

LANDS COULDED TO THE SKIES

Attorney Osborne Leaves Allds Bribery Charges In Hands Of Jury After Outburst Of Impassioned Oratory.

Albany, N. Y., March 23.—A hero, a martyr, a political and social savior for the good of his country. This was the description given of Senator Benn Conger today by his chief counsel when his examining up concluded the senate's investigation of Conger's charges of bribery against Senator Allds.

Attorney James W. Osborne brought the two days of continuous oratory to a close and left his client's case in the hands of the jury of forty nine senators at five o'clock this afternoon with an unexpected tribute. For three hours, Osborne had paced up and down the aisles of the senate chamber, scathingly denouncing Allds. Then, as the hands of the senate clock pointed to the time when he must close, he turned to where Conger sat with his gray-haired wife and his son beside him.

"I've heard some say that Benn Conger is as bad as Joe Allds," he said. "Now, courage is the heritage of our race. But is there one of you that's got the courage Conger has? Would I leave for my children and for my children's children the stain of a man's name? Think of it and tell me why did Conger do it?"

When the gladiator stepped out on the sand and said "who's Conger," no matter what happens to Allds, Conger has committed an act of suicide, politically and socially for his country's good. Osborne paused and raised his hand impressively and his glance swept the senate as he concluded.

"And in his death there is truth," Both Osborne and Judge Augustus Van Wyck, who delivered the first half of the closing argument for Conger this morning, wanted the senators against neglecting public opinion. "Public indignation can't be kept out of this courtroom," asserted Osborne. "Throughout the length of this United States I see a revival of public conscience. I see it in Washington; I see it in Albany; I see it in every place in that least expected place, Pittsburg. Throughout the state is a demand for absolute faithfulness in public service."

Mr. Osborne dwelt particularly on the fact that Allds' bank accounts showed that many thousands of dollars were deposited each year since after the close of legislative sessions. Allds' contention that he could not remember where this cash came from, he characterized as past belief. He declared that Allds' false declaration that he kept no regular system of accounts was one of the most damaging features of his case.

"A fence, a yardman, the custodian of a yellow dog fund and the recipient of a corruption fund doesn't keep any books," he would say. "Allds does not keep any books. He had three or four of five different bank accounts because he used to divide up the loot."

DR. FREDERICK A. COOK RETURNS TO NEW YORK Discredited Explorer Broken In Health And Without Funds Wishes To Live In Quiet, Writes Wife To Friend.

Bellingham, Wash., March 23.—Dr. Wm. H. Axtell, a personal friend of Frederick A. Cook, received a letter today from Mrs. Cook, dated Valparaiso, Chile, in which she says the explorer is broken in health, without funds and is unable to continue his fight to establish his claim that he discovered the pole. Dr. Axtell said today: "Mrs. Cook tells me in her letter that Cook made considerable money out of his trip when he first arrived in New York, but he spent it in defending himself against bitter attacks of his enemies before the Copenhagen decision was made public."

"Cook left New York later to escape contempt, says Mrs. Cook, and to go before the board of inquiry at Copenhagen as his own representative. Then Mrs. Cook followed him, met him in England, found him a nervous wreck and very ill."

"She writes that it was her fault that Cook did not appear publicly at the time he was unfavorably reported on. She says she took him to Holland, France, Italy and then to Spain, where they embarked for Buenos Ayres."

"From Buenos Ayres, they went around Cape Horn to Chile. Cook is still very ill and will be in no condition to take up his fight for the honors which he still says should have been his."

Dr. Axtell added that according to the letter the explorer and his family will arrive quietly in New York tomorrow and will settle down for a quiet life.

Mrs. Cook says, she continued, "that her husband has no funds with which to go to the Arctic region after the proofs required by the University of Copenhagen and that if he had the necessary cash, he knows of no one he could trust to do the work for him."

The Resources of The St. John Valley

Mr. S. L. Peters In Interesting Paper Deals With Possibilities Of Country Watered By Far Famed River—Of Enormous Possibilities In The Development Of Its Field, Forest And Mineral Wealth.

