

CHARGES THAT CONTRACTORS WERE FORCED TO PAY MONEY TO MEMBERS OF GOVERNMENT

Dugal Charges Valley Railway Graft and Asks for Another Investigation

Another Sensational Statement That Demands Full and Fair Inquiry Under Oath — Call the Contractors and Bring Out the Truth — The Details.

Fredericton, April 7.—More grave charges against the government were preferred this afternoon by Mr. Dugal. Right on top of the explosion of yesterday in regard to the timber bonuses comes another in regard to the Valley railway.

In his notice of motion this afternoon Mr. Dugal charges that some members of the government received sums of money from Valley railway contractors—that contractors were compelled to pay these sums to members of the government before they received their contracts.

ANOTHER SENSATION

Mr. Dugal's formal notice of motion was as follows:

"Whereas Louis Auguste Dugal, a member of the legislative assembly of this province, for the county of Madawaska, from his place in the house this day has declared and states that he is creditably informed and believes he can establish by satisfactory evidence:

"That the St. John & Quebec Railway Company has already received in actual cash out of the proceeds of the bonds guaranteed by the government of this province the sum of \$2,728,573, and from the dominion government on account of subsidy the sum of \$543,000, amounting in the whole to the sum of \$3,271,573.

"That the railway company has actually under construction 117 miles of railway between Gagetown and Centreville. That the said railway company has therefore received about \$28,000 per mile for railway actually under construction; that the grading on said 117 miles, which is only problematic item in the cost of construction of a railway, is all completed, and therefore the actual cost of completion of said 117 miles ready for operation can be easily obtained.

"That it will require \$800,000 additional money to complete said railway between Gagetown and Centreville, and the said railway now owes its various contractors the sum of about \$200,000.

"That the said railway, when entirely completed as aforesaid, will not cost the sum of \$28,000 per mile.

"That the books of the said railway company and of Messrs Kennedy & McDonald, the Hibbard Construction Company and James J. Corbett & Sons, who are the contractors under the said railway company, will show the actual cost to date, and James Taylor, inspecting engineer for the dominion government can tell exactly what amount will be required to complete ready for operation by the Intercolonial railway.

"That a large amount of said moneys so paid the St. John & Quebec Railway Company was diverted from its proper channel and has been used for purposes other than the construction of the railway.

"That contractors under the said St. John & Quebec Railway Company were compelled to pay and did pay large sums to members of the government of this province in the year A. D. 1912 before they obtained their contracts as aforesaid.

"Therefore resolved, that a committee of seven members of this house be nominated by Mr. Speaker to examine into the said charges, and to inquire into the actual cost of said railway so under construction to date, and the further amount necessary for completion between Gagetown and Centreville, and also to find whether or not any of said moneys have been improperly diverted from the purpose intended, and if so, the persons to whom paid, and what amounts were paid out and to what members of the government for the purpose of obtaining contracts, as above alleged, and that the said committee have power to call for papers and documents and to summon an examine witnesses under oath, under the provisions of chapter 5 of the Consolidated Statutes of New Brunswick A. D. 1803.

"Further resolved, that said committee do proceed with such investigation until they have fully investigated such charges and reported upon the same to this house."

Premier Flemming was confined to his room all day with his physician in attendance. The charges made yesterday against the Premier have been discussed to the exclusion of other topics here today. There is but one opinion—that there should be the fullest investigation; not only into them but also into those preferred this afternoon in connection with the cost of the Valley railway.

The Glenier tried in this evening's issue to divert public attention from the real issue by attacking P. B. Carvell, M. P., and saying this is a last and desperate effort to hold up the Valley railway. No man has worked harder for the Valley railway than P. B. Carvell, and in an interview in the Mail yesterday he said that the portion of it under construction must be completed, no matter what happens; but he stands firmly for an investigation into the expenditure already made upon the road, and to this end today Mr. Dugal asked for a committee of investigation, coupled with the grave charge that large amounts of money had been diverted from the legitimate purposes intended and paid by contractors to some members of the government before the contracts were signed in 1912.

