Ottawa More Interested In Blocking The Valley Railway Than Aiding Its Construction

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the effect that a road up to the standard of the Intercolonial would be sufficient to be operated as a part of that system.

Up to November another move had not been made and he mentioned this simply to show that any delay there had been was caused by the federal authorities at Ottawa. In November a new feeling came over them and Carvell, the great and only Carvell, called the Liberal members together in party caucus just to show that he had no political feeling in the matter. .

Then a meeting was held at Woodstock in February, called at the instance of this same Mr. Carvell, at which he read a letter stating that the federal government would take over the road and operate it if it was up to the standard set forth by Mr. Pugsley. At that meeting Mr. Carvell said a good many things, some of which were reported, and it was a good thing for him that a good many of the things were not reported.

Carvell Displeased.

In one of his letters to Premier Hazen, Mr. Carvell had mentioned that he (Flemming) was somewhat late in arriving at that meeting. Whether he was a little late or not really made no difference. He was there all right. But just to satisfy that gentleman he would say that the reason he was late was because the chairman of the meeting had told his colleague, Mr. Munro, that the meeting would not start before 8.30 o'clock, and Mr. Munro was there to back up what he said. But that political schemer, Mr. Carvell, was always looking around for an opportunity to make an unfair and an unjust statement, such as that one. Mr. Carvell had been displeased because he (Flemming) did not do and say what he wanted. He wanted it known that he had got past the stage where he would take dictation from such a man as Mr. Carvell.

But Mr. Carvell had waxed wroth at that meeting. He had stated with fire in his eyes, "They cannot sling judgeships at me, I'll stay in public life until this railway is built."

Whether Mr. Carvell would stay in public life or not he did not know; but if Mr. Carvell had really been offered a high and honorable position on the bench he had simply shown his brazen effrontery in getting up at that meeting and saying that they were "slinging judgeships" at him, and he also showed that he was devoid of what went to make up a gentleman in making such statements.

Perhaps that was why he had written in his letter to the premier of the province that he should get out of the rut in which he was and climb up on the high pedestal on which he (Carvell) was perched and join him in carrying out this work.

The Most Expensive.

Whether Mr. Carvell would stay in public life or not, Hon. Mr. Flemming said he did not know, but he did know that he (Carvell) was the most expensive man this country had to keep in public life, and the member for Carleton, opposite, if he had told the House all he knew might have told the House how much it took to keep Mr. Carvell in public life at the time of the elections in 1908.

Hon. Mr. Flemming continuing, said that the guaranteeing of bonds on 200 miles of railway at $25,000 per mile, was realized to be a big proposition. It meant increased wealth and development for the fertile section through which the road would pass, with its great opportunities for development and it also meant placing a liability upon the province, but he was willing to accept this in consideration of the great good to the province which the building of this railway would bring about.

It was intimated that the Federal Government had promised something unusual in the way of double subsidy for this railway, but the Federal Government had offered not one cent more in subsidy than provided under the provisions of the Dominion railway act, which applied to every railway in Canada, no matter whether they were little or big branch lines or whether they passed through the most obscure country imaginable.

The bill was made up in three parts and he felt that the Government had accomplished something which he did not think they could do, and for which they should be congratulated, in having brought down a bill, two-thirds of which pleased the members opposite.

I. C. R. Operation.

Part two of the bill provided for what might be called I. C. R. operation if the road was up to the standard provided by Mr. Pugsley and later approved by Sir Wilfrid Laurier. The leader of the opposition had said in his speech yesterday that it was impossible to build a road up to this standard for the amount of the bond issue and the subsidy. He did not know if the official reporter got that part of the speech down or not, but if he did it would displease Mr. Carvell, because he (Carvell) had said at a meeting at Carleton county, when he was dodging the judgeships, that the road could be built up to the high standard named by the federal authorities for $31,000 and he knew it. And he then proceeded to tell the meeting the reason he knew it was that he had had an engineer, a Mr. Balloch, who was a reputable engineer, working on plans and profiles of the G.T.P. at Ottawa and his report was to that effect. The leader of the opposition had pointed out that there would be no inducement for a company to build the railway as there would be no money for the company when the 40 per cent. went to the government to pay the interest on the bonds and 60 per cent. to the operating company. That was just the reason why the federal authorities insisted on the high conditions for specifications. They were more anxious to embarass the government of New Brunswick than to build the St. John Valley Railway.