(By S. L. Peters.) The St. John river, often referred to as the Rhine of America, is probably one of the most beautiful in eastern Canada. Taking its source in the state of Maine, it flows east, and south and east for some 400 miles, emptying into the harbor of St. John. On its way to the ocean its waters have a direct fall at Grand Falls of 70 feet. And the total fall from the basin above the falls to two miles below the falls is 175 feet. At its mouth its waters pass through the narrow gorge known as the reversible falls, because of the water running both ways at different times of the year. This peculiar phenomenon is occasioned by a ledge of rock lying entirely across the river at this point, and actually forms a submerged dam holding in check to a large extent the full flow of the river while the tide is ebbing in the harbor. And from high to low water the harbor water is rushing through the gorge with great volume and force. During the seven hours of ebb tide the water level of the river in the harbor is lowered some three feet, and is noticeable as far up the river as Springhill, 80 miles away, by a fall of some four inches. Floods in the river, which lasts about five hours, brings the water back again, and once reaching the level of the river causes the tide in the gorge to slacken, commonly known as slack water, during this period to high water in the harbor the tide runs up river with great force, creating the reversible falls, which has such great attraction for tourists. To this ledge of rock or submerged dam, we owe our beautiful and splendid transportation facilities it affords during the navigation period. Without it we should have similar conditions to that of the Pettaquamscutt river, and the interval between its banks and the islands in mid-stream submerged twice in 24 hours. The river is navigable for large vessels drawing not over 12 feet of water, as far as Fredericton, 100 miles from its mouth, and for small steamers of a light draft of water as far east as the river valley. The reversible falls is passable for vessels of water, as far as Fredericton, 100 miles from its mouth, and for small steamers of a light draft of water as far east as the river valley.

Its Resources. Its resources may be briefly stated as follows: its agricultural capabilities, its forest wealth, its mineral wealth, and its fisheries. From an agricultural standpoint, it may be said that soil conditions are favorable through the entire length of the valley are exceedingly good. Starting from Edmundston and following the valley to Woodstock we find soil conditions equal to that of any part of Canada. The country is closely settled, hay is grown in abundance for home feeding and much for export, as well as excellent pasturage for farm stock for the production of beef or dairy purposes. All the usual farm crops are grown, such as barley, buckwheat, potatoes, turnips and vegetables and fruit crops as well.

Potato growing has become a specialty and an increased almost any extent under satisfactory market conditions. One cannot fail to note the thrift of the farmers and the comforts enjoyed. Modern and up to date machinery is in common use, the important factors of this condition are a fruitful soil and intelligent rotation of crops. These are the resources which under fair climatic conditions scarcely ever fail to bring ample reward to skilled husbandry. Victoria county has quite a number of railways—the C. P. R. along the river side, the Transcontinental passing through the more central part, and the Tobique valley railway, and the Plaster Rock, Carleton place and the C. P. R. on the eastern bank, with the Transcontinental passing through the pines of the Aberdeen section, some what remote from the river valley. The trend of the St. John river through this county is more toward the east, and leaves quite a wide belt of land between its waters and the boundary line of the United States. Without doubt there is no inland county in New Brunswick where nature has bestowed her gifts more bountifully than in this favored county. The soil is abundantly rich in plant food, very easy worked, comparatively free from stone, and yields abundantly. The one drawback to greater success for those living on the western side of the river is the want of better transportation facilities. Farm produce from this section can only reach the railway at three points—Florenceville, Hartley and Woodstock, 24 miles, with one crossing between. Beside the haul to the river from the farms the distance to a reasonable station is very considerable, and prevents profitable shipment of heavy produce, such as hay, potatoes, etc. From Woodstock to Westfield the valley is entirely without railway facilities, except at Fredericton. The distance between these points is about 137 miles. Throughout the entire distance the country is closely settled, farm holdings from one to two hundred acres in extent, practically no waste land, and many varied farms, with comfortable homes on every side, but not progressing as they might on account of poor market facilities. Hay crops are abundant, increased development in the live stock interest; with plenty of land for pasturage, all the usual farm crops are being produced, and may be increased to any desirable extent when conditions will warrant increased production. On the uplands the soil conditions are fair to good, while the large percentage of interval lands are exceedingly fruitful and lie along the river banks, and islands in mid-stream are splendid nurseries of continued production in the years to come. It is the strong conviction of the writer that in no section of Eastern Canada can there be found so extensive

a section of country as that of the St. John Valley, which naturally offers greater profit from an agricultural standpoint. The rich intervals lands producing large crops from year to year, thousands of acres of which never receive fertilization except that which the spring freshet may deposit, is a source of untold wealth, and when coupled with fair to good conditions, it is not surprising to think twice before parting with them.