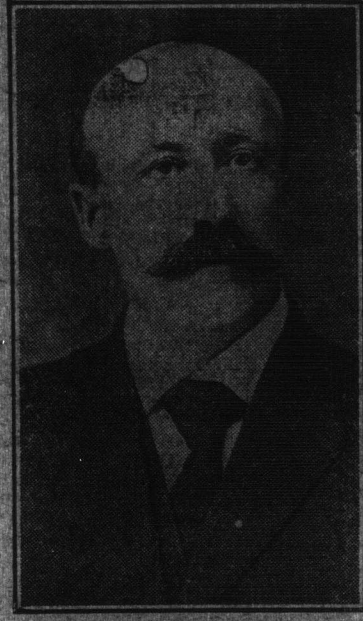
These charges did not surprise anyone after what transpired yesterday, for the irregularities in connection with the construction of the Valley road have been talked about in every village in the province.

The investigations, if the request of Mr. Dugal is granted, will be but the beginning of the end. There has been such a carnival of reckless expenditure in connection with this and other government business that it is only a wonder that the crash did not come long ago.

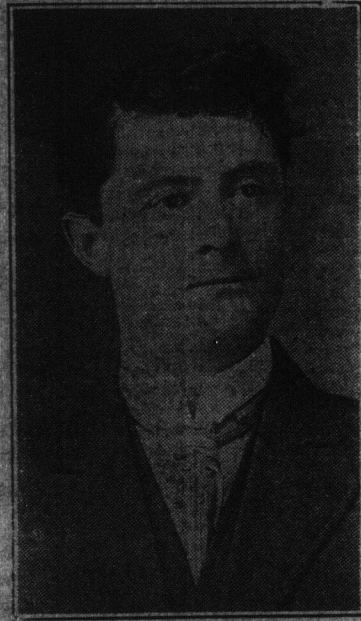
Recently came the Southampton trial and exposure, and later the statement of H. F. McLeod in the Commons at Ottawa saying that he had known of these irregularities all the time. This remarkable confession seemed to awaken the public and show what kind of people were in control of provincial affairs. After that came the demand of the St. John & Quebec Railway Company for another bond guarantee of \$10,000 per mile, which meant a further liability of \$2,000,000 upon the province.

HOW THE INVESTIGATION CAME ABOUT

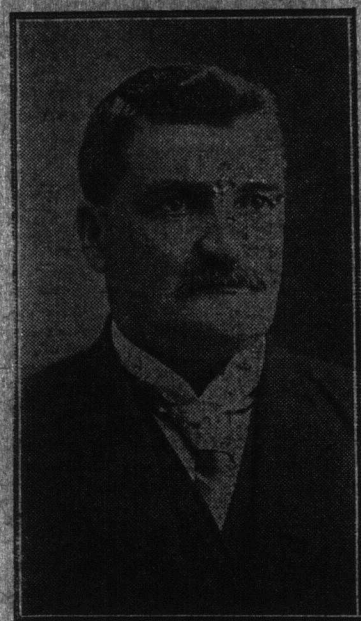
The opposition to this on the part of many members, and the trips to Ottawa for further assistance for the bridges, have all delayed the



LOUIS AUGUSTE DUGAL, M. P. F.
Member for Madawaska, Who Preferred
Serious Charge Against Premier Flem-
ming in the Legislature on Monday.



JOSEPH H. PELLETIER, M. P. F.
Member for Madawaska Who Seconded
Mr. Dugal's Motion that the Serious
Charges Against Premier Flemming
Be Investigated.



E. S. CARTER.
Liberal Organizer, Whose Work at
Fredericton Since the Legislature
Opened Has Been of Great Value to
the Province.

legislation, and in the meantime events have crowded thick and fast. Stories of a huge graft in connection with the timber license bonus began to leak out, and when followed up seemed to have so much of truth in them that further investigation revealed a wretched state of affairs. The preferring of charges based upon the evidence was considered the only thing to do in the interest of the public, and Organizer E. S. Carter, who had the evidence, asked for the assistance of one experienced in parliamentary procedure, F. B. Carvell, M. P. for Carleton. So far from Mr. Carvell knowing the nature of the charges and the evidence, he was in ignorance of both until made acquainted with the facts, and only after careful examination and inquiry were the charges made by Mr. Dugal, who was convinced of the correctness of his position and was actuated solely by his high sense of public duty. Both he and his colleague from Madawaska

have done splendid work during this session, and if they succeed in having the investigations asked for they will have performed a signal duty as representatives of the people. Such duties are not pleasant, and only men of high resolve and the best motives would have undertaken the task.

