \$100,000 per mile from the New Brunswick government in 1909 when Hon. Mr. Hasen was premier, and has secured a dominant subsidy in 1913 under the Bow-woy administration of \$18,200 per mile.

He then produced the sworn testimony of the contractor who built the road before the New Brunswick court that the total cost of construction was less than \$12,000 per mile. Mr. Pinder had therefore netted a profit of over \$68,000 at the expense of the public.

Engineer Certified to It. Among the most serious of the documents presented to the house by Mr. Carvell in his searching arraignment was the original report of the railway department, who reported that he had investigated the railway before the subsidy was issued and that it had cost \$22,664 per mile.

"One of two things is certain," commented Mr. Carvell, "either the character of this official is unmistakable or he was instructed to do something. It is for the government to say."

When the York by-election was approaching, Mr. Carvell continued, Mr. Pinder became anxious to go to Ottawa and he was told, according to the Carvell member, that if he "was good" he would get his double subsidy for his railway. "So," added Mr. Carvell, "Mr. Pinder went to the Conservative convention and nominated Mr. McLeod, the present Conservative member."

"It didn't make any difference," he said, "I have got here anyway," said Mr. McLeod. "The events seemed to synchronize," observed Hon. Mr. Oliver.

Hon. Mr. Reid, acting minister of railways, said the government had been guided solely by the reports of Mr. Johnson and Chief Engineer Bowden. The minister confessed it looked as though something was "radically wrong," and promised to inaugurate an investigation in the department tomorrow.

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How superior Zam-Buk is to ordinary salves! We want every man, woman, and child who suffers from any form of Skin Disease or injury to use Zam-Buk and get cured quickly. Try Zam-Buk for yourself at our expense.

READ WHAT THIS MOTHER SAYS ABOUT IT. Mrs. Geo. Beckman, of 605 Balfour Avenue, Winnipeg, says: "Pimples and acne broke out all over my little girl's face and hands. They spread, and set up inflammation. In the end her face was one mass of sores! We tried almost every ointment, but there was no noticeable improvement."

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AMBUK

HON. H. F. McLEOD CHARGES GRAFT

Supports Statements of F. B. Carvell

THE SOUTHAMPTON MATTER

Parliament Told of Double Subsidy Said to Give Mr. Pinder, M. P., Profit of \$59,000 on Construction—Investigation Promised

Ottawa, March 9.—[This stern fact stands out: A great wrong has been done. A large amount of money had been taken wrongfully, I might really say stolen, from the public treasury. The facts warrant a thorough and searching investigation.]

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"The difficulties with the facts outlined by the minister for Carleton," he declared, amid manifest government perturbation; "I know the district, I know the men, and I know the facts, and I want to tell the house I fully concur in many of the statements which have been made. By living on the spot and knowing what items have been peddled and items have been turned into the government that were neither true nor correct. They talk about Pinder being a wily Tory politician, but when recently I had to fight, I had to fight against the Liberals but against him. I place myself on record as agreeing with many of the facts that were adduced by Mr. Carvell, and I say the minister should investigate it and put it right. But I tell him if he starts to get money back from J. K. Pinder he's up against a real hard proposition. They talk about this \$60,000 that didn't go into the railway. Well, if Pinder got it he's got it yet. It didn't go into any campaign fund. If the minister tries to get the money back from Pinder he's up against the real thing."

make charges only when I have absolute proof. I merely rise now after the I sinning statement of the government member for York to suggest that the minister should not now restrict the investigation to any departmental inquiry but should appoint a royal commission to sift the matter to the bottom. The remarkable and frank corroboration of my charges by one of the minister's own supporters should surely necessitate such action. He has stated, what I believe, that Mr. Johnson is not the real sinner. I would urge the minister to appoint a royal commission and sift the serious matter to the bottom."

But Premier Borden and Hon. Dr. Reid both sat silent.

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