Forest Wealth. To our agricultural resources we may very properly add those of the forest, the valley of the St. John being one of the best lumber producing countries. For generations past, the annual lumber cut of the river district has averaged over one hundred and fifty million feet a year. Under this heavy drain it cannot be supposed that these figures can be maintained. It is a fact, however, that the growth of lumber throughout the entire district of the St. John valley is very rapid; possibly more so than many people recognize. It is being grown in sixty years. I mention this for the encouragement of the boys on the farm, who may find parts of the old homestead not requiring cultivation and which may very profitably be set apart for reforestation; and thus made a profitable investment for the people. It is a very gratifying fact that this can be successfully accomplished, and any encouragement that can be afforded or given by the provincial government or a provincial Forestry Association should meet with a hearty response. It is generally conceded that under proper conservation conditions, and care in cutting the timber when at its best paying size, our forests may remain as a valuable asset for generations to come. It is important that this work should be done in a systematic and large amount of capital invested in milling establishments on the river, as these mills paid by the operators to the millers, deal to all classes of people; and any shrinkage occasioned by neglect or otherwise, that the lumber business would have to stand would be keenly felt by all classes of citizens.

Mines And Minerals. In connection with the mines and minerals, existing in the river valley, so far as known, we first would draw attention to the iron deposits existing near Woodstock. These mines, once ago, were worked to a considerable extent. Smelters were established, and largely used for fuel, the pig iron produced was used for a steel, on account of the high class steel which was produced, in its refining process. Capable of being manufactured in the form of a high class cutlery. For some reason, these works have not been running for some years, possibly the expense of re-opening them is greater than the possibilities of securing coal at the time made the production of the iron too expensive to compete with profit. The iron ore is of a high quality, where coal could be conveniently secured. Under more favorable transportation facilities, where coal could be secured in large quantities, and added to the soil wealth of the province. The iron mines of the county of York at Lake George, which are now being worked to a great extent than formerly, and which gives great promise for the future, are also an increased number of people, and wealth to the owners, and will also furnish profit for transportation companies. The iron mines of the county of Kings and Queens will always furnish a large asset in the substantial resources of the province. The towers of the suspension bridge at the Reversible Falls, the piers of many of the bridges on the C. P. R., particularly that of the Hame River bridge. The piers of the beautiful railway and passenger bridge at Fredericton, are all the products of these quarries, which are used very largely indeed, for building purposes in the cities and towns of the province. Particularly in St. John. And many of our best buildings have been adorned and strengthened by its use. The basements of our parliament and department buildings are built of the stone of the valley. The shipments to the other provinces have been very considerable, and will still go on. The stone is of a high quality, and of an excellent reputation, not only for its strength but for their possibilities of beauty and finish. Considerable quantities have been shipped to the provinces of Ontario and Quebec as well as Nova Scotia, and to the several states of the United States. It is eagerly sought for in the construction of sub-structures in all large railway bridges, in the basement structures of our public buildings. And we hope to see it largely used in the sub-structures of the necessary bridges along the lines of the proposed Valley Railway. It is a favorite stone for monumental purposes, taking high polish and resisting the corroding effects of weather conditions. Should St. John be fortunate enough to ever have a dry dock established, these quarries must furnish the necessary stone required. Hundreds of thousands of tons have already been quarried, and the supply may be said to be inexhaustible.

The Fisheries. In summing up the resources of the valley we ought not to forget the fishing industry on the river, as giving employment to a number of people, and from which a very considerable amount of money is realized. The harbor fisheries at the mouth of the St. John, where salmon, trout, shad, and gaspereaux are taken by net, drifting, and during the fishing season, the harbor is alive so to speak, with small boats engaged in the menhaden's catch. At different points along the river fairly good catches of salmon are taken; while shad and gaspereaux are to be had in passing quantities.

Napanee, Ont., March 23.—The body of a man, who was a Montreal commercial traveler, who disappeared mysteriously from the Campbell House here last fall, was found in the Napanee river, two and a half miles down the stream. The body had been fully identified by the initials on the ring on one finger and the cuff buttons, and also by the card case and order book, which were in the pockets. Eighty-five dollars were found in Ray's pockets. Rayley travelled for Brophy, Parson and Rodden, of Montreal.

Bailed.—Schr. Allen Green, from Weymouth, N. B., Thamesville.

titles. While almost every farm home in the valley has a small barn and sheds to supply home needs in its own waters on its front.