It was asked why the conditions in the second and third parts of the bill were not the same and he would answer. If the standard had been placed in part two of the bill at less than Sir Wilfrid Laurier and Dr. Pugsley named, it would have been said that they were making the proposition which they knew the federal government would not accept. If the conditions were too onerous it was not the fault of this government; they were precisely those laid down by Mr. Pugsley and approved by Sir Wilfrid Laurier, and it was impossible for this government to vary from those conditions.

Mr. Carvell had stated at the meeting in Carleton county that the Federal Government would build the railway where and how they pleased.

Little Through Business.

Hon. Mr. Flemming said he did not believe that there was much faith to be put in the claim that the road under part 2 connecting with the Grand Trunk Pacific Railway would derive much transcontinental business, for St. John through its Grand Falls connection. The G. T. P. would carry its through freight over its own rails rather than divide up its freight rates with this road on which the haul rate would have to be divided on a basis of 60 and 40, and under those circumstances the G. T. P. would not send much of its traffic that way.

Mr. Robinson—That would not affect the National Transcontinental.

Hon. Mr. Flemming said that it would effect them most directly as freight rates had to be divided up to so much on each section and the valley road would get its share for what was hauled over its tracks.

Mr. Tweeddale said the business could be routed via the valley road by the buyer and thus ensure business for the road.

Hon. Mr. Flemming said that when the Grand Trunk Pacific could carry the business over their own steel they would certainly do so. He did not hardly think that men away out west would specify that their shipments across the Atlantic must be routed via the valley road.

In the newspapers during the past few days there had been announcements that the Grand Trunk Pacific had purchased property at St. John presumably for terminals and with their terminals on the east side of the harbor. It was not to be expected that they would divert their business so as to come part of the way to St. John over C. P. R. steel to get into St. John and which would lessen the profits of the Grand Trunk Pacific and bring the freight into St. John on the western side of the harbor and away from their own terminals. It was not a natural condition for the Grand Trunk Pacific to do this when it would have its own line coming in on the same side of the harbor on which would be its terminal facilities. He wished to assure the hon. member for St. John, who had taken part in this debate, that a connection with the Grand Trunk at Grand Falls would not mean any vast amount of additional traffic for St. John via this road.

Too Onerous.

It had been said by the hon gentlemen opposite that part 2 of the bill was the safe part but that part 3 was dangerous. The Government would endeavor to work the project along the lines indicated in part 2 and part 3 was there in case part 2 fails, and if part 2 fails, it will be because the conditions imposed by the Federal Government at Ottawa are so onerous. But what were they going to do? Would any one say that because the line couldn't be built under the conditions of part 2 they should sit down and made no further effort?

His hon. friend from Gloucester had said that the people of the province should be asked to consent to the proposal before it was adopted. But he would tell his hon. friend that the province was roused on the subject already, and if he went about the country he would very soon find that out for himself. The government would do the best it could and get as good a railway as was possible. The grades on the G. T. P. were fourtenths of 1 per cent. one way and sixtenths of one per cent. the other, and a pusher grade in addition. Mr. Pugsley says there must be no pusher grade on this road, but that it must be a four-tenth of one per cent. grade, which is practically a level road such as the Transcontinental which is costing $66,000 a mile.

To Build The Road.

But if the government cannot bring about a construction of the road on Mr. Pugsley's conditions, they will try to bring it about on some other. It was not the policy of the government to sit still and do nothing. They took no such position as that, but that if they could not construct the road on the terms Mr. Pugsley wished, they would construct it on some other.

His hon. friend from Victoria referred to the class of road that was contemplated in part 3 and called it a rattle trap road and a "buckeye," whatever that might mean. Then some of the others called it a "trolley" road and still again a "tramway." These were very funny terms to apply to a road which would be the equal if not the superior of the Intercolonial. It might surprise hon. members to know that the Intercolonial was a fine road, in first class condition, and it could do in every respect what was demanded of it. In 1907, when the premier of that day introduced his bill to guarantee the bonds to the extent of $15,000 a mile to construct a road down the Valley, he said that was to be no local road, but part of a trunk line, but that great road that Mr. Pugsley contemplated did not provide for the high standard of construction as part 3 of the bill. Mr. Pugsley's standard of construction in 1907 was a first class line of railway ironed with steel rails weighing not less than 67lbs. to the yard and provided with bridges of steel and substructures of stone or concrete, yet in part 3 of our bill we have provided for a road which shall have rails weighing 70 lbs. to the yard besides steel bridges and masonry substructures. They were seeking to provide a railway of a superior standard of construction to that contemplated by Mr. Pugsley, and yet, the hon. gentlemen opposite called it a rattletrap and a buckeye, etc., but he would have it go down on record that the road they intended to construct was a better one than Mr. Pugsley's which he said must be a trunk line, which would be available for bringing huge train loads of the products of the west to the ports of the east.

