

# Graham's Solicitudude for St. John Unnecessary, Hon. Mr. Meighen Says

(Continued from page 1)

I can now assure the people of this province that the government of this day can be entrusted to guard their interests. The great anxiety of Graham to see that St. John and Halifax were safeguarded in their trade over the Transcontinental Railway was of very recent birth. It did not exist two and a half years ago when the government was so anxious to get some outlet for the products of the west that it did not care whether that outlet was found in a Canadian port or not. The government in power today will see to it that Canadian trade goes through Canadian ports and that St. John and Halifax will get their share. The government of this day will not permit any degradation which might injure the Transcontinental Railway to the slightest extent, but the government of this day also will not permit the people's money to be wasted on fanciful matters as was the case with the former administration. St. John and Halifax may be assured they have nothing to fear but everything to hope from the government of this day.

In conclusion he said that despite the attack of Graham the Gutelius-Stanton report in its revealing details had shown that the money which had been wasted by expenditures that could have been omitted without in the least impairing the standard of the road or affecting its standard. As to Mr. Graham's contention that the publication of the report would frighten the financial markets of the world and cause them to turn from Canada, Mr. Meighen was not sure that anything was to be gained by concealing truth. The old government had objected to truth coming out about many of its deals and actions but that government had passed away on September 21st, 1911. There was a new ruler in Israel now, and that ruler demanded that the people should always know the truth about every government transaction.

Hon. Arthur Meighen, in resuming the debate said that Mr. Graham had in his speech displayed the same anti-national, same anti-Canadian and same anti-Canadian spirit that he had shown on previous occasions in the house. The last time he had been heard in the same vein was when he talked of the closure resolutions last session and announced that he was making his last speech in a free parliament and that thereafter his privileges were to be taken from him.

Mr. Graham the solicitor general asserted, repeated and reiterated the appointment of Mr. Lynch Stanton, first because he was a lawyer and secondly because he spelled his name with a hyphen. In appointing a commission a government was compelled to resort to past lines and the objection which Mr. Graham had hurled at Mr. Lynch Stanton might, with equal justice, be hurled against every Liberal appointment which had been made since the time of the C. P. R. which the member for South New Brunswick admitted was one of the best managed roads in the world.

Mr. Graham—"The C. P. R. keeps its good officials." Mr. Meighen—"Does the honorable member insinuate that Mr. Gutelius was dismissed?" Mr. Graham—"I don't say that." Mr. Meighen went on to point out that Mr. Gutelius was engaged in railway construction as early as 1888 and continued to be so engaged until 1898. He was superintendent of construction of the Pennsylvania Railway. He built and operated the Columbia and Western Railway in British Columbia, was four years in charge of construction and operation of the C. P. R. He was not astonished the Hon. Wm. Pugsley was not pleased because a session had passed since that gentleman entered the house that he had not poured vitriol upon some commissioners, either those appointed by his own government or other. (Laughter.)

Mr. Meighen said that in dealing with the legal question, whether or not the government was bound to construct the shops at Transcona as part of the eastern section, Mr. Lynch Stanton had been bound. He had stated his opinion in the report but he had also stated the opinion of the deputy minister of justice and the head of the law department of the Transcontinental Railway Commission to the contrary. Mr. Lynch-Stanton, the solicitor general, was entitled to give his own view.

The opinion of Mr. Hodgins, an engineer, had been quoted by Mr. Graham as if it controverted the findings of Mr. Gutelius which was the effect that the Transcona shops, as proposed, need not have been so built as part of construction of the Transconan line. As a matter of fact, Mr. Hodgins' report was in every way a corroboration of Mr. Gutelius' findings.

As to the appointment of the investigation committee for which Mr. Graham found fault with the government, the hon. member himself had been asked in 1913 to appoint a commission but had refused, his excuse being that Mr. Lennox who had moved for the commission had over estimated the cost of the line, having brought it up to \$218,000,000. This estimate Mr. Graham brought down to \$159,400,000 including interest during construction and for the seven years of free rental, but now he was compelled to admit that the line cost \$214,000,000 on his own figuring.

Mr. Meighen next dealt with the estimates of the cost per mile as compared with the other roads given by Mr. Graham in his speech. He pointed out that instead of \$85,000 per mile, the actual cost including interest during construction would be \$100,000, or if interest were added for the seven years period \$117,000 per mile for the road from Winnipeg to Montreal. But Mr. Graham seemed to think it was more costly roads in the United States. Thus he was comparing the cost of right of way in cities like New York and Boston and the thickly populated portions of the eastern states with the cost of land in places like Cochran and Graham station on the N.T.R. He was also comparing C.P.R. with its full equipment of telegraph lines, telephone lines, hotels, lands, etc. with the bare line of the N.T.R. and so it was the opinion of hon. gentlemen opposite that the N.T.R. was "worth the money" no matter what blunders had been committed before or after.

Momentum Grades. Mr. Meighen then turned to the question of momentum grades, which Mr. Graham had tried to convince the house the commission should be condemned for recommending on the N.T.R. "The cardinal blunder of the National Transcontinental was in heeding the notion of the necessity of keeping down the cost of the line in the interest of the road itself. Now there is no hope of securing the result for which the road was built." Momentum grades, said the solicitor general, would in no way interfere with the power of an engine to carry exactly the same load over exactly the same route. Momentum grades did not mean the degrading of a road. Hon. George F. Graham had scoured Europe and America to get an expert to show that momentum grades should not be introduced on the N. T. R. He had seven years to do it but he had not shown it. Nor had he quoted a line to show it. The very report of the American Association of Engineers from which he had quoted had shown he was wrong.

