

The Evening Times

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TEN PAGES—ONE CENT

INSIDE STORY OF GOULD HOLD-UP

Flemming's Jockeying With Valley Railway

A PRETTY ROW IS ON CARLETON SENTINEL MAKES EXPOSE OF ATTEMPT TO EXPLOIT PEOPLE'S TRUST FOR POCKETS OF POLITICIANS—Opinion as to the Outcome

(Special to Times). Woodstock, N. B., April 25.—The Woodstock Sentinel will say tomorrow:— "The Glenaeir of the 23rd inst. came out with a remarkable admission on the Valley Railway, or rather on Mr. Gould's connection with it, and a person who has been at all familiar with Valley Railway matters will be surprised to learn that the inevitable fight has begun.

"The difficulty arises from the fact that Mr. Gould and his C. P. R. friends are in this scheme to make money. They are to receive \$6,000 per mile from the federal government by way of subsidy, and a bond guarantee from the local government of \$25,000 per mile. Any money required over and above this amount must be furnished by them, and whatever can be saved on the construction of \$61,000 per mile, and we should judge that the profit left thrown out in the Glenaeir article as to the character of the work as mapped out, it will be considerable, goes to them as clean profits, over and above the ownership of the road after it is completed.

Mr. Flemming and the government, on the other hand, are interested in the business transaction for the sole purpose of making money first and votes secondly, without having any regard whatever to the future of the province, either from a financial standpoint or that of the transportation interests of the community.

Storv Interviews In the month of July last the federal authorities were to exert enough pressure on the local government to compel them and Mr. Gould to agree to build the road through Grand Falls, as part of the interview. As soon as the matter was defeated in September, however, the old C. P. R. scheme from very long until Mr. Gould saw trouble starting in the face. He had a number of stormy interviews with Mr. Flemming, the great bone of contention being the construction. For, he remembered that Mr. Gould is not a railway contractor himself, never has been, and probably has not a thousand dollars worth of plant, but is simply the financial agent of the C. P. R.

Mr. Flemming demanded that the road be parcelled out to his political friends, and with a company, the one known as the St. John Valley Construction Co., composed of B. Frank Smith, Postmaster Winslow and a number of the faithful, who, of course, expected to get a big rake-off by sub-letting to some practical contractors, they to receive a big commission.

About this time the Corbett Construction Company, which had been organized by the G. T. P. from Moncton to Chipman and who own the great railway construction plant in east Canada, made an offer to Mr. Gould to construct the whole road at a figure so low that none of the political companies could compete for a minute and live, and which would give a handsome margin of profit to Mr. Gould, who naturally wanted to give the contract to this company.

"This did not suit Mr. Flemming's political views and finally became so hot that Mr. Gould went to California for his health, during the session of the legislature. Mr. Flemming met him in Montreal on his way back and the matter was fought out between Mr. Flemming on the one hand and Mr. Gould and his masters, the C. P. R., on the other, but the financial interests were obdurate.

Mr. Flemming demanded that the contract from Fredericton to Woodstock be given to the Fredericton local parties, who were working through Jack McMartin, and that portion of the road from Woodstock north to Centreville was to go to the St. John Valley Construction Company, who had an agreement with Johnston Brothers and secondly with Kennedy & MacDonald, a responsible firm of contractors on the G. T. P. from Grand Falls north, who were to do the actual work, the story crowd receiving a rake-off the way of commission.

Mr. Gould finally yielded, upon condition, however, that they must take the work at Corbett's price. When the actual contractors, namely McMartin, Johnson Bros. and Kennedy & MacDonald were brought face to face with these conditions, Johnston Brothers immediately ordered their plant from Woodstock to Western Nova Scotia, Kennedy & MacDonald snapped their fingers in the face of the Woodstock crowd, and old Jack McMartin, who never dined because none of them could do the work at Corbett's price, let alone give a big rake off for the politicians and here the deadlock exists today and this is the way of commission.

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BUT THE REFLECTION FROM AN ICEBERG?