Production of the Soil. The homesteads in the river valley are conclusive evidence of the productivity of the soil and fine climate conditions. The latter always an important feature in the full realization and success of the crop production. For many years past there has been a great shortage in help on the farms. Thousands of farmers' sons have gone from the old homestead in the valley from 1875 to the 1880, largely to the United States, since that point the emigration has been divided between the U. S. and the western provinces of the Dominion, more largely to the latter, on the harvest seasons; and while there have taken up homesteads or found employment in other activities. During these periods it was difficult to supply the places and help on the farms has been a premium. With the introduction of better market facilities and an opportunity to share in the activities of life which they would create a better condition of things would exist. Our sturdy sons and daughters would be content to stay on the farms, and the health of the country by their labors, and increasing the number of homesteads by subdivisions of the old farm. A census being about 225 million, and if taken today would probably show about six farms to the mile. The length of the valley from St. John to Grand Falls is 175 miles, and would give us 1350 farms, fronting on the river, on its western bank, allowing for breaks on its eastern shore, occasioned by the rivers which empty into the bay or estuary. There would be about 1200 farms on its eastern bank, a total of 2550 farms. Then we would have at least 1000 farms situated on the river, making a total of 3550, all under cultivation and producing a mixed husbandry. It is to be regretted that there are no available statistics as to the production of these farms, as separate from the general agricultural statistics published by the agricultural department of the province. Some things, however, we may be certain, that when the time arrives that good facilities are offered for goods reaching our people, the goods will not be slow to avail themselves of so great an advantage. Once given every term with other sections of the province, the river valley farmers will give a good account of themselves. The possibilities of the valley, which few of us are fully aware of, are more apparent. All the lines of farm husbandry will be pursued. To a very great extent the production of such goods as wool, butter and eggs would be doubled; the potato crop, an easy exportation, can and would be increased to a great extent. The dairy herds would be largely increased, and with the manufacture of butter and cheese, large supplies of milk could be shipped to our cities, from which we are now entirely excluded. A large proportion of the hay now shipped to market could be better utilized in the feeding of stock on the farm, and the surplus could be sold to the farmer as well. Our orchards would be very much increased, we should have more fertilization to apply to the soil, and the whole question of fruit growing would become an important chapter because of the possibilities of marketing during the winter months. The fruit growing area of the river valley can be measured by the hundreds of thousands of acres and the production of fruit would be greatly increased; because of the possibilities to reach the markets outside of the province, such as Halifax, Montreal and other cities, which could be done. In prices would be double to that of our home markets at certain stages of the picking seasons. The additional possibilities of the future could only be estimated on the future conditions that await us in transportation facilities. If these conditions are no longer a hindrance to the future it may be truly said that the valley is at its best just now. A good deal of discouragement is being felt. We see other sections of the province, not nearly so good from many standpoints as our own, but more prosperous than we, because of better transportation. On the railway in the present position, the country seems to be more alert, and in a condition to take the advantages of everyday market conditions. Farms are being sold, and the possibilities to make money from them. Everything takes on a brighter hue, and the people work with great zeal and heart, when the money making conditions are so favorable. There seems to be something in the touch of greater activity to draw men from the factories to the farms, and the same people shut out from the outside world, for a large portion of the year, lose heart, and get discouraged. Such is a brief statement of the present position in the river valley, and the possibilities of which one might greatly enlarge. The population of the valley is a brief statement of the 100,000 souls, or almost one-third of the entire population of the province. Give to this large number of people railway facilities (such as are enjoyed by other sections of the province) to reach the markets at any season of the year and the brightest era in New Brunswick's history will have been begun.

Mystery Cleared In Discovery of Body Disappearance of Montreal Commercial Traveler Solved in the Finding of Body in the River.

Composition Failed In Last Frantic Attempt To Prevent Building Of Valley Railway

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up the construction of the road under the bill. There has been no agreement made with any company. Under part three the road could go to Grand Falls and connect with the Grand Falls Railway in 1917. In introducing this bill (Hazen) moved the following section be added to the bill: "The Lieutenant-Governor in council is authorized to enter into a contract for the construction and operation of the said line of railway, either under part two or part three of this act as hereby amended to make provision for running rights over the same or any part thereof to any through line of railway seeking connection with the port of St. John or port of Miramichi or other port in the county of Charlotte."

This was adopted. Mr. Robinson moved that the following section be added to the bill: "Before guaranteeing any of the bonds of the company under the provisions of part 3 of this act, the Lieutenant-Governor in council shall be satisfied that arrangements have been definitely concluded whereby a line of railway provided for in said part 3 is to be operated either as part of a transcontinental system or as part of through line from the city of St. John or from some point on the Canadian Pacific Railway between Westfield and Westford and the city of Quebec, and that the necessary financial and other arrangements have been completed for the construction of such through line to Quebec, concurrently with the construction of the said line in this province."

Amendment Necessary. Mr. Robinson said that he did not feel warranted in supporting part 3 of the bill in its present form, and such clause as he suggested was necessary. Members for St. John city should be more interested in having connection of road with the National Transcontinental at Grand Falls assured, so that St. John would get the great western traffic which would accrue to it. Mr. Robinson said that this might be the death knell of the railway in the valley. It meant that before the operations could be commenced at building the railway down the valley the company must have arrangements completed for the financing and building of the road through to the Quebec bridge. That bridge would not be built for four or five years and it was impossible to have all arrangements made for the building of a railway through to Quebec four or five years before the road could connect with the Transcontinental systems there.

