

## MUCH HAVOC BROUGHT BY SNOW STORM

Spring Received Severe  
Setback — Streets Blocked  
Down and Trees Blown  
by Drifts.

The twittering of the robins which was given by some as an indication that the cold days of winter had passed and that the spring was at hand was just counteracting itself on having passed through a trying winter and was expectedly looking forward to a period of warm weather when one of the worst storms of the year yesterday gave the summer preparations a gentle setback and covered the ground with snow.

For this time of the year it was an unusual occurrence yesterday to have such a storm accompanied by a heavy fall of snow and the storm was expected as it was thought the white covering would not show itself in this vicinity till seven or eight months of warm weather had rolled by.

### Not Unusual.

But while the storm was very unseasonable, unpleasant and disagreeable to the extent that it was thought the year it was not an unusual occurrence for going back to the year 1912 it is found that on the second and third days of April the city was visited with such a storm as that of yesterday, and while the temperature was not so low nor the wind possibly so great the snow fall was much heavier for the official reading at that time gives the snow fall for the days mentioned as a level of five and a half inches.

The strong north and northeasterly gales yesterday tended to make the storm keenly felt by the people and in the early morning especially was the untimely visitation of winter weather found to be most unpleasant. The wind when at its highest was blowing thirty-six miles an hour and this gradually decreased until at noon the gale, blowing from the north was not very strong, when the snow had ceased to fall during the afternoon there was only a moderate wind. The temperature, according to the official registering at the observatory ranged during the day from twenty-five to twenty degrees above zero and at nine o'clock last evening the glass showed the lowest when it registered twenty degrees above. With the gnawing wind and blinding snow, however, the earlier a person much colder to those on the street in the morning or early afternoon.

### Trees Destroyed.

The children in the public schools and even the pupils in the high schools of the city only had one session, and in the telephone office and in other places where large numbers are employed luncheon was supplied the employees at noon. The strong wind played havoc with the trees in the squares and in several sections of the city large trees were blown down. The storm will mean a good deal to the city as it will necessitate the replanting of the streets, which the department of public works has been putting in condition for summer travel.

## A FIRM WANTED TO MANUFACTURE CANS

The Acting Secretary of  
Board of Trade Struck  
with Frequency of En-  
quiries.

One industry is needed in St. John. The Board of Trade is in receipt of frequent inquiries for the name of a firm or company here manufacturing cans and bottles. Such inquiries come from all parts of the province. The assistant secretary of the board, who always has an eye upon the industrial possibilities of the city, has been struck by the frequency of the enquiries for cans and bottles. Some firms have to send to Hamilton, Ont., for cans, which is not considered good policy.

In this province the development of the canning business in connection with fish and fruit will, it is expected, greatly increase the demand for cans, and there should be a good opportunity for a factory manufacturing all kinds of cans here.

**Circuit Court.**  
The grand jury of the circuit court will meet this morning at 11 o'clock. Judge McKeown presiding. There are three criminal cases on the docket.

### BIRTHS.

**HOYT**—On April 2nd, to Mr. and Mrs. Edward A. Hoyt, 272 Rockland Road, a son.

### DEATHS.

**DONOHUE**—In this city on 2nd inst., Cornelius, eldest son of the late Dennis and Julia Donohue. Funeral on Saturday morning at a quarter to eight, from the residence of his brother-in-law, Mr. William Donohue, 28 Cliff street, to the Cathedral of the Immaculate Conception for interment. Requiem Mass at 8 o'clock. Friends invited to attend.

**JOHNSON**—On April the second, infant son of Mr. and Mrs. F. P. Johnson, 156 King street east.

## TO LAURIER MUST BE ATTRIBUTED PRESENT RAILWAY SITUATION

(Continued from page 1)  
In law and unfair to the Davis firm to cancel the contract when efforts had been made by the contractors to get the work under way. Messrs. Stanton and Gutelius held a different view; they held Messrs. Davis in default, but it was noteworthy that their examination of M. P. Davis they had asked him no question bearing on this particular matter.

After referring to the question of the change of plans under the present government in regard to the Quebec terminals and the shops at Quebec, Sir Wilfrid concluded as follows:

### Accepts the Responsibility

"In the lengthy course of the debate I have had the privilege of having been taken to task more than once and held responsible for the construction of this railway. The statements, charges, reproaches, stigmas—all that you will—I accept, yes, accept as on honor. (Cheers.) I hold myself largely responsible for conceiving and carrying on this great undertaking, an undertaking conceived to secure for this dominion a transcontinental railway, all on Canadian soil, the best and shortest on the American continent. (Renewed cheers.)