MR. FLEMMING APPEARS

Premier Flemming entered the House about 9.30 p. m., when all the members were in their seats, and was warmly greeted. He seemed to have recovered from his illness of the day and determined to introduce the Valley railway legislation. What the people will think of the effort to force this business through the house while an investigation is asked for remains to be seen. It is probably without precedent in parliamentary annals.

his property. Two of his executors are Judge Barry of this city and James Robinson of Millerton.

The money was paid upon demand and found its way through the usual channel to headquarters.

It is said that these and many other facts were placed before Governor Wood today, and there is not any doubt but the Chief Executive will do what he thinks right and proper under the circumstances.

FULL INQUIRY DEMANDED

There was a decided revolt among the more prominent men in the legislature. They demand the fullest inquiry into both charges made. They are not disposed to listen to technical objections that the charges are not specific. They are plain enough for the most rigid investigation. How that investigation will be conducted is what must be thought out and determined. Not a few of the members are in favor of a royal commission, and the adjournment of the legislature until the report is ready.

This is a busy season; the session has been protracted, and they would rather return home than wait here adjourning from day to day while the inquiries are in progress.

In the meantime, of course, the Valley railway legislation must wait; but it is the opinion that this delay may save the province hundreds of thousands of dollars.

IT MUST COME OUT ANYWAY

P. B. Carvell, M. P., who is solicitor of the estate of the late Timothy Lynch, states that no matter what is decided on he has authority to begin suit at once for the recovery of the money extorted from his client for the blackmail fund. He will not mince matters, but join in the suit for recovery Premier Flemming, superintendent of Scales Berry, the manager of a bank and others connected with the transactions.

In the meantime a flood of information respecting Valley railway affairs is pouring into the hands of the opposition. The revelations will be surprising, and those members of the legislature who have placed faith in their leaders and their officials will be astounded at the way they have been hoodwinked.

There is increasing sentiment that the autocrat from Maine shall have nothing more to do with New Brunswick's affairs or the Valley railway.

AN OTTAWA INQUIRY TOO

The federal parliament, in view of the turn affairs have taken, will no doubt demand a full explanation, for it is to give additional aid for the big bridges.

The appointment of a Royal Commission to investigate what has been the cost of the road would no doubt be most satisfactory, in that quarter.

It is stated that the caucus tonight also considered several amendments to the highway act. This legislation was passed last session and has not proved satisfactory. What the amendments are, or when they will be brought down, are not spoken of.

HELP THE BLIND

The Telegraph has received the following from C. Arthur Pearson, Honorary Treasurer of the National Institute for the Blind, 209 Great Portland Street, W. London (Eng.):

"To the Editor of The Telegraph:—Sir, I am writing to ask you if I may have your sympathy and support in the great campaign which I am running for the blind. I am sure that you will be glad to help me to reduce the cost of this cost to as great an extent as possible.

I trust that you will support this matter in your influential columns and ask your readers to help us in our efforts to brighten the lot of those who are so unfortunate as to be sightless.

I enclose a copy of a leaflet which is going to be very widely inserted in reviews, magazines, periodicals, and in many Braille books as all of the other similar publishing houses in the empire put together, so our work is of equal importance to the overseas dominions and dependencies as it is in these islands.

My aim is to raise the £20,000 urgently needed to complete and equip our new building which was opened by the

FORESHORE BILL IS WITHDRAWN AFTER STORM OF PROTEST

Tuesday, April 7.
In the face of determined opposition to the government bill authorizing the provincial government to give away the foreshore rights on any ungranted tidal waters, river or lake, Premier Flemming decided to withdraw the bill last evening. Hon. John E. Wilson telephoned the leaders of the movement in protest to that effect and later in the evening Mayor Frink received a telegram from the premier saying the bill had been withdrawn.

