

S CORNER

HOUSEKEEPING
D. GRAUEL
(Lectures)

Just So

or breakfast for so long that it is unscientific and altogether in the line of a boiled egg after all. Eggs are laid, to be exact in the matter, "just so" as a domestic science teacher, "just so" as a housewife. When eggs are cooked in rapid-boiling water, the albumen is so rapidly coagulated that the yolk is being tender and delicate.

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DUGAL CHARGES UP
IN OTTAWA HOUSEF. B. Carvell Sounds
WarningTells Government That
Boodling is Rampant
in Valley RoadDeclares Line is Needed and
Should Be Built, But Pro-
moters Should Not Be Al-
lowed to Bag Enormous
Sums from the Provincial
and Dominion Grants—
Hazen and McLeod Defend
Gould and Flemming.

Ottawa, April 28.—The charges recently made in the New Brunswick legislature against Premier Fleming and his cabinet, and H. F. McLeod, M.P., were brought up in the commonsense afternoon, when F. B. Carvell, M.P., discussed the manipulation of the money which he declared, had marked the construction of the St. John Valley Road.

Mr. Carvell, after due warning on the federal authorities of the necessity of a thorough investigation before meeting the request of the Flemming government for further domain aid of \$500,000 toward the construction of the railway, reviewed the history of the railway, pointing out that under the terms of the original subsidy agreement with the federal government the road was to be of a standard equal to that of the National Transcontinental, but under the amended agreement with the present federal ministry "it was not a first-class road, not even a second-class road, but of third-class standard."

Mr. Carvell said he had not noticed that Premier Fleming had so far recovered from his illness as to go to New York. He said he had heard that he had been in New York, but he had not seen him there. Mr. Carvell asserted that this whole transaction would be investigated. He had no doubt that the accounts would be cooked, but the accounts would have to be produced.

Had Cost Only \$220,000 a Mile. He proceeded to analyze the cost of the road, and stated on the authority of contractors' estimates, that the road from Fredericton to Gagetown had not cost more than \$220,000 a mile. Yet on this section of the road the company had received \$31,400 a mile and the legislature of New Brunswick had promised \$10,000 a mile more. Clearly, said Mr. Carvell, this last \$41,400 would go into the pockets of "Yankee boodlers."

Dr. Reid interposed to ask if the Dominion government was not justified in paying the double subsidy.

Mr. Carvell replied that he believed that Mr. Cochrane had watched things very closely, and he believed that the Dominion government had had reason to be deceived to get at the facts. He had no doubt that this engineer had been deceived by the company. But he believed that the payment had been made on the basis of the information which the engineer had obtained.

Mr. Carvell asserted that the road from Grand Falls to St. John would not cost more than \$28,000 or \$30,000 a mile. The construction company had already received \$28,000 a mile, and was now asking for \$30,000 a mile more. This was a matter which the lieutenant-governor of the province had to deal with.

It was, however, a serious side to the question in which the government, the parliament, and the people of Canada as a whole were interested. The government had agreed to take over the road in question as a part of the Laurier government, and it was important, therefore, that parliament should know whether the road was properly constructed, whether it had been over-capitalized, and whether it was an undertaking from which fifty per cent. of the proceeds would make proper provision for operating the road.

agreement had been reached between the then Dominion government and the provincial government then under the leadership of Hon. Mr. Hazen, in the session of 1911, under which the road was to be constructed up to the standard of the N. T. R. as regards grades, curvatures and general make-up. The contract, however, was not signed by the government of New Brunswick until after the defeat of the Laurier administration. Then the contract was changed, and it was provided by the Dominion government and the province that the company should build a road of a different character.

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Mr. Carvell declared that the road, which had been built by the province in part, is not a good third-class road. The only good things about it are the steel bridges. There are, however, a large number of small corrugated iron culverts, some of which have been broken down. The minister had informed him last year that he would do something to better the standard of the road, but instead of the standard being brought up to the specifications, he had been changed to meet the road.

Enormous Aid to Road. Dealing with the assistance which has been given to the St. John Valley road, Mr. Carvell said that the road had received a double subsidy of \$64,400 a mile from the Dominion government, and that the provincial government, under the terms of the original agreement, had given \$10,000 a mile more.

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provincial act stipulated that these should not be sold at less than ninety-eight. "But," continued Mr. Carvell, "when the crowd of Yankees to whom has been handed over the province of New Brunswick found they were not making good enough they came back to the government and were allowed to dispose of these bonds at ninety-five."

Mr. Carvell said that later on additional bonds to the amount of \$100,000 per mile were authorized by the provincial government. He declared that Arthur R. Gould, of New York, with whom the provincial government had dealt with, was a bright, shrewd Yankee who could sell the minister of marine and fisheries the premier of New Brunswick, and the others with whom he dealt, into a ball and throw them over a barn. They were "like putty in his hands."