FEARFUL ACT OF GUERRILLAS

Torture and Murder Woman Before the Eyes of Husband Helpless to Save Her

Galveston, Texas, April 25.—Refugees from Mexico continue to tell of harrowing experiences with Mexican guerrillas and self-styled instructors in the southern republic. W. R. M. Linn, an American attorney of Honolulu, declares he personally knew of the torturing and murdering of the wife of a German settler by brigands. The woman's husband had given the brigands his money, they demanded more. Being refused, they tortured the housewife, hoisting her upon her, then thrust her through with machetes. They compelled the German to witness his wife's dying moments, while he was powerless to aid her.

WORK ON THE NEW WHARF IS BEGUN

Rock Bottom For Foundation Being Placed—Offices Opened in Carleton

The work of constructing the new government wharves at West St. John, which are to be built under contract by Michael Conolly of Montreal, has been commenced. The first work to be done is the placing of a rock bottom for a foundation for the wharves, and it is on this work that a beginning has been made. The stone is being applied by A. J. Gregory. Already a large number of screw piles have been put in position.

C. McArthur, who is in charge of the work, has opened an office on the corner of Lislet and Protection streets, in order to be in close touch with the operations. He has with him several assistants. Mr. R. C. Gaudin, who is in charge of the public works office here, and H. McKinney, who was recently engaged on the Valley Railway and is now with the contractors, are building a temporary office for the wharves, and it is on this work that a beginning has been made.

With the construction of the new wharves, the erection of the new C. P. R. breakwater and the extensive work to be done by the C. P. R. in leveling Blue Rock and constructing a temporary sea wall to protect the elevator foundation, Sand Point will present a scene of unusual activity this summer.

CHLOROFORMED AND THEN ARE SHOT

Reform in Execution of Robbers in China—Executioners Poor Shots

Shanghai, April 25.—In connection with the execution of robbers and others at Kashiing in the province of Che-Kiang, the republicans have effected a notable reform. The persons condemned to death are now first chloroformed and then shot. It is understood that this is done in order to avoid unnecessary suffering due to the poor shooting of the executioners.

ACQUITTED OF MURDER OF BASEBALL PLAYER

Albany, N. Y., April 23.—John V. McStea, of New Orleans, a theatrical manager, was acquitted last night of the murder of Arthur Brown, of Wilkes-Barre, one of the first basemen of the Montreal Eastern League baseball team. McStea killed Brown on June 15 last, after he had found his wife in Brown's room in a boarding house, and he was shot in self defence. Mrs. McStea was one of the witnesses against her husband.

It is pretty hard to tell exactly where this little family quarrel will land. In all probability, however, Gould will have his way, the contract will go to the man who will do it for the lowest price and Mr. Flemming no doubt can make an arrangement with Mr. Gould's masters, the C. P. R., by which the rake off will come in a lump sum and not be distributed according to his previous intentions.

This will look better, some better and will be much harder to detect, but that take off will come just the same. It will be interesting to watch the developments in the meantime the Glenaeir will back down, as it has done in the past on so many occasions over the railway question, but we hope the public will take note of the fact that evidently the surveys have followed up the banks of creeks to such an extent in order to reduce the cost and made the road so crooked that five miles have been added to its length between Woodstock and Fredericton, and ten miles between Fredericton and St. John, thus allowing Mr. Flemming's friends \$75,000 more bond guarantee than is necessary, out of course, it means at least \$75,000 more profit than necessary, of which, of course, Mr. Flemming and his friends will receive the lion's share. It is an interesting game to watch.

The winterport returns for the 105 steamers that have sailed so far this season show the value of the Canadian goods to be \$15,086,117 and of the foreign goods \$10,946,850. This makes a total value of \$26,032,967. Last season the first 111 steamers took away Canadian goods valued at \$15,222,437 and foreign goods at \$8,346,603. This makes a total value of \$23,569,042.

COMING HERE. The Sydney Record says:—The big local steamer Tolomann, Captain Kelly, owned by the firm of Shaw, Neville and Albion, of Southampton, Eng., arrived at North Sydney yesterday, ten and a half days out from Dunkirk, France, and is now loading 2,500 tons of bunker coal. She will then proceed to St. John to load a general cargo for Australia. The Tolomann is 4,700 tons net, and is commanded by Captain Neville.

Sir Cyprien Bridge's Explanation of Lights Supposed to Be on Second Steamer

The Mount Temple—Mackay-Bennett Has 205 of Titanic's Dead and is Making Her Way to Halifax—Marconi on the Stand Today

(Canadian Press) London, April 25.—Admiral Sir Cyprien Bridge offered a possible explanation regarding the mysterious ship whose lights were seen by the officers and passengers on the Titanic a little after the accident occurred. He is convinced in his own mind that the lights were seen in the ice region, he says. The admiral says the results of the Titanic striking the iceberg would be the same whether she was making ten or twenty knots an hour, and he also does not attach any value to Captain Smith, although he admitted that a search light might have revealed the presence of icebergs.

Stratford, Ala., April 25.—In a statement made by E. W. Zurich, who crossed from Antwerp on the S. S. Mount Temple, he says that the passengers heard of the Titanic's distress at 12:25 o'clock, Monday morning, when a wireless call for help was caught. That Captain Mowse changed his vessel's course, at once, and headed for the Titanic. He has been heard from since, and he says that he has seen the wreckage of the Titanic. He has also seen the bodies of the passengers and crew. He says that he has seen the bodies of the passengers and crew. He says that he has seen the bodies of the passengers and crew.

Two hundred and five bodies recovered. New York, April 25.—Two hundred and five bodies of the victims of the Titanic disaster have been recovered by the cable ship Mackay-Bennett and are being brought to Halifax. The captain of the Mackay-Bennett, George W. Mackay, son of E. A. Mackay, of Philadelphia, in a wireless dispatch to the White Star line, gave the further information that the majority of the bodies will never come to the surface of the sea.

Deputation of Firemen on Board. Of late of night to report to striking Canada. Southampton, April 25.—A deputation of firemen and others, 300 of whom struck work, and left the White Star liner Olympic five minutes before she was due to depart for New York yesterday, has been sent to the cable ship Mackay-Bennett to report to the board of trade. The Olympic is, meanwhile, lying off St. John's, and the firemen are waiting for the board of trade to order them to return to the ship.

Quebec Board of Trade Action on the Titanic Disaster. To Call on Government to Enforce Strictest Marine Rules. Quebec, April 25.—The first board of trade in America to take a question of the recent disaster to the steamship Titanic, will be that of Quebec. At a special meeting on Friday afternoon a strong memorial in connection with the disaster will be presented for consideration. It will enforce the strictest rules on all vessels, both ocean and coasting, which run to Canada.

MISSING FASHNER. The local office of the Canadian Express Co. has received advice from Montreal concerning the disappearance of a cashier in Hamburg, Germany, who is thought to have embezzled \$85,000 and come to America. The telegram reads as follows: "American report cashier Hamburg, Germany, Edmund Blocker, shipped with \$85,000. One thousand dollars reward offered. Height five feet ten inches, weight 200 pounds, light hair, moustache, blue eyes, straight nose, slight stoop, heavy smoker. Advise all steamship and railway agents and police authorities. (Signed) 'W. H. Bryce.'"

GOING FOR HEALTH. Kenneth Christie, of the staff of the Royal Bank, King street, will leave this evening for a trip to Scotland for his health. He will leave on the steamer Scotia, and will visit the home of his father's people in Stirling.

THREE LOCAL MEN. The first three men to be signed on by the management of the Marathons are three local players, Riley, Copeland and Hamsey. All three have made a good reputation on local and foreign diamonds and ought to make a good showing this season. Riley played with the team last year, and Hamsey with the St. John's. Copeland played with the Halifax team.

EXPACT BIG FRESHET. The opinion along the river is that this spring's freshet will be of fair dimensions, and that it will reach its height in a few days. The water at Indiantown is rising higher daily, and preparations are now being made about the wharves to cope with the flood looked for. Stagings are being constructed to be used to board the steamers or leave them.

AMERICAN INQUIRY SHIPBUILDING REVIVAL HERE

Titanic a British Ship, Flying British Flag and Disaster Was on High Seas

London, April 25.—A Times editorial accuses the American Titanic investigators of remarkable ignorance of everything pertaining to nautical affairs, and of a seeming impulse to find and punish the scapegoat rather than of a desire to discover the weak points of a system and apply fitting remedies. "Americans," says the Times, "cannot fail to appreciate the feeling in England that the Titanic was a British ship, flying the British flag, and that the accident happened on the high seas, not in American waters, and finally the investigation of personal conduct and responsibility therefore belongs to the only constituted British court. Parliament naturally will object when the inquiry tends to enter the sphere in which the British legislature ought to be supreme."

There is also a Bill to Tax Liquor Travelers \$200. Charlottetown, P. E. I., April 25.—(Special)—A bill is now before the legislature to pay a salary to the premier. In the past there was no salary for premiers but they were usually lawyers, holding also the position of attorney-general with a salary of \$1,200. Premier Matheson is also attorney-general. The total salary will now be about \$2,500. Travelers taking orders for liquor will be levied a tax of \$200 according to the bill now before the legislature. The late government passed a bill prohibiting any removal of liquor from the province for liquor houses. The dominion declared this bill ultra vires and the liquor travelers were fined for violation of the law. The bill now before the legislature is a modification of the former government's bill.

MRS. ALLANACH OF BUCTOCHE DEAD. News of Moncton—I. C. R. Track From New Shops to Humphrey's Mills. Moncton, N. B., April 25.—Mrs. Jessie Allanach, widow of Duncan Allanach of Buctouche, died last night at the home of her son, John T. Allanach here, aged eighty-seven years. Five sons and two daughters survive. Three of the children, Robert and Samuel Allanach and Mrs. John McKee, live in Kent county. It is said that work soon to be started on the I. C. R. cut off from the new shops to Humphrey's Mills. The survey was under the former government, it is understood, will be laid.

NO COMMISSION YET TO HEAR MOUNT TEMPLE EVIDENCE. Ottawa, April 25.—(Special)—Hon. Geo. E. Foster, acting premier, asked this morning that he was considering the taking of the evidence of the captain and officers of the steamer Mount Temple. He has taken no action as yet.

FREDERICTON NEWS. Fredericton, N. B., April 25.—(Special)—In Victoria Hospital today Andrew Lotimer, a well known citizen died. He was a native of Glasgow, but resided here since boyhood. For many years he was engaged in the boot and shoe business but had late had represented insurance companies. He was a devout Methodist and served on the quarterly board of that church. He was seventy years of age and is survived by one son, Morley Lotimer, of St. John and one daughter, Miss Myrtle Lotimer, at home. Logs of last season's cut have been running past the city since yesterday. The river is now free of ice and is steadily rising.

A HINT FOR ST. JOHN. The Amherst News is pleased to note that the young lad, William Gallant, who through the kindness of a number of citizens is now a patient in the provincial sanatorium in Kentville, is doing well. Last week he gained two and a half pounds and is contented and cheerful.

DID NOT LIVE TO SEE HOME RULE

Justin McCarthy, a Noted Irishman, Is Dead

London, April 25.—Justin McCarthy, novelist and historian, and for many years a member of parliament, died last night at Folkestone. He had been ill throughout the winter and spring but his friends had hoped that he would live to see the fruition of his home rule expectations. Born in 1830, Justin McCarthy was one of the most prolific political and historical writers of the time. He was an ardent home rule man and was for twenty-five years a political writer for one of the London daily papers. He was vice-chairman of the Irish Parliamentary party in the House of Commons before the rejection of Mr. Parnell by the majority. Then Mr. McCarthy was elected chairman. He became attached to the staff of a Liverpool paper in 1885 and entered the editorial staff of the Home of Commons in 1890 for the Morning Star. After resigning as chief editor of the paper in 1898, he travelled through the United States for nearly three years, and also through had more than once revisited America. His publications included "A History of Our Own Times," "A History of the Four Georges and William IV," "Life of Pope Leo XIII," "The Story of Mr. Gladstone's Life," "Modern England," and "Reminiscences," together with a large number of novels.

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