The C. P. R.

A claim had been put up that the C. P. R. had something to do with the railway described in part 3. His hon. friend from the other side of the House in the course of a speech full of denunciation of the C. P. R. had referred to the troubles which he said that the road had brought upon the country. He (Flemming) had probably met with as many of the troubles and difficulties in that respect as his friend, but as he went about this county he looked with pleasure upon all that the enterprise and business energy of the C. P. R. had done for that country, and he had always found it as a corporation just as willing to meet the needs of the locality as any other corporation in the country. He had occasion to discuss with a gentleman who used both roads, the question of some rates a short time before, and he found that on the Bangor and Aroostook Railway, for a distance equal to that between St. John and Woodstock that railway charged just double what the C. P. R. did for carrying freight between those points. That did not look as if the C. P. R. was exacting the last pound of flesh from its patrons.

Gentlemen who were negotiating with them had assured them that the C. P. R. had no connection whatever with their proposed undertaking. But even if that declaration had not been made let them look if it was a case where the C. P. R. was so interested as was sought to be made out. The line would begin at Andover and passing down through Centreville and Lakeville on to Woodstock, Fredericton and Gagetown and so on to a point on the C. P. R. near Westfield and not one single mile of that railway but would divert traffic from the C. P. R. Did any sane man suppose that under such circumstances the C. P. R. wanted another line built? That railway gets a large traffic from Wicklow and the surrounding parishes in Carleton, and would it like to see another line brought down through the same district which would rob them of that traffic. There was hardly any traffic that is either on one side of the river or the other that would not be affected and there was every reason why they should not want to see another line built.

Mr. Pugsley's Scheme.

The honorable gentlemen opposite had been saying that the government had been delaying construction for so long because they were influenced by the C. P. R. Now they said that the C. P. R. were still at the bottom of the trouble, only this time they wanted the road built. He wished to point out that because the proposed line would tap the C. P. R. at Welsford that was no evidence whatever that it was a C. P. R. proposition. When Mr. Pugsley brought down his scheme in 1908 he provided for this railway to connect with the C. P. R. at Westfield. Yet there was no outcry in that day from either side of the house or outside it that the C. P. R. were at the bottom of the scheme. No line of railway no matter who was building it, would ever build a separate road from Welsford to St. John, because so long as they could get running rights over the road already built, there would be no occasion to build another. Mr. Pugsley provided in 1907 that the road he then contemplated should be constructed from Woodstock to Fredericton and thence following the Valley of the river to a point on the C. P. R., at or near Westfield, so that what frightened the honorable gentlemen so yesterday was just precisely the same provision as was contained in Mr. Pugsley's act and it was never said then that the scheme was due to the influence of the C. P. R., but was supported by honorable gentlemen opposite.

The honorable member for Victoria had said that the railway they proposed to build under part three only provided for construction of a road from Andover, whereas it should go further up to Grand Falls. That was a good country and ought not to be deprived of railway facilities. He (Flemming) agreed that it was a good country. In fact, there was no better, but it was also a fact that the C. P. R. already had a road through it and in another year or two the Transcontinental would also be running through it and the distance between the two lines would be comparatively short. If the proposed new road should have commenced at Grand Falls there could be no doubt that it would add to the conveniences of the people in the districts. But at the same time it was already well supplied with railway accommodations. But the road would not commence at Andover. It would come from Quebec across the State of Maine, to Andover.

Mr. Tweeddale—"You have built too many railways in the United States already.

But the Emergency.

Mr. Flemming said he did not know what the hon. gentleman meant. The only Canadian railway that he knew of that went through the state of Maine was the C. P. R. in its branch from Megantic to St. John and his friend would surely not deny that St. John was entitled to all the conveniences resulting from the building of the C. P. R. through the state of Maine. He said they might be stopped at some time in crossing Maine. There could be no stoppage of traffic in Maine. The only difficulty might be perhaps the withdrawal of the bonding privileges, but the United States had spent hundreds of millions of dollars in railways and waterways to try and get the enormous production of the western prairies and the traffic which is supplied diverted from Canadian to American ports. and it was not likely under such circumstances they would want to withdraw the bonding privileges to Canada. Only in one case was it likely that any difficulties would arise, and that was in the case of war between Great Britain and the United States, a contingency which was too remote to be worth consideration.

