

HON. J. K. FLEMMING WON GREAT VICTORY

Continued from page 1.
tion of course should contain a description of the character of the road to be built. For instance as to the grade, which should not exceed four tenths of one per cent., as to the bridges which should be of steel, culverts of masonry, rails to be at least 80 pounds per yard and generally as to the road being up to the standard of a first class trunk line.

Mr. Chestnut, the president of the company, visited Ottawa shortly after the receipt of Mr. Pugsley's letter to obtain a modification of the standard as laid down by Pugsley in the letter referred to. He did not succeed, but Mr. Pugsley publicly stated that he knew of two different contractors who were competing for the privilege of constructing the road on the standard laid down by him.

Trying to Block It.
Sir Wilfrid Laurier's promise of an answer in a few days came, as was noted, about nine months after it was promised and was in the form of a letter to Mr. Carvell under date of January 25th 1910, in which he accepted the proposition made by Mr. Hazen, but adhered to the standard laid down by Mr. Pugsley in his letter of June 19, 1909, and in addition stipulated that the company must equip the road.

At the Woodstock meeting, when Mr. Carvell read Sir Wilfrid's letter, he said all that was required was that the local government should pass legislation to guarantee the bonds. When the legislature met, the government introduced the legislation asking for power to guarantee bonds for the construction of the railway to the extent of \$25,000 per mile. In part two of the bill, a standard of railway to be constructed was laid down exactly following the conditions of Mr. Pugsley's letter and Sir Wilfrid's acceptance.

Mr. Carvell had said to you tonight that it is impossible to build a railway upon that standard," said Mr. Fleming, "now I ask him why did his party and his government at Ottawa make what he himself admits is an impossible standard if they were not endeavoring to block the construction of the railway?"

Mr. Fleming then quoted from the synoptic reports of the legislature of 1910 the statement by Mr. Robinson, leader of the opposition in regard to the Pugsley standard when he said as follows: "If the government adhered to part two anyone with a head on his shoulders could see that there was no chance whatever of the road ever becoming part of the I. C. R."

Carvell Pinned.
"Here's the man," said Hon. Mr. Fleming, and he pointed to Mr. Carvell seated upon the platform, "who professes to want to bleed and die on behalf of this project."

A voice:—"Let him die."
"But," continued Mr. Fleming, "he must take the responsibility for this standard of construction which he tells you tonight makes the building of the road impossible."

"Ladies and gentlemen," he continued, "if you forget everything else said here tonight, remember this one thing, that the Hazen government has provided \$25,000 per mile to aid in the construction of the St. John Valley Railway, which is much more than any other government has ever attempted to do."

"This legislation was passed in March 1910," he continued, "and the Dominion parliament was then in session, and was in session for a long time afterwards. Did they pass the necessary legislation to authorize them to lease and operate? No, they did nothing. Parliament met again in November last, and weeks passed into months, and no move was made to pass the necessary legislation at Ottawa and only a few days ago was a resolution introduced looking to the passage of such legislation, and Mr. Carvell admits tonight that if such legislation was passed it is only within the last day or two."

"If there has been delay," asked Mr. Fleming, "who is responsible?" A voice from the audience:—"Carvell."
"Yes," said Mr. Fleming, "Mr. Carvell and the federal government are responsible for the delay there has been in carrying this project into effect."

Mr. Upham's Duplicity.
The provincial secretary then quoted from the synoptic report of the legislature for 1910 in which George W. Upham, of Carleton Place, protested against the government "railroading" their legislation to grant the \$25,000 per mile aid through the House, Mr. Upham at that time had said, "Wait till you see what the people want."

"This is the same Mr. Upham," remarked Mr. Fleming who is rushing up and down this country denouncing the government for not hurrying this same legislation through the previous session on a day's notice at the dictation of Mr. Carvell."

As these points were scored on Mr. Carvell in quick succession, the crowd became wildly enthusiastic and cheer- ing and again.

Then Mr. Fleming quoted the statement of another member of the provincial opposition, Mr. Bentley of St. John, as it appears on page 184 of the synoptic report of the proceedings of the legislature of 1910 as follows: "He felt sure that if H. L. Burden were prime minister at Ottawa and in sympathy with the provincial government no doubt the construction of the railway would be accomplished in a very short time on the best terms possible."

"Now," said Mr. Fleming, "according to Mr. Bentley, the reason you don't get the railway under the best possible conditions, is Mr. Carvell and his friends are in power at Ottawa. I agree with Mr. Bentley, Mr. Carvell and his party are the blockers."

Again there was wild cheering and Mr. Carvell scratched his head with great vigor.

"Mr. Carvell appears tonight as the deadly enemy of part two of this bill," declared Mr. Fleming. "But the standard of construction which is the

core of the matter is the child of Pugsley, Laurier and Carvell. If they don't like it, it's their own child, so let them strangle it to death themselves if they want to."

This created great laughter and cheering and once more Mr. Carvell scratched his head, but this time with even greater vigor than before.

Mr. Fleming then proceeded to deal with part three of the railway bill explaining the standard of road required and the safeguards thrown around that part of the bill. Mr. Carvell had said to me his own words, that "Part three provided for any old thing at all."

"A most elegant expression," said the speaker, "but Mr. Tweeddale the member for Victoria is almost better than Mr. Carvell. He said it was a 'ramshackle' and a 'buckeye' railway, whatever that means."

Mr. Fleming then quoted from section 31 of the act setting the standard of railway provided as follows: "First class trunk line with a grade not to exceed those of the Intercolonial railway of Canada in the Province of New Brunswick, ironed with steel rails weighing not less than 70 pounds to the yard, that all bridges shall be of steel superstructure with the substructure of stone or concrete, culverts to be of masonry or concrete and the said line of railway generally shall be built up to the above mentioned specification and standard."

"You will observe," said Mr. Fleming, "the standard stipulated is the Intercolonial railway. Does Mr. Carvell say the I. C. R. is any old thing?"

Carvell Bady In The Hole.
There was almost a deathly silence, Mr. Carvell was in the hole, his opponents knew it, and so did his friends. He turned pale and then surprised everybody by answering, "I do."

Hon. Mr. Fleming then turned to the audience and said: "I asked him that question to show you that Mr. Carvell will say anything."

Great cheering followed and it took some time to get the audience quieted down. Men and women alike joined in the cheering, but Mr. Carvell never even smiled.

Continuing, the provincial secretary then pointed out the safeguards in part three, showing there was provision for security for the interest on the bonds during the period of construction and a deposit of \$2,000 per mile or about half a million dollars in all as a safeguard against the province being called upon to pay interest on the bonds.

Mr. Fleming then at some length pointed out that if the railway was constructed under this pact, it would not stop at the parish of Andover, but would be extended across the state of Maine and through the Province of Quebec to Quebec bridge. This would give the speaker, a line 200 miles shorter than the other trunk lines from Quebec to an open port on the Atlantic, and such a road would command the traffic which would pour into the City of Quebec from the

western country in an increasing volume.

Prosperity For St. John.
The speaker was loudly cheered when he pointed out that this would put Centreville, Woodstock, Meductic, Fredericton, Jolietown and all the other villages and towns in the St. John valley on the line of a trunk railway between the east and west and would build up the export business at the City of St. John, making that splendid city what she ought to be, the Liverpool of Canada. It would mean prosperity to St. John and prosperity to the province.

The Canadian Northern Railway in about three years will have their line completed from Quebec to Vancouver on the Pacific. They will then require an Atlantic port and outlet, I ask you will they haul their traffic by a long roundabout route when a short one is available from Quebec to Canada's great Atlantic port, the City of St. John?" asked Mr. Fleming, and the audience by their applause, showed their strong approval.

Mr. Fleming next proceeded to deal with Mr. Malcolm's letter to Premier Hazen, in regard to the construction of the railway pointing out that Mr. Malcolm undertook in that letter to give security for the interest on the bonds during the period of construction. He showed that according to Chief Engineer Maxwell's report, to build the road from Grand Falls to St. John, adhering to the Transcontinental grades, except from Clearview to Woodstock via Centreville, which he figured on intercolonial grades would cost, going via Perry's Point the following sum:

Grand Falls to Clearview, 37 1/2 miles.....	\$1,950,178
Clearview to Centreville, 14 miles.....	556,861
Centreville to Woodstock, 23 miles.....	705,310
Woodstock to Fredericton, 62 miles.....	2,520,965
Fredericton to St. John, 74 miles.....	3,534,076
Total.....	\$9,257,390

Mr. Malcolm Must Show Up.
The Dominion subsidy of \$6,400 per mile and the provincial guarantee of \$25,000 per mile, the aid which would be available for the construction of the road would amount to \$6,900,700 leaving \$2,356,690 to be provided by Malcolm. The speaker pointed out that Mr. Malcolm made no reference with reference to this phase of the question at all. He strongly urged that this provision was an absolute necessity, otherwise after the work was begun and the guarantee partially made, the province might increase its guarantee, many thousands in the position of having to send dollars per mile above the \$25,000 in order to secure the completion of the project.

"The people of this province would not justify any government putting itself in such a position," declared the provincial secretary. "As soon as Mr. Malcolm shows that his money is there we are ready. The security for

the interest during the period of construction is only a 'flea bite' compared to the cash required over and above the subsidy and the guarantee to complete the undertaking." This put the crowd in good humor and there was a tremendous uproar when Mr. Fleming announced that he would next take up the wonderful proposition put forward by Mr. Carvell in explanation of the Malcolm "private" letter.

Carvell's Bubble Punctured.
"Why," he declared, "I would spank a school boy who told me that if a man received a letter and because the envelope was marked 'private' it was only the envelope, and not the letter that was meant to be kept private."

Mr. Fleming complied, taking from his pocket the letter which he showed to the audience. It was contained in a large legal envelope, carefully sealed with sealing wax, and marked in the upper left hand corner, with pen and ink, in Mr. Malcolm's own handwriting, "private."

"How in the world," asked Mr. Fleming, "could this man (pointing to Carvell) stand up in front of an intelligent audience and make such a statement that when a communication was marked on the envelope 'private' that it's the envelope, and not the contents, which the writer means to be private?"

"I will convince this audience," he continued, "but don't expect to convince Mr. Carvell, that Mr. Malcolm, when he marked 'private' on the envelope meant the communication within to be private."

Then then read Mr. Malcolm's first letter and Mr. Hazen's reply, in which the premier referred to the letter he had marked private and also read Mr. Malcolm's acknowledgment of the receipt of the premier's letter which he read as follows:—

Campbellton, March 6, 1911.
To Hon. J. D. Hazen:
Dear Sir,—Please accept my thanks for your favor to my letter of the 25th ult. Although I marked it private it was intended for you to see in council if you wished to do so. Again thanking you, I remain,
Yours sincerely,
THOMAS MALCOLM.

Envelope or Letter, Which?
"Now gentlemen," said Mr. Fleming, "to what does Mr. Malcolm refer when he uses the word, 'it' in that letter. Does he refer to the envelope or to the letter?"

"With that second letter in the premier's hand stating he might submit the letter to council, could he without breach of confidence give it to the legislature or make it public in any way?"

"Shortly after this," Mr. Fleming pointed out, "information began to reach the government that copies of this letter were being circulated in the River Valley, particularly in the County of Carleton, and about that time Mr. Tweeddale, member for Victoria, gave the greatest publicity possible to this 'private letter' by reading

it in the legislature."

"The day after the letter was read in the legislature, the premier wired Mr. Malcolm as follows:—
Fredericton, N. B., March 16, 1911.
To Thomas Malcolm, Russell, Ontario.
"In House yesterday Mr. Tweeddale read copy of your letter of February 25th, addressed to me re St. John Valley Railway. I am informed that copies of this letter had previously been circulated in parts of New Brunswick. Are you responsible for this, and was such action taken with your approval and authority. Answer."
(Sgd.) J. D. HAZEN.

Carvell Responsible.
To this telegram the premier replied, "The following answers were received:—
Montreal, March 17, 1911.
Messages received, I furnished Mr. Carvell with a copy of my offer, he having charge of the bill now before parliament to amend the act relating to the Quebec and N. B. Railway Company. I know nothing about its being circulated in New Brunswick. Your telegram being the first intimation I had of it."

THOMAS MALCOLM.
"Now," said Mr. Fleming, "we know who is the guilty party, and who circulated the private document. Mr. Carvell got a copy of the letter a few days before he was to go to Quebec and New Brunswick bill before parliament. The information came to him as between a client and counsel, and he is guilty of unprofessional conduct in using that information without Mr. Malcolm's consent."

"When Mr. Carvell circulated that private communication in several districts in the counties of Carleton and York for campaign purposes, did he believe that that letter was to be the beginning of negotiations that were expected to result in an agreement and the carrying out of a project involving millions of dollars?"

"When he (Carvell) circulated it he did not believe it was serious or he would not have done so. It is just a part of the bluff and bluster he has kept up for the past two years."

At this stage Mr. Carvell was extremely groggy and it only required a few additional blows, which came quickly, to put him away. In a pathetic manner he looked at Mr. Burden who sat alongside, and forced a smile. Mr. Burden however was not equal to the occasion and he could not return it. The crowd, however, appreciated the situation and the friends of the Provincial Secretary, the Hazen administration and the Valley Railway went almost wild with joy. It was a knockout blow.

An Honest Announcement.
"I can look into your faces and say tonight that I believe before the end of the present season a contract will be entered into and the construction of the railway commenced" said Mr. Fleming, amidst cheering and applause.

"The old administration had 25 years of opportunity," he continued, "and according to Mr. Carvell, they did nothing except to pass an act that resulted in nothing."

"And," said the speaker, "did nothing and nothing and nothing result. I will venture a prediction" Mr. Fleming was concluding, when Woodstock back driver on the stairs as the back of the hall called out "Start something." Somebody evilly started something with that back driver, for he was afterwards found sporting a discolored optic when he left for home.

There was uproarious laughter for a moment, and then Mr. Fleming struck back; "I will start you out of doors," he replied, and the crowd cheered.

The Blockers Can't Stop It.
When quiet was sufficiently restored, Mr. Fleming continued, "instead of five years of Hazen government rule" he declared, "we will have railway construction in progress in every county through which it is to pass. The blockers can't stop it."

In your own interests, in the interest of York county and the province and of good government in New Brunswick go to the polls on Thursday next and vote for Dr. O. E. Morse, house and the St. John Valley Railway."

The main subject of his discussion, he said, was the concluding utterance of the Hon. Mr. Fleming regarding the proposed reciprocity agreement with the United States. The crowd was some few minutes remained of time at his disposal and he talked briefly on the proposed reciprocity agreement with the United States. The crowd was something in favor of the agreement, but they gave the provincial secretary a fine hearing as he played the agreement right and left, and he was cheered lustily as he proceeded.

There was wild cheering as Mr. Fleming concluded his speech and announced that he would not detain the people as the time was getting late, although he had not taken up all the time allotted to him.

Few Remain For Carvell.
Some of the crowd started to leave and a number of ladies got up to get their coats on, and there was a general uproar with cheering that the opposition party chairman, Mr. Edwards, proved unable to stop.

Then Mr. Carvell tried to take a hand. He walked to the front of the stage, deeply paid, and called for order. The crowd paid no attention to him and the cheering grew stronger instead of stopping. Finally Mr. Carvell in a desperate state of mind appealed to Mr. Fleming to try to use his influence to restore order.

With a kindness that Mr. Carvell should not forget in a hurry, Mr. Fleming soon restored order, the noise stopping within a few minutes.

Finally Mr. Carvell was allowed to commence his reply. He had 15 minutes at his disposal, but his temper had got the better of him. He stammered and stuttered, but if he knew what he wanted to say, his vocal organs would not perform satisfactorily. He made practically no answer at all, occupying not more than five minutes of his allotted fifteen. About all he did was to declare that W.S. Tompkins had telephoned from Fredericton to "the gang" to be on hand and prevent him (Carvell) from getting a hearing. That assertion was promptly contradicted and with three or four flourishes of his arms Mr. Carvell sat down, the meeting breaking up with lusty cheers for Dr. Morehouse and Hon. Mr. Fleming.

Indignation Meeting OF CITIZENS

To Protest Against City Council's Attempt to Deprive the People of Their Right to Govern Themselves

No Royal Commission. Home Rule For St. John! Rally to the Defence of the City's Rights

KEITH'S ASSEMBLY ROOMS Monday Evening at 8 o'clock

F. I. Auctioneer and Broker. Every description of real estate and furniture sales at a specialty. Rooms, No. 96 Green Street. Business hours 10 to 6 p. m. All business done by P. O. Box 2 Nov. 1, 1910.

THE CITY OF ST. JOHN. SEALED TENDERS. Backfill and cartage water main, viz: Simons and Stone Shovel Watson street. All of which are buried in plans and be seen in the office of the engineer, room No. 5. The city does not accept the lowest or the form and in the ed by the city engineer the common clerk.

Tenders will be received, the 29th day of March, 1911, in the office of the clerk, room No. 5, N. B. ADAMSON, City Engineer.

St. John, N. B. 18 Mar. 1911 W.M.

Estate of Bogie, D. Notice is hereby Testimony of Margaret Bogie, late of St. John, widow of Bogie, deceased, who was duly granted by the Probate Court of Saint John County of Saint John, New Brunswick, against the said estate the same duly with the undersigned persons indicated in the required to make in the said Solicitor. Dated March 27, 1911. JOHN AMONSON.

Estate of Case, D. Notice is hereby Testimony of John H. Case, late of Saint John, widow of Case, deceased, who was duly granted by the Probate Court of the City of Saint John, New Brunswick, against the said estate the same duly with the undersigned persons indicated in the required to make in the said Solicitor. Dated March 27, 1911. JOHN AMONSON.

Notice of L. NOTICE IS HEREBY application will be at its next session an act to incorporate persons indebted to the purpose of acquiring and maintaining slides, booms, pie necessary for the stion of logs and the following rivers or str in the County of A in the County of A River, in the count and St. John; Go counties of St. John Roseter Bros. of St. John and Alber pose of blasting removing shoals or or otherwise improv of such rivers or s poses, with power the driving of said down said rivers a do all things necess ent operation of s dental thereto. Dated this First A. D., 1911.

J. H. Solicitor IN THE SUPP NOTICE TO THE DeWitt Bros. Limited winding up order premo Court in the Winding Up Act thereto and in the Bros. Limited, be day of February, A The Creditors of Company and all claims against the rying on business in John and elsewhere or before the first 1911 to send by post P. Fudington, liquidator Company, Robinson John, N. B., their names, addresses a Full particulars of the nature and am ties (if any) held specified value of a tied by affidavit, in they will be pers from the benefits winding up order. Dated this eighth 1911, A. D. 1911. H. F. F. Liquidator of D

The Ma The secretary o acknowledged by P. Prescott, Esq., Royal Vic of Mary M. Mowatt, E. Mowatt, E. Raymond Smith, Falmouth (Ottawa; Mar Gillis, Irish C rry H. A. Glenn Street, Marian F St. John.