The county secretary and recorder were in conference with the city council yesterday afternoon regarding the bill and as a result a strong telegram protesting against the passage of the bill on the third reading was at once despatched. A delegation would have gone to Fredericton this morning to demand a hearing against the bill and only the messages from Messrs. Flemming and Wilson prevented this step being taken. Opposition to the bill had developed in Moncton, on the North Shore and in other parts of the province as well, and the premier decided to bow to the storm which arose so quickly after the bill was given its second reading on Friday evening.

The chief objection taken in the city council to the bill lay in the fact that the government would have been given control of Courtenay Bay. The mayor and commissioners appeared to be unanimous in protesting against the bill although the telegram was sent in the name of Commissioner McLellan as warden of the municipality, the county rights being considered in danger.

What Was Behind It?
The origin of the bill appears to be shrouded in mystery although it is suspected the measure was put forward to foster interests friendly to the government.

An Act Respecting Foreshores

Be it enacted by the lieutenant-governor and legislative assembly, as follows:
1. (a) The lieutenant-governor-in-council may upon application therefor in writing to the minister of lands and mines.

(b) Give a grant from the crown to any person or persons who have acquired or who may acquire by law or otherwise any ungranted flat, beach or foreshore upon the coast of the province, or

(c) Enter into a lease with any person of any such bed, flat, beach or foreshore.

(2) Every such grant when issued shall vest absolutely the fee simple of the land conveyed thereby in the person receiving the same, subject to any conditions or restrictions which may be imposed in the navigation of any lands covered with water embraced in such grant.

(3) Any lease made under this section shall be between the king represented by the minister of lands and mines and the person applying therefor, and shall before being issued be approved by the lieutenant-governor-in-council.

2. The price to be paid for grants of land capable of being granted under this chapter, and the rental, terms and conditions of such grants, shall be fixed by the lieutenant-governor-in-council.

3. The lieutenant-governor-in-council shall, before making any such grant or lease, cause the ungranted bed of such river, lake, flat, beach or foreshore to be surveyed and the returns of each survey shall be taken to establish the boundary between the lands of any riparian proprietor and the lands to be granted or leased.

4. In case any flat, beach or foreshore is granted or leased for the purpose of reclamation, the lieutenant-governor-in-council shall ensure that such grant or lease may be necessary to ensure reasonable access to some portion of the new water boundary by any riparian proprietor who is granted or leased for the purpose of reclamation, the lieutenant-governor-in-council shall ensure that such grant or lease may be necessary to ensure reasonable access to some portion of the new water boundary by any riparian proprietor who is granted or leased for the purpose of reclamation, the lieutenant-governor-in-council shall ensure that such grant or lease may be necessary to ensure reasonable access to some portion of the new water boundary by any riparian proprietor who is granted or leased for the purpose of reclamation.

His majesty the king has shown his sympathy with this movement by opening, on March 19, the new, and at present, incomplete premises of the National Institute for the Blind—an institution which exists mainly for the making of books in Braille, the embossed type by the aid of which blind people read through their finger tips.

These books are now far too expensive. The prices on the books pictured overhead are not those of real Braille books which, though they are sold at a profit, cost from four to six times as much as ordinary books. And there are at present no cheap editions for the blind who, of all folk, most need them. On the other side of this leaflet I have asked you to help in this great movement. A very large sum is needed to complete and equip our new premises. A still larger sum to endow them adequately. I have no doubt that you will help me to do this. I have not asked whether you will buy a book for the blind man, but whether you will buy a book for the blind man. Please check off the memory by sending me at once what you can afford, and please ask your friends to help.

C. ARTHUR PEARSON.
Hon. Treasurer.
National Institute for the Blind,
209 Great Portland Street, London, W.

VALLEY RAILWAY BILL IS HELD UP; WILL BE INQUIRY

Governor Wood Hears Whole Story; Legislature Will Probe Charges

Fredericton, April 8.—The timber bonus and Valley railway charges, in spite of the brave parade last evening in the House, will be fully investigated.

The House, which was to meet at 8 this evening to rush the Valley bill through, did not meet until 10.45—and it did not touch the Valley legislation then.

From 8 till 10.45 the government members were in caucus and after nearly 3 hours of grave deliberation the following official statement was given out by the government:

"The government called their supporters in the legislature to gether this evening and announced to them that they had determined to have the fullest and most searching investigation of all the charges pertaining to both the Crown Land Department and the St. John Valley Railway which had been preferred in the House by Mr. Dugal.

"The announcement of the course to be pursued by the government received the most emphatic approval of the members present.

"The House will be adjourned on Thursday for the Easter recess until some day next week which has not as yet been definitely decided upon."

The House was only in session a few minutes after the caucus adjourned.

No statement was made as to when the Valley railway bill will be considered again, but it is thought not until after the Easter recess.

A CHANGE IN THE WIND

Wiser counsel prevailed this afternoon and evening among the members of the legislature, and instead of the Valley railway legislation being forced through the House, as was predicted and expected, the session was not convened at the hour named, 8.30 p. m., the members being in caucus until nearly 11 p. m.

It is reported that consideration of the charges made by Mr. Dugal took up most of the time. Many of the representatives, who were swayed greatly by the appearance and reception to the premier last night and who had determined almost to ignore the charges made against him in regard to the bonuses and in connection with the construction of the Valley railway, changed their minds today and thought it best that the air should be cleared.

ONE MAN WHO PAID \$1,830

There were some who thought that the charges in connection with the lumber bonuses were not sufficiently explicit, and that the names of some of the holders of timber limits who were "held up" should have been given. They seemed to forget that the license holders are not on trial, and that it is not usual to give the names of witnesses before the trial; but in order to satisfy those who wish more specific information, it may be stated that the Timothy Lynch Company, which holds 1224 miles of crown timber lands under license, paid \$1,830 into the blackmail fund.

Mr. Lynch, a well known lumberman died some years ago, and the lumber company of which he was the head included the most of

NURSES WANTED

WANTED—Young women for a training school as nurses. Address P. O. Box 100, Boston, Mass.

WANTED—Young men to take the training course at the Hartford, Conn. Good wages. References required. Mr. Glen, Superintendent of Washington St. Hartford.

SALESMEN WANTED

SALESMEN wanted to sell compressed air sprayers. Market—Cavers Bros., Galt.

AGENTS WANTED

RELIABLE representatives to sell the tremendous fruit trees throughout N. B. at present. We wish to see four good men to represent and general agents. Interest taken in the fruit business in New Brunswick. Agents now in the district. Pay well. Terms. Felham Nursery, Ont.

Some of the Results For Our

Our long experience just what the public need. Our course of training data and needs just those we devote ourselves to students' interests. Students can enter at Send for catalogue.



MIDDLEMORE HO ENGLISH

Any person wishing from 5 to 14 years old manager at once. Very to 18 expected from Eng. The people are having in ccess with the younger of King, Middlemore Ho N. S.

BIRTHS

DOOLEY—To the wife of Dooley, 155 St. James St., a son.

DEATHS

WORDEN—At Brandon on the 8th inst., Gable aged 79 years, leaving three sons to mourn. NIXON—In this city Walter Rutherford, third George P. Nixon, aged 51 his wife, mother and mourn.

CARD OF THANKS

Rev. C. B. Lewis with columns of the Daily Telegraph thank his many friends who have shown their generosity to him during his illness.

IS BENNET AUTHORITY ANNE

A subscriber to The from Boston, has been clipping from the Boston

"CANADA AS A F

"R. B. Bennett, median parliament from the opinion during the Club at the Hotel Victoria that if Canada were pendent of Great Britain doubtless mean the at down to the United States. "He held that the United States were mous of this, nor we ada. If it came about, be through an amicable agreement entered into concerned.

"Mr. Bennett said the lem of all subjects of of evoluting some grand subjects of the empire in the government. I brought about, he felt danger of a dissolution of "Professor W. A. B. in English at Harvard as toastmaster.

"There was an add W. F. Harris of Harv W. A. B. of the Public lion."

"The subscribers' con- lowed. "And this is one of party's ultra loyal B. "Not married yet months ago that you certain young lady in "No, I was engaged young lady in Malden I'm not married."