Mr. Graham had feared that density of traffic between Fort William and Winnipeg would prevent the use of momentum grades there. He feared this but the Canadian Pacific Railway way did not, for Mr. Meighen had evidence to show that in the revision recently of the C. P. R. line between these two points, no less than 45 momentum grades had been included, or one for every three or four miles.

He had talked of taking the advice of his engineer, Mr. Gordon Grant, his chief engineer, Mr. Gordon Grant, who in a letter of December 3, 1912, to Hon. Frank Cochrane, had informed him that momentum grades had been still of the opinion that momentum grades should have been used on the N. T. R. and a large amount of money saved thereby. But orders had come from Ottawa to his great surprise, that these grades would not be allowed and profiles must be changed at a greatly increased cost without benefitting the line.

The Pyramid of Folly. "The whole infatuation under which he labored as Minister of Railways was to spend money as fast as he could. He thought he was building a monument to his leader and the more digits he could add to the cost, the more he could pile on that pyramid of folly so that the measure of his greatness was to be the greatness of his mistake," said Mr. Meighen of the minister.

The Solicitor General then took up tenders 16 and 17 which had been awarded in 1909 to M. P. and J. T. Davis, to be completed December 31, 1910, and at prices from 50 to 100 per cent higher than on other contracts because of the difficulty at that early date of getting in supplies. The contractors had done nothing at all until September in 1909 except send up a survey party and had in that year sold the contract to O'Brien, Fowler and McDougall, getting ten per cent of the total therefor. Nothing was done by the new contractors until December on the contract 16 and on No. 17, not a spadeful was put in until three months after the contract should have been completed and supplies could have been brought in as cheaply on any other contract. And yet Mr. Graham had stated in the house that no time had been lost. He had also stated that the only time the O'Brien contract could have been cancelled was when the work should have been completed and at that time the contractors were actually at work. This was a misstatement since they were not at work when the contract was cancelled and this portion at least could have been cancelled. Why was not the contract taken away from O'Brien? Mr. Graham said because an action might have been commenced. What difference would that make if there were no grounds for such action as there would be in this case?

Graham's Solicitudude for St. John. "And now they tell us that St. John and Halifax and Quebec will be alarmed when they heard that momentum grades and wooden trestles are to be employed on the N.T.R. as on every other road," continued the Solicitor General, and went on to paraphrase in a vain irony Mr. Graham's further remarks in this regard. "Will this government see that there is no degrading or diminution whatever but it will also see that money is not extracted from the public treasury for

purely fanciful results and the people of St. John, Quebec and Halifax will know that no traffic will be lost to them." The Gutelius-Stanton report stood unmoiled and undisturbed by the attacks of the ex-minister of railways, continued Mr. Meighen. In conclusion the Solicitor General contended that the force of the report had not been lessened in the slightest by the opposition criticism, and the fact remained that millions could have been saved without injuring the road's standard.

W. M. German, Welland, rallied the Solicitor General on his speech. He said the report had not a single error of a desire on the part of the commissioners for an impartial investigation of a sense of their responsibility. They held a star chamber inquiry. They called such witnesses as they liked and when they liked they took such evidence as suited themselves and embodied such evidence as suited their purpose and they were aided for this purpose by the question to settle, declared Mr. German, was a question of common sense business. Was the former government justified in seeking to construct a road of high standard which would stand the test for many years to come, or should it have built a road of lower standard of construction upon which huge sums would have to be spent in repairs and improvements every few years, having made plain the question.

Mr. Armstrong moved the adjournment of the debate, which will be continued tomorrow. The House then adjourned.

Gas Ranges. Choose your gas range carefully. Visit McClary's demonstration next week in their new showroom, 221-223 Prince William street, and see Mr. W. Thompson, gas expert, demonstrate the superiority of McClary's standard Canadian-made goods.

Country Market. Beef—Country . . . . . \$0.07 @ 0.10 Butcher's . . . . . 0.10 @ 0.12 Western, per lb. . . . . 0.12 @ 0.14 Beets, per bbl. . . . . 0.00 @ 2.00 Butter—Butter . . . . . 0.25 @ 0.28 Roll . . . . . 0.25 @ 0.30 Creamery . . . . . 0.00 @ 0.31 Eggs, fresh . . . . . 0.36 @ 0.40 Potatoes, per lb. . . . . 0.09 @ 0.22 Geese, each . . . . . 1.25 @ 1.50 Lamb, per lb. . . . . 0.12 @ 0.13 Pork, per lb. . . . . 0.10 @ 0.13 Potatoes, per bbl. . . . . 1.00 @ 1.25 Turkey, per lb. . . . . 0.00 @ 0.30 Veal, per lb. . . . . 0.09 @ 0.11

Provisions. Pork, domes mess . . . . . 0.00 @ 29.00 Pork, Am. clear . . . . . 25.50 @ 27.50 Beef, Am. plate . . . . . 23.75 @ 24.90 Lard, pure . . . . . 0.15 @ 0.15 1/2 Lard, comp. tubs . . . . . 0.11 1/2 @ 0.13 1/2 Fish. Bloater, boxes . . . . . 0.75 @ 0.85 Cod—Large dry . . . . . 0.00 @ 6.75 Medium . . . . . 0.00 @ 6.75 Small . . . . . 0.00 @ 6.00 Finna haddies . . . . . 0.06 @ 0.07 Herrings—Gr. Manan, bbls . . . . . 0.00 @ 5.00 Gr. Manan, halves . