

SWEENEY KIDDLES HAZEN'S \$5,000,000 TROLLEY LINE

Unjust to the Whole Province Pledges Public Credit Heavily for a Wild Experiment

Opposition Speaker Says It's a C. P. R. Scheme to Control the Valley—Strongly Urges I. C. R. Lease and Operation, Which Will Guarantee a Good Road, Good Service, Just Rates, and Through Connection—Hatheway Swallows the Electric Scheme Whole.

(Special to The Telegraph.)
Fredericton, March 21.—The legislature was busy early in the day with committee work and in the afternoon with private bills.

It was expected the discussion of the Valley Railway bill would commence in the afternoon and continue far into the night, but Mr. Hazen had other plans and it seems as if he intended to put through as much legislation as possible before touching the principal bill of the session. It was 10 p. m. before the Valley Railway discussion was commenced by Mr. Sweeney.

Hon. F. J. Sweeney.

Mr. Sweeney accused the speakers on the government side of introducing politics into the discussion. Mr. Woods had to rise to the occasion and he made the provincial secretary, who devoted a large part of his speech to Mr. Carvell.

There was no explanation of the bill made by any speaker and the house was practically without information regarding the railroad, whether it was to be operated by electricity or steam. There was a vague hint of a connection with a trans-continental railway at the Quebec bridge, but there was not a word in the bill to show that such a line would be built, if the bill passed.

He favored the giving of railway facilities to every portion of the province, but not railway facilities without competition. If a line was to be built it should be a first class road, not an electric railway at one end and a steam railroad at the other end.

He scored the provincial secretary for his attack on Mr. Carvell. Instead of wanting the cooperation of the federal government, it was evidently the intention to break the track and prevent the construction of a railway to be operated by the Intercolonial, thereby permitting the government of New Brunswick to go on with the construction of the road under Part 3 of the bill.

Vexatious Conditions.

Mr. Sweeney took up the bill, and showed that the first part provided some good rat offices for engineers who were to make the survey. It also meant delay. It was impossible to find a company willing to undertake the construction of the road under Part 2. The government had hedged the bill around with vexatious conditions which were intended to prevent the construction of a railroad which would be operated by the Intercolonial Railway.

Everything showed a poisons game was being played by the government, and it was evident that if the road was not built they would attempt to fix the responsibility on the Dominion government. This was evident by the fact that the bill was introduced by Mr. Carvell.

In Part 3 the company had the privilege of bonding the road to the extent of \$5,000,000. There was no such provision under Part 2, but under Part 2 a payment of 40 per cent was demanded under Part 2. No such provision appeared in Part 3.

I. C. R. Operation the Only Safe-guard.

The only safeguard to the province was I. C. R. operation. Part 3 made provision for a cheaper road. But the people of this province want a guarantee of \$25,000,000 a mile for a cheaper road and no part of it a trunk line? The province should not guarantee the bonds of any company which did not have a transcontinental line that should be a competing line.

The people of the Valley do not wish to be linked onto a road already complained of as charging high rates. The terms were made in Part 3 for the issue of all the bonds at one time, if the company desired it. This made it easier for the company to finance the proposition. Then the road was to be constructed in sections. Everything had been done to make it easy to build this electric railway, while every obstacle was thrown out against the construction of a railway to be managed by the I. C. R.

If this electric road is built the C. P. R. will control the traffic. Part 3 was an ill-constructed and an ill-advised scheme, and one that the people of the province would not endorse. He was opposed to any cheap railway, but in favor of giving the credit of the province to a first-class railway and one that would prevent a monopoly of rates.

Mr. McLeod and Mr. Pinder attempted to heckle Mr. Sweeney, but retired in disgust. The bill, Mr. Sweeney said, showed that (Continued on page 8, fourth column.)

What Do You Think About It?

Under the Hazen-Gould plan to foist an electric road upon the St. John Valley, and to build it on the credit of the province, there is no guarantee of through connection, competitive rates, successful winter operation, or any other protection of popular rights. Part 3 of the Hazen act provides for a local road, not a trunk line—and a second class local road at that.

Having built the road the company, with the consent of Mr. Hazen, might lease it to the C. P. R. for ninety-nine years.

For instance, what do you think of the possibilities contained in Section 9 of the bill introduced by Mr. Woods to incorporate the St. John and Quebec Railway Co., which is the Gould company that is to construct the Valley road if Premier Hazen jaxms Part 3 of his scheme through the Legislature. Here is Section 9:

"The Company may enter into agreements with any other company for selling, conveying, or leasing to such company the line of railway or undertakings of the Company in whole or in part, and for amalgamation with any other company or companies, or for the operating of its line of railway by such other company or companies, upon such terms and conditions as may be agreed upon by the boards of directors of the respective companies; provided, however, that every such agreement shall be subject to the approval of two-thirds of the votes of the shareholders present or represented at any annual general meeting, or at any special meeting duly called for the purpose of considering any such agreement, and all such agreements shall require the consent and approval of the Lieutenant Governor-in-Council before the same shall become valid and binding."

Suppose Mr. Hazen and Mr. Gould are allowed to have their way, what will stand between the people of the Valley and monopoly rates?

To vote for Part 3 of the Hazen-Gould bill is to vote for the betrayal of the province.

FORT-THE-DEAD IN ROCK ISLAND TRAIN WRECK

As Many More Injured, and a Number of These Cannot Live

CARS PILED IN A HEAP IN CUTTING

Front Engine of Double-Header Jumped the Track While Going 25 Miles an Hour—In Two Coaches Hardly an Occupant Escaped.

(Associated Press.)
Marshalltown, Iowa, March 21.—More than 45 persons were killed and almost as many more were injured today in the wreck at Green Mountain of two Rock Island trains running over the Chicago, Great Western tracks from Marshalltown to Waterloo. Several of the injured may die.

A number of the dead are so horribly mangled that identification may never be possible. Every surgeon in Marshalltown, Green Mountain and Gladbrook is doing everything possible in emergency hospitals in Marshalltown to relieve the suffering of the injured.

Around the various undertakings shops the citizens throng with tear-stained faces each anxious to get some details of those who are within.

A little freight wreck on the Rock Island last night at Shellburg was the indirect cause of the Green Mountain disaster. The Rock Island line was blocked and it became necessary to detour over the Great Western tracks. The trains sent from Cedar Rapids to Marshalltown were coupled together and the two locomotives placed in front of them. Both locomotives were running backwards.

The combined train consisted of thirteen cars. A Pullman was next to the locomotive, then came a smoking car and a day coach. In the latter were many women and children.

The doubled train was going about 25 miles an hour when it reached a cut five miles from Green Mountain, at the top of a hill. In the cut the tender of the front locomotive jumped the track. This threw the head locomotive into the sides of the cut. The day coach and the smoking car were thrown into the air and crushed against the heavier Pullman. The smoking car and day coach were telescoped and hardly an occupant of either car escaped death or injury.

While the last ten cars remained on the track, the shock threw the passengers sprawling from their seats.

Conductor William Worst despatched trainmen back to flag a following train. Other trainmen were hurried to Gladbrook and Green Mountain for help.

A Guesseous Spectacle.

Uninjured passengers began removing the dead and injured. The dead were taken to an adjoining pasture and laid out on the grass. A relief train from Marshalltown carrying surgeons and coroner Jay, arrived two hours after the crash. By that time the victims were laid out in gruesome rows. The sight that met the eyes of the surgeons was horrible. The dead were crushed and mutilated in many cases beyond recognition. Heads were severed from bodies, arms and legs were cut off. Here lay a bleeding trunk; here a hand with the agony of death still on the countenance.

Coroner Jay was hastening in a Red Cross ambulance to the hospital when he was thrown from the pavement as the ambulance from a corner and rendered unconscious. It is believed his back is broken and he cannot live. The hospital in Marshalltown was soon filled. Then other buildings were pressed into service.

The removal of the bodies showed that nearly all the dead were in the day coach and the smoking car. It is believed only two of the dead were in the Pullman.

So complete was the destruction of the smoking car that not a single upright was standing. The floor alone remained as mute witness of the frightful impact of the car ahead. The day coach likewise was torn almost to splinters. The baggage car, which was behind the day coach, was jammed in the front, but was not torn to pieces.

Dr. J. W. Devroy, of Chicago, and Dr. Dunham, of Sioux Falls, were physicians on the train. Although injured themselves, they turned their attention to the injured and worked faithfully until the removal of the bodies was completed. He was in an upper berth, but aside from a few bruises, he was not injured.

OTTAWA THINKS DANGER OF TARIFF WAR IS OVER

Hon. Mr. Fielding Tells Parliament He is Hopeful of Satisfactory Outcome

Cabinet Member, After Meeting of Government, Says He Believes Future Trade Relations Between Canada and United States Will Be on a Better Basis Than Ever.

(Special to The Telegraph.)
Ottawa, March 21.—While no official statement is available here on the tariff situation, the return of Hon. Mr. Fielding from his conference with President Taft, has brought about a complete change of feeling here.

Last week a tariff war was regarded as a certainty, while tonight reciprocity is expected.

A member of the government stated after Hon. Mr. Fielding had made his report to the cabinet: "Affairs have not reached a point which will allow an announcement to be made, but the most favorable progress is being made. I believe that Canada and the United States will shortly be working under better mutual tariff relations than for many years, and I am certain that the people of both countries will be surprised and pleased when the announcement is made. One thing is certain, and that is there will be no tariff war."

Parliament is anxious for news of tariff developments, but members have to be content with little beyond what is contained in the press. This afternoon Hon. Mr. Fielding was asked on the floor of the house for an announcement. His reply was hopeful but non-committal. He said: "At the invitation of the President of the United States I visited Albany, and I had the honor and pleasure of meeting that gentleman both Saturday and Monday. We discussed matters, which I trust will work for the peace, order and good government of the two countries. I do not think that the good purpose, which we must have in view, would be advanced by making any statement at the present time. The matters in dispute remain as matters for friendly negotiations. Beyond that it would not be expedient to make a statement at this moment. At an early date I hope to give the house fuller and better information."

Sir Wilfrid Laurier stated that there had been an invitation from the United States for a revision of the Ruse-Bagot convention for a limitation of armaments on the Great Lakes. Nothing, however, had been done to date.

A discussion of the immigration bill followed. Hon. Mr. Oliver made it clear that Canada proposed to continue the hand-picking of immigrant to Canada, no matter what country they came from.

MONTREAL COUNCIL STILL ECONOMICAL

Another Effort to Increase Mayor and Controllers' Salaries Fails -- Move for a Greater City.

(Special to The Telegraph.)
Montreal, March 21.—Further efforts were made in the city council today to increase the salaries of the mayor and controllers to \$10,000 a year apiece. The proposition, however, did not meet with favor, and was voted down without discussion.

A proposition to turn the management of the police department over to an independent commission was also refused, the council taking the position that they were trying one commission system with the board of control, and that was enough for the present.

The greater Montreal movement was also given a move ahead, decision being taken to apply to the legislature for power to annex three municipalities, Ville St. Paul, St. Laurent and Ahuntsic.

Another sign of the passing of the old regime was given when resolutions were passed instructing the delegation of aldermen who will go to Quebec to assist in passing amendments to the city charter that they must not go there at the city's expense and then oppose its measure, as has happened in past years.

CHICAGO GRAND JURY INDICTS BEEF TRUST

United States Government Files Suit to Dissolve the Big Combine.

Chicago, March 21.—Eight weeks after it had begun its investigation for alleged violation of the Sherman law, a federal grand jury today returned indictments against the National Packing Company and ten subsidiary concerns.

Immediately after the announcement of the indictments before Judge Landis, the government filed a suit seeking the dissolution of the National Packing Company. The latter action is known as a suit in equity, and besides those indicted, six ten firms and individuals are made defendants. In a statement issued on behalf of the National Packing Company, Ralph Creeve, its general counsel tonight gave some inkling of a determination to fight the government to the limit.