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THREE WORLD'S RECORDS BROKEN BY OLDFIELD Flies Over Daytona Track At Rate Of Two Miles In 55.85—Will Make Another Trial Today. Daytona, Fla., March 23.—Barney Oldfield "wizard of the track" proved his right today to the title of world's speed king by breaking three world's records, including two which experts long figured would stand for many years. On the hard surface of the Daytona track, driving his 200-horsepower Benz, with which he a week ago broke the world's mile record at a speed equalling 131.73 miles an hour, Oldfield today covered two miles in 55.85, about three seconds better than the previous world's record, made by Demogot, of Paris, on the Daytona track in 1906. Thirty minutes later, Oldfield drove against the world's kilometre record of 17.78 seconds made by Hemery on the Brooklands (England) track. He shot past the starting line like a meteor and finished the distance in 17.04. The third record established by Oldfield was the one-mile stock chassis mark of 40.35 in a Knox. The previous record was set by Lewis Strang in a Fiat-40.30. Although David Bruce Brown, Walter Christie, George Robertson, Ben Kitchner and a number of other well-known drivers with fast cars participated in today's races, Oldfield swept all before him with a speed and daring which proved that the "old-timer" is better than ever. The consistency of Oldfield's work with his giant Benz shows that no fluke can be held responsible for his great record for the mile last week. Oldfield will try to better the mile record tomorrow and promises a mile at the rate of 140 miles an hour.

ITALIAN GUILTY OF RECEIVING GOODS Jameson Cleared Of Charge Of Breaking A and Entering Thompson Store At St. Mary's.—Other Charges. Fredericton, Mar. 23.—In the county court today Jameson, the leader of the trio of Italians, who robbed several stores hereabouts, was found guilty of receiving stolen goods and was sentenced to a year in the penitentiary. Jameson was cleared of the charge of breaking a and entering Thompson store at St. Mary's. There are two other charges for the Italians to answer.

TWO YEAR OLD CHILD BURNED TO DEATH. New York, N. Y., March 23.—Clear-ed: Schr. Ver. B. Roberts, Port Reading, Bark Glendover, Halifax.

LOOKS LIKE SEEDING. Winnipeg, Mar. 23.—It was reported from the Government observatory at St. John College, at 3 o'clock today that the temperature was 70 in the shade and had been ranging from 90 to 100 in the sun for the day. At Glenfield the thermometer registered 102 degrees of heat at noon.

tee that the link from the parish of Andover across Maine to Quebec would be built. The adoption of the Opposition leader's proposed section would simply mean to use his words of the previous evening the shut door. The people of the St. John valley wanted a railway. They had done without it long enough and he did not think they were willing to let the chance of a railway for a railway by this senseless section. Hon. members of the House all wanted to safeguard the province's interests but they wanted to make it possible for the valley to have a railway. He was satisfied this bill would give the people a railway and he knew it could be part of a trunk line. He was sure his hon. friend did not want to see the wheels of progress of the people by the adoption of the proposed section of the bill would mean the killing of the valley railway proposition.

Mr. Robinson. Mr. Robinson said the G. T. P. would bring its traffic along its own line. The car ferry would be in operation at Quebec, probably next year when the route of the Transcontinental through the province was finished. His sole object was to guarantee the province against any loss and he was very doubtful if the proposed line would pay its expenses unless part of a through line. The suggestion which had been made that it should connect with the G. T. P. was a very good one and no doubt it could be done and the public health act of its operation by the Dominion Government as part of the Intercolonial. He had no desire whatever to hinder the construction of the road, but he did say it should form part of a trunk line.

Hon. Mr. Hazen said that the gentlemen who were interested in the construction of the proposed railway entertained no doubt that they would be able to get the Dominion subsidy and the cost of construction made for its operation unless they could. If they could not get it, it would mean they would have to borrow three million dollars instead of two, but under no circumstances would the government guarantee any bonds until they were satisfied by the report of an engineer as to the cost of construction and the company's ability to meet it.

Hon. Mr. Hazen introduced a bill to amend the public health act. Hon. Mr. Morrissey introduced a bill relating to the town of Newcastle. Hon. Mr. McLeod moved the third reading of a bill to amend the act relating to 170 Cn. Statutes 1903, relating to rates and taxes be rescinded, also that a fee of forty dollars paid by the Bank of Montreal for the privilege of holding a mortgage be returned, the bill not being proceeded with.

The house adjourned at 11:30 p. m.