It was the desire of the late government (dominion) to have the I. C. R. operate this road, but the Conservatives, in 1905, declined to deal with the C. P. R. Mr. Gould was the representative of the C. P. R. in Maine, and that was why he was brought in. Mr. Carvell stated that it had been established that the road, despite all the provisions which had been made for it, had not cost more than \$22,000 a mile.

Put MacKenzie & Mann in the Shade. "MacKenzie & Mann," declared Mr. Carvell, "are only in the same class as the kindergarten class, compared with these men on the New Brunswick road." The subsidies and the guarantees went to Mr. Carvell, in explanation, were assigned to the Quebec & St. John Construction Company. The president of the company was the son of Arthur R. Gould, and the whole thing was being managed in New York. It had been reported, Mr. Carvell did not vouch for it, that the subsidies to the Canadian Northern had been assigned to the MacKenzie & Mann Construction Company, but at least MacKenzie & Mann lived in Canada. The men who were putting through this New Brunswick railway were shrewd Yankees who lived in New York.

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and its report should be waited for before passing any opinion. During the last session there had also been a committee of members appointed to investigate charges made regarding the St. John railway and Mr. Hazen quoted Frank Black, of Westmorland, one of the members of the committee, as declaring that even if the money had gone into the construction of the road properly.

Mr. Hazen said that both Premier Fleming and Mr. McLeod had denied the charges made against them, and it would have been only proper to wait until the commission had reported before discussing this matter.

Mr. Hazen reviewed at some length the history of the St. John railway, and pointed out that it had long been the subject of lively discussion in the province of New Brunswick. In 1871, Mr. Carvell announced that the Liberal government of that day was ready to operate the road if built, and had received a telegram from Sir Wilfrid Laurier to that effect. Mr. Carvell had charged that the New Brunswick government did not want to build the road and so made the standard too high, but as a matter of fact the standard was set by the Liberal government at Ottawa. It was the Laurier government that did not want the road built.

Mr. Hazen maintained that the provincial bond guarantee in addition to the Dominion subsidy would not be sufficient to complete the road up to the standard required. The average cost of the Grand Trunk Pacific through New Brunswick, he said, was over \$70,000 per mile. The work on the St. John Valley railway was being carefully inspected on behalf of the Dominion government by Messrs. Taylor and Maxwell, two departmental engineers, and payments were based upon their reports. He believed that when the road was completed everything would be found to be satisfactory.

Mr. Carvell had suggested that Mr. Fleming was going to New York, ostensibly for his health, but really to cover up some transactions in connection with this railway. Mr. Hazen assured the house that Mr. Fleming was really a sick man and that his object in going to New York was to consult a specialist.

In closing, the minister assured the house that if statements made to him by members of the New Brunswick government and by other interested parties were true, the investigation to be held would show that in the construction of this railway not a dollar had been diverted from its proper purpose.

Mr. Michael. Mr. Michael, continuing the debate tonight strongly urged the completion of the northern part of the road, connecting with the N. T. R. He asserted that the C. P. R. was seeking to prevent the completion of this section of the road, as that company did not want the competition of another transcontinental.

H. F. McLeod. H. F. McLeod took up the subject in a vigorous reply to F. B. Carvell. He described some of Mr. Carvell's statements as "ridiculous and violent," and said that he had a "reverted mind," and a "dishonest intellect."

The speaker was called upon and ruled that this language was unparliamentary. A little later Mr. McLeod moved that New Brunswick Liberal convention before the building of the N. T. R. a resolution that the St. John Valley railway route and that Mr. Carvell had made that resolution "still born."

This Mr. Carvell denied, and the speaker expected him to accept the statement of Mr. Carvell.

Mr. McLeod did so, but later referred to Mr. Carvell as "the chief executioner." "That is false," shot back Mr. Carvell. The speaker called both members to order, and Mr. McLeod put his statement in another form. Either Mr. Carvell had been instrumental in killing the resolution or he had let his influence in the St. John Valley.

Mr. Carvell pointed out that the first speech he had made in the house was in favor of the St. John Valley.

Mr. Carvell said that the legislature of New Brunswick had promised \$10,000 a mile more. Clearly, said Mr. Carvell, this last \$41,400 would go into the pockets of "Yankee boodlers."

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FRINK, MAYOR; WIGMORE
RUSSELL AND POTTS
NEW COMMISSIONERS

Commissioner Agar Defeated By Only 36 Votes in Exciting Contest—Mayor's Majority is 596—Voters Give Franchise to Married Women Property Owners By Majority of 915—Total Vote Polled is 7,585—How New Council Will Probably Divide the Civic Departments.



Mayor Frink.

Commissioner Wigmor.

Commissioner Russell.

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