Considerable reference had been made to the large amount of traffic which might be expected to come over the road if it was built from Grand Falls under the conditions laid down by Mr. Pugsley. Because it was intended to tap the Transcontinental at that point it was said the traffic would be diverted from that road down the valley. But if it was built on the alternative scheme as provided in part 3, they would get more through traffic than by the other route. Commencing from Quebec it was a much shorter and direct line down to St. John which would save time and cost sufficient to give such an advantage in the way of traffic which could not be successfully competed against by any other line. It was hardly possible to realize the comparatively short distance it was from Andover to Quebec until one came to look at the map, and compare it with the route of the G. T. P. or the Intercolonial. He would refer again to Mr. Pugsley's scheme when he expected it to become part of the McKenzie and Mann system. At that time Mr. Pugsley had said "whether Messrs. McKenzie and Mann will use this proposed line as part of their transcontinental system I can only conjecture, but I do know that the distance from Quebec to St. John over this route would be a saving of nearly 300 miles over the Intercolonial and I would consider that it would be to the advantage of Messrs. McKenzie and Mann." He was in that case quite correct.

Mr. Sweeney—You surely don't admit that any statements Mr. Pugsley could make would be true?

Hon. Mr. McLeod—Once in a while or so we may.

No Dream.

Continuing Mr. Flemming said that he did not know whether McKenzie and Mann had any roads in Quebec in 1907, but at the present day their line ran into Quebec, as would have been seen from the papers they were commencing to operate a line of steamships to Great Britain. They would run from Bristol, England to Quebec in the summer and to some Atlantic port in the winter. The line the Government proposed to build would have an opportunity of connecting with McKenzie and Mann system at Quebec. By this means freight coming to St. John would save a distance of over 200 miles over the I. C. R. and probably a hundred and fifty over the Transcontinental.

McKenzie and Mann would either have to acquire running rights over the Valley road or purchase it right out, but the Valley road would have access to the whole Canadian Northern system, and would be the means of attracting the enormous traffic which was yearly increasing from the west to the port of St. John. This would be doing what his hon. friend opposite had said was the thing they ought to do, and that was build up St. John at any cost. That would give a chance of competition, which his friends were all calling out for, though they seemed to think there would be no chance whatever of competition unless the connection was made with the G. T. P. at Grand Falls.

But if the proposed line was built from Quebec via Andover to St. John it would be the greatest assistance to the development to that port that had ever been heard of because it would put every town and village in the Valley of the St. John practically on the direct line of a great trunk railway where it would have access across the continent to Vancouver where traffic coming from the west could be picked up along the route and brought to St. John for shipment to foreign ports. What he was saying was no dream, but was only what any reasonable man would naturally expect from the opening up of this route. What were they told was the necessity of building a railway from Moncton to Quebec? What was the reason for spending so many millions of money in the Transcontinental railway? Simply to save one hundred miles of distance over the I. C. R. Now they had a proposition before them which when carried out would reduce that distance not one hundred miles but two hundred miles. Time was of consequence in the handling of traffic, particularly live stock, which had to be detrained frequently on the route of a long journey to be watered and fed. That being so, they could see the enormous advantages which would arise from the adoption of a scheme outlined in part three of the bill under conditions which would bring about the greatest developments in the history of the province.

Not Particular.

His friends opposite said that the proposal stipulated for by Mr. Pugsley was a perfectly safe one, but that the alternative scheme was exceedingly dangerous. His hon. friend from Gloucester said that people would be horrified if the road was constructed according to the scheme in part 3. Well the government was not at all particular. They were just as fond of part 2 as they were of part three. They both belonged to them and both were originated by them, and if they could get the road constructed under part 2 they would do so, but if they failed they would fall back on part 3. It was said that if the road was built under part 2, 40 per cent. of the earnings would not pay the interest on the bonds. He agreed that at first probably the province would have to pay a share of the interest, but as time went on and traffic increased and the business of the company became greater then the province would be reimbursed for the money previously paid. But when they referred to the alternate scheme what did his friends say about it except that it was highly dangerous. If they would refer to section 29 of the bill, they would find that before the government would guarantee the bonds the company must deposit with the government or some bank $3000 a mile as each section was completed. That money would be held to provide for the payment of interest for 3 years after construction was completed. That would necessitate the payment by the company of no less than half a million dollars which would be deposited in the hands of the province. When it was remembered that $3,000 a mile would satisfy the interest for three years they must admit that the province would be fairly safe. He did not expect to see the three thousand dollars exhausted in three years. The government would retain that portion of the deposit which was not used in making up the interst as a safeguard against any portion of the interest unpaid in the fourth or fifth or subsequent years. Before any company signed a contract for a guarantee of bonds they must show that they were prepared to put up ten thousand dollars a mile over and above the amount provided by the guarantee of bonds and the subsidy, and that such ten thousand dollars was available for construction. That meant that the company would have to put up over two millions of money and they would not get one cent of interest on this investment until the province was safely provided for. The precautions which the government had taken should be good enough to satisfy anybody. First they required payment of interest during construction, then a deposit of $3000 a mile to provide for it during operation with an additional ten thousand dollars a mile invested by the company for purposes of construction. This showed that the company had faith in the railway as an earning proposition.

Previous Governments.

He had tried to show how the road could be built but he asked did anyone think it possible to construct the railway which should not cost the province a cent. The previous governments had built railways, some of which were needed, and some were not, and the province was now carrying large debts for the subsidies granted to those railways upon which interest would have to be paid for all time. If a company came to the government without any guarantee and asked for a subsidy only, was there anybody who would say, don't give it. The payment of a subsidy of only $2500 a mile for this road would mean an annual charge of $20,000 a year as interest for all time. No one could say that this railway was not wanted. Going up and down the country they saw farms which had been hewn out of the forest by human labor allowed to go to ruin for want of cultivation because there were no means of transportation available for anyone who occupied them. Could there be a more lamentable sight than deserted farms and tennentless farms lying wasted and uncared for. To avoid such results as this the province should not hesitate to meet the cost of a road like that they were discussing. The prosperity which would come to the St. John Valley in consequence of the construction of this road could not be overestimated. It would mean an increase in the value of property, an increase in population and a large increase to the comforts of every day life of the people who had been struggling so manfully for so many years against the difficulties they had been compelled to face. The government did not intend to let the failure of one scheme prevent their taking up another but they would go ahead and see that at last the people of the valley should have a chance of getting what they had needed so long, and had been looking forward to for so many years.

Hon. Mr. Hazen moved that progress be reported.

The speaker resumed the chair and Mr. Hazen asked leave for the committee to sit again on Monday.

Hon. Mr. Hazen moved that the time for the introduction of private bills be extended to include today.

Mr. Slipp presented the report of the corporations committee.

The house adjourned at 5.50 p. m.

CARMEN VOTE TO CONTINUE STRIKE

Committee of Ten Repudiate Offer of Settlement In Philadelphia and Struggle Goes On---Local Unions Vote Against Recommendations of National Committee---The Situation at Present

Philadelphia, Pa., March 20.—Repudiating the offer of settlement, their national president had secured from the Philadelphia Rapid Transit Company through the assistance of United States Senator Penrose, the executive committee of the striking car men late tonight voted to continue the strike against the company until all their demands were granted.

The proposition submitted for their consideration provided for the immediate re-instatement of as many strikers as possible, with the payment by the company to all surplus men of $2.00 a day until places are provided for them; a wage increase to 23 cents an hour on June 1; an increase of one half a cent an hour until the wages reached 25 cents an hour, recognition of a grievance committee and reservation by the company to recognize other grievance committees; disposal of the cases of the 175 men whose discharge led to the strike, by a board of arbitration of President Kruger of the company and President Driscoll of the Car Men's Union with a third to be appointed by these two in case of disagreement.

This proposition differed from the others, in that, until jobs are provided for them, the strikers are to receive $2.00 instead of $1.50 a day and that "the 173" are to be handled by an arbitration board instead of as provided by the act of 1893.

The proposition was first submitted to the Committee of Ten, having charge of the general strike tonight, by the Committee of Three which has been in consultation with Senator Penrose yesterday and today. This subcommittee is said to have advocated the endorsement of the proposition, but the other members of the general strike committee dissented and the question was submitted to the executive committee of the Car Men. W. D. Mahon, the national president of the Car Men's Union, who had assisted in drawing up the proposed settlement, advocated its acceptance but was outvoted by the local car men.

GOVERNMENT COMMENDED

Member Of Valley Railway Company Speaks Out In Matter Of Bill Now Before House—A Change Of Front.

Fredericton, Mar. 20.—The meeting of the St. John Valley Railway Company, which is to be held here tomorrow, has been called at the instance of Mr. W. E. Foster, of St. John, according to Secretary Wilslow.

A prominent member of the company in speaking with The Standard yesterday as to the statements issued by Mr. Foster and ex-President C. Fred Chestnut, of the company, said that when the proposition to have the Valley Railway become a portion of the Intercolonial system was first made it was then contemplated that it have the same standard of specifications as the I. C. R. These gentlemen, he said, should remember that the I. C. R. grades and curves are now no greater than they are a year ago when they with all others were perfectly willing to accept a road of that standard and the position of the two gentlemen at present was significant when it was remembered that their political master had laid down new specifications.

The same member of the company stated as his belief that the intention of having part three incorporated in Premier Hazen's bill was to make double assurance that the people of the Valley would be favored with transportation facilities, which would at least be not inferior to those along the I. C. R.; or else, as the leader of the Opposition and his party seem to feel, that if Carvell and Pugsley will not live up to their undertakings, the people of the Valley would still have a railway of a good and substantial character, fit to carry any traffic.

"This action," he said, "is generally commended by all fair minded men of either political party."

CIVIL SERVICE WANTS MEN

110 Posts Are To Be Filled From Results Of Examinations To Be Conducted On May 10th.

Ottawa, Ont., March 20.—The civil service commission is advertising for candidates to fill no less than 110 posts. Of these the more important are several which point to an early organization of the civil staff of the naval service. Candidates for several of the positions must have an acquaintance with naval matters which will greatly restrict the field of choice. They are: An officer in charge of the naval stores branch, Marine and Fisheries department, grade one B., initial salary $2100; assitant officer of the same, grade two A., initial salary $1600. Candidates must have special experience in the purchase and management of naval supplies.

Accountant, naval branch, grade one B., initial salary $2100. Considerable knowledge of naval accounts is necessary. Two accountants for the accountants branch grade two A., initial salary $1600.

Clerk for naval branch, grade two B., initial salary $1300. Candidates must have a thorough knowledge of naval routine work.

Draughtsmen.

Draughtsmen, grade two B., initial salary $1200; two clerks, hydrographic survey branch of the department of Marine and Fisheries, grade 2 B., initial salary $900.

Six clerks, topographical surveys branch of the department of the interior, grade two B., initial salary $1000. The examinations will be held on May 10th at such centres as may prove convenient.

Other ports for which competitions will be held are:

Twenty clerkships (for men) in grade three B.

Initial salary of five of these clerkships, $700, initial salary of the other fifteen clerkships, $500.

Five clerkships (for women) in grade three B., initial salary $500.

Fifteen positions as stenographers and typewriters (for men) in grade three B. Initial salary $500.

Fifteen positions as stenographer and typewriters (for women) in grade three B. Initial salary $500.

Forty clerkships (for men) $500.

Forty clerkships (for men) in grade two B. Initial salary $800.

The examinations will begin 10 of May at Halifax, Yarmouth, Sydney, Charlottetown, St. John, Fredericton, Moncton, Quebec, Montreal, Ottawa, Kingston, Hamilton, Toronto, London, Sault Ste. Marie, Port Arthur, Winnipeg, Brandon, Regina, Saskatoon, Calgary, Edmonton, Nelson, Vancouver and Victoria.

A general examination for positions as messenger, porter, packer, or sorter will be held at the same time and places.

INSURGENTS WINNERS ALL ALONG THE LINE

Premier Rutherford Concedes Everything To Dissatisfied Members In Effort To Stave Off Division.

Special to The Standard.

Edmonton, Alta., March 20.—When the legislature adjourned Saturday afternoon it was adjourned until Thursday May 26, when it will be called to hear the report of the Royal Commission investigating the Great Waterways deal.

The insurgents gained all they asked for. The government showed no fight in any thing, granting concessions all along the line in its anxiety to avoid a division. Premier Rutherford further made the statement that no money would be paid to the railway company on its guarantee until the investigation was over. It was also promised by the premier that no portion of the route from Edmonton would be approved by the government until the investigation is finished. The total number of bills passed during the session is thirteen.

PAPER STRIKE REACHES MAINE

Disaffection Among Union Paper Mill Employes Of New York And Vermont Spreads To Maine

Livermore Falls, Me., Mar. 20.—A strike of the union employes of the International Paper Company, which has been in force at the company's plants in New York and Vermont for about two weeks, today spread to this state(the union employes of the company mills at Livermore Falls, Chisholm and Riley going out. The strike which was voted on late last night, was called at 7 o'clock this morning and affects about 400 men, all members of the pulp, sulphite and paper makers union. The three plants also employed from 150 to 200 non-union men who so far have not made any more in the matter.

The strikers' demands are that the union be recognized, that Sunday work except that which may be necessary, be discontinued, that a ten per cent. advance in wages be granted and that one and a half allowance be made for overtime.

At Rumford.

Rumford, Me., Mar. 20.—John H. Mahlin, president of the International Brotherhood of Pulp, Sulphite and Paper Mill Workers, tonight spoke before a gathering of the employes of the International Paper Company's mill here. Later he said that his coming had left the situation here, so far as the possibility of a strike was concerned, unchanged. It is believed that the organization of a union will be the first preliminary move if a strike is decided upon.

In Watertown.

Watertown, N. Y., Mar. 20.—Four more mills of the International Paper Company, employing 160 men, will not open here tomorrow morning. Late tonight the union voted to strike.

President Carey, of the International Brotherhood of Pulp and Paper Makers, who presided at the meeting, said he had been advised that the company's ten machine mill at Livermore Falls, Me., employing 600 men will also be forced to close tomorrow.

It is now estimated that at Niagara Falls, Glen's Falls, Palmer Falls, Bellows Falls, Fort Edward, Livermore Falls and this city, 2500 employes are now out on strike.

MRS. MARK CURRY DEAD AT AMHERST

Nova Scotia Town Shocked By News Of The Death Of Much Esteemed Lady—A Niece Of Sir Charles Tupper.

Amherst, N. S., March 20.—The citizens of Amherst were deeply shocked this morning by learning of the death of Annie, wife of Mark Currey, which occurred at Highland View Hospital at 2.30 a. m. On Wednesday Mrs. Curry underwent a serious operation which was apparently successful and up until Friday night strong hopes were entertained of her recovery. She began to fail on that evening and passed away this morning.

The deceased was the younger daughter of the late deacon, Moses Lowe, her mother being a sister of Sir Charles Tupper. She was united in marriage to Mark Curry about 27 years ago. Mr. Curry is a brother of N. Curry of the Canadian Car Company and Mrs. N. A. Rhodes. The deceased leaves no children. She is survived by four brothers, J. Seaman and Arthur of Amherst, John W. Aylesford, and Clarence A. Lowe, station master, Sydney. The sisters are Mrs. C. H. Bent, Amherst and Mrs. George, relict of late William George, formerly Baptist missionary to Burmah, Mrs. George resides in Orange N. J., and will arrive home tomorrow.

The funeral will take place Tuesday afternoon at 2.30 o'clock.

Mrs. Curry at the time of her death was forty-eight years of age and was highly esteemed in this town. With the exception of a few years when Mr. and Mrs. Curry resided in Bridgetown, they have always been residents of Amherst. Of late years they have been spending their summers at Hampden, Annapolis county, and a sad feature in connection with the death was that Mr. and Mrs. Curry had made arrangements to leave this week for their summer home.

CANON GAUTHIER FOR OTTAWA ARCHBISHOPRIC

Special to The Standard.

Montreal March 20.—It is stated in Roman Catholic ecclesiastical circles that Rev. Canon Gauthier of St. James Cathedral in this city has been appointed Archbishop of Ottawa in succession to the late Archbishop Duhame and that the Papal bull making the appointment is now on its way from Rome.

PREMIER TO ATTEND OTTAWA CONFERENCE

Fredericton, Mar. 20.—At Ottawa on Tuesday the 29th inst., an interprovincial conference will be held at which the premiers and other representatives of the provincial governments thrughout Canada will be present.

Premier Hazen and Solicitor General McLeod have been appointed to represent the Government of New Brunswick and will leave for Ottawa soon after the prorogation of the legislature.

The necessity of his attendance at the interprovincial conference is one of the reasons why Premier Hazen is very anxious to have the legislature prorogue before Easter.

Lizard March 20.—Passed: Stmr. Pomeranian, St. John, N. B., for London.