STRIKE OF 27,000 FIREMEN AVERTED

Chicago, March 21.—All questions in dispute between the 27,000 firemen on western railroads and the railroad managers will be amicably settled, according to an arrangement reached today through the aid of United States Commissioner of Labor C. P. Neill. It was agreed by W. S. Carter, president of the Brotherhood of Locomotive Firemen and Engineers, and the general managers' committee, representing the 47 railroads involved to settle the controversy in the following manner: "The question of seniority or the primacy of old-time firemen over new men and the question of representation by the union of firemen who have been promoted to be engineers are to be compromised before any arbitration is attempted. "The demand of the men for an increase in wages if 12-12 per cent is then to be submitted to arbitration under the Erdman Act."

CHARGED WITH KILLING SISTER

Sixteen-year-old Girl's Love of Dress Led Her to Murder POISONED VICTIM

Said to Have Given Her Strychnine and Then Flew With Best of the Elder Girl's Wardrobe—Arrested She Tells a Strange Story.

(Associated Press.)
Massillon, Ohio, March 21.—A recital unique in the history of Ohio crime is contained in the charge of murder which the police have laid against Catherine Manz, 16 years old. She is accused of poisoning her sister, Elizabeth, three years her senior with strychnine and the motive imputed to her is jealousy of her sister's wardrobe, more brilliant than her own.

The body of the elder sister was found in the kitchen of the Manz home Friday night and simultaneously it was discovered that Catherine had fled, taking with her the best of her sister's clothes.

Today the girl was arrested in Akron, where she had applied for work under the name of Ethel Morgan. Brought here to jail, she faced her accusers with a calm greatly out of keeping with the gravity of the crime with which she is charged, and told them unemotionally that her sister was dead before she left the house.

The most damning evidence which has been procured against the girl is the admitted fact that she purchased strychnine at a local drug store shortly before her sister's death and also bought a small quantity of chloroform.

The girl claims that she bought the strychnine for a man whose name she has so far refused to divulge. This man she declares subsequently handed her two capsules which she claims she believed to contain quinine. One of these tablets she says she laid on the table beside her sister when she left the house on Friday morning for cleaning purposes.

The mother of the Manz girls has been dead for years and according to Catherine's father, she has grown up headstrong and absolutely beyond his control.

For the past year she has been receiving mail at the general delivery from a large number of young men from surrounding towns. Except for one or two hysterical paroxysms of tears, the girl has maintained since her arrest, an attitude of indifference. She will be examined again by the police in the morning, after which she will be arraigned in the police court for a preliminary hearing.

ALLEGED COBALT ORE THIEF TO HAVE ANOTHER TRIAL

Crown Failed to Prove That Prisoner Didn't Have a Right to Sell It and Jury Disagreed.

(Special to The Telegraph.)
Toronto, March 21.—The systematic robbing of the mines of Cobalt, which when it was uncovered last December was estimated to have cost the mine owners nearly \$1,000,000, promises to have a sequel in criminal prosecutions hinging not upon the fact of the robberies but upon a point of law.

Crown Attorney Baird brought on the first case today and the jury, after being out for two hours, were unable to agree and were discharged. The prisoner, Nicholas Zojotz, a powerful looking, auburn-haired man with an alias of Smith, was arrested last December near the Union station while in the possession of a bag of silver ore of great value. When arraigned the Finlander was charged with selling ore "without authority."

Following upon the discovery of ore at Cobalt, in order to protect the mine owners, it was made a criminal offence to ship or sell ore unless such shipment or sale was assisted with the government official, showing that the shipper or seller was the owner of mine or mining claim, or was the agent for the owner.

Zojotz, when arrested, admitted, it was said, that he had brought ore to Toronto "without authority."

The crown brought no direct evidence to prove that Zojotz was not the owner of the mining claim and that he was not, it was said, that he had brought ore to Toronto "without authority."

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Just prior to the noon adjournment the defence called Dr. E. J. Wilkinson, head of the Ontario Police Department, who gave evidence that he had seen Zojotz in connection with the affair. The point that counsel for the defence tried to make was that the two supposed sales of ore by Zojotz to Dr. E. J. Wilkinson were not sales at all and that the checks produced by the crown made out to Zojotz were merely advances and no ore was purchased by the company.

Dr. Wilkinson explained that the company sometimes gave advances but that no purchases were made until the ore had been treated to ascertain its value. Then they either bought the silver or returned it to the owner less certain charges for treating it. This point was dealt with by Judge Denton, who agreed that if the law referred only to the selling of ore the point was well taken. It went further, however, in that it included silver "partly treated," and it was for the jury to say whether the billiard that Dr. Wilkinson had admitted buying from the prisoner came under that heading. The jury was out for nearly two hours and at the end of that time came in and reported that they saw no prospect of coming to an agreement. Judge Denton accordingly dismissed them and on request of the county crown attorney traversed the case and the other charges against the prisoner to the next assizes. The other cases will probably be gone on with in the morning.

King Edward Recovered.

Biarritz, March 21.—King Edward has completely recovered from his cold and today resumed his usual outdoor exercises.

SCOTTISH PRESS HOPE TARIFF WAR WILL BE AVERTED

London, March 21.—The Glasgow Herald and Edinburgh Scotsman express hopes of peace in the threatened American-Canadian tariff war. The former emphasizes the urgency of the previously discussed reciprocity treaty, and meanwhile suggests a temporary arrangement.

ENORMOUS CLEARINGS OF MONTREAL BANKS

(Special to The Telegraph.)
Montreal, March 21.—In an address before the Canadian Club today on the clearing house, Manager J. P. Knight, of the Montreal clearing house, stated that during the ten years that institution has been in operation he has handled there \$12,646,031,000. The growth of the city's business was shown by that fact that the clearings for 1910 were \$730,933,000 while by 1909 they had increased to \$1,966,649,000.

LONDON TIMES LAUDS CANADA'S TARIFF STAND

Canadian Associated Press.
London, March 22.—Referring to the tariff war, the Times says that the record of Canadian statesmanship during these critical weeks of rumor and suspense has been worthy of the great tradition left it by earlier times.

Canada, it adds, never used her leadership in connection with the tariff question more worthily than now, and the whole empire should tender her this praise.

NEWFOUNDLAND SEALING FLEET START WELL

St. John's, Nfld., March 21.—Nine days out the steamer Florizel, flagship of the sealing fleet, today reported by wireless that with five other ships she has reached the sealing grounds and begun work. Already she has 10,000 skins aboard, with 20,000 other animals killed and ready for flaying. The steamer Eagle has made 12,000 captures, and the Algerine 10,000. The captures of the Bonaventure, Bellaventure and Beothic, the other vessels with the flagship, are not given in the message.

OTTAWA EDUCATIONIST DEAD

Toronto, March 21.—(Special)—George Dickson, M. A., principal of St. Margaret's College, and for ten years principal of Upper Canada College, died here today.

TWO DEAD AND ONE LIKELY TO DIE IN C. P. R. WRECK

Engine and Tender Plunged Down 150-foot Embankment

Nelson, B. C., March 21.—(Special)—McNeillie Sliding, on the Crow's Nest branch of the Canadian Pacific, was the scene of an accident Saturday morning by which two men lost their lives and one was probably fatally injured.

As a freight train crew was shunting cars, the engine and tender jumped the track and plunged down the embankment to Goat River, turning somersaults as they fell. On the engine were Engineer Jim Carson, Head Brakeman Campbell and Fireman Ford. Campbell and Ford were killed and outright. All three belonged to Cranbrook.

There is talk of ten cents a hundred words.

ABOLISHES FLAT RATE TO ALL NEWSPAPERS

Hearing Before Railway Commission About New Rate to Canadian Press by Telegraph Companies.

Ottawa, March 21.—(Special)—The railway commission decided today that the regulation against the telegraph companies giving a flat rate for press service applied to eastern as well as to western Canada. The hearing before the commission is still going on with a view to reaching an understanding as to what the service rate shall be.

\$3,000,000 SITE FOR TORONTO TERMINAL

Report That C. P. R. and Canadian Northern Have Joined Hands in Buying Property.

Toronto, March 21.—(Special)—The story now is that the lands purchased on Yonge street, Toronto, are for joint terminals for the Canadian Pacific and Canadian Northern railways, and the roads will come in by a tunnel. The land alone costs \$3,000,000 and the tunnel will cost more.

MAINE MAN KILLED BY TRAIN

Abbot, Me., March 21.—Levi Spencer, 27 years old, while engaged in loading lumber here today, stepped in front of an express train and was ground to pieces.

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