### Premier Borden.

Premier Borden began by saying that the house had just listened to an admirable re-hash of the speech delivered by Mr. Graham, with a few decorative flourishes from the speech which Sir Wilfrid Laurier had delivered when introducing the National Transcontinental bill in 1903. The opposition seemed to fear that this undertaking was going to suffer at the hands of the present government, but he would like to ask who was the one who sought to deprive it of traffic in 1911. The whole genesis of the reciprocity proposal was that traffic should go south instead of north, west over the National Transcontinental.

Sir Wilfrid, the premier said, had followed the example set him and had made a personal attack upon the character, the ability, and the honesty of the men who made the report. "I would not say here and now," he declared with some heat, "that both of these men are the equal in character, in reputation and in record of any man on the other side of the house, from the highest to the lowest."

Some of the opposition speakers, continuing their attack, had sought to give the impression that Messrs. Gutelius and Lynch-Staunton had not been sworn to their duties in the usual way. This was absolutely false, and the bitterness of the attack upon their report was the best evidence of the usual way. The member for South Renfrew had declared that the report carried its own refutation. The leader of the opposition, Mr. Stanton had the unenviable task of refuting it. Upon what grounds would he deliver a speech of seven hours duration in an unavailing effort to refute it. Upon what grounds would he deliver a speech of seven hours duration in an unavailing effort to refute it. Upon what grounds would he deliver a speech of seven hours duration in an unavailing effort to refute it.

When men descended to such arguments it was abundant evidence that they had a very poor case indeed. It was argued that because the report was partisan it was unworthy. Well, standard the same standard the reports of the commissions which investigated the Lumsden and Hodkins charges in 1909 and 1910 were unworthy. The leader of the opposition had conceded the right of an investigation. If it was right that there should be an investigation, why did not Sir Wilfrid, while in power, grant one when it was demanded? asked the Premier. The answer was because he was not intended to have an investigation, and did not want one.

Mr. Borden went on to say that when Sir Wilfrid Laurier had undertaken the construction of the N. T. R. in 1903 he had really undertaken the building of two new transcontinental lines because under the legislation passed by the Liberals, the Canadian Northern had acquired the status of a transcontinental line. In 1903 when leader of the opposition he had

## MAINTAINED THAT THE PROPER COURSE FOR THE GOVERNMENT TO PURSUE WAS TO BRIDGE THE SIX OR EIGHT HUNDRED MILES OF UNPRODUCTIVE TERRITORY BETWEEN THE EAST AND THE WEST WITH A GOVERNMENT OWNED LINE OPERATED WITHOUT COST TO THE PEOPLE.

Such a policy would have done more for the government to pursue was to bridge the six or eight hundred miles of unproductive territory between the east and the west with a government owned line operated without cost to the people.

In 1903 Sir Wilfrid Laurier had told the people that the actual cost of the road to them would not be more than thirteen millions. Had he said that the government would not have been so enthusiastic. The actual cost to the country in the end, including the interest during the seven years when the line from Winnipeg to Montreal would yield no interest to the government, would be over \$23,000,000. To this might well be added a sum of \$45,000,000 representing the difference in the interest the G. T. P. would pay the government and what the government would have to pay for the money borrowed.

The situation was one for which the present government was in no way responsible but it was desirable that the true facts should be ascertained. The member for Pictou, Mr. MacDonald, had charged the government with present responsibility in regard to the subject matter of the report. This was absurd because a new government cannot destroy contracts entered into by a previous administration. The courts would not have allowed such a proceeding.

### The Liberals' Commission.

Referring briefly to the personnel of the former commission Mr. Borden said that if Sir Thomas Shaughnessy or Mr. Chamberlain were to secure the services of a dry-goods merchant, a druggist and a barber to build a line of railway, they would be following the same course as that pursued by the late government. Opposition speakers had attacked Major Leonard the present commissioner, but Major Leonard had for twenty-five years before his appointment been engaged in the construction and the operation of railways.

Mr. Borden said that time would not permit his going into the details of the report. He had read the report before and while here and there might be a trifling error or inadvertence he was willing to assert that from the beginning to the end the findings of the commissioners was substantially correct in every particular.

Mr. Stanton, the premier said, had followed the example set him and had made a personal attack upon the character, the ability, and the honesty of the men who made the report. "I would not say here and now," he declared with some heat, "that both of these men are the equal in character, in reputation and in record of any man on the other side of the house, from the highest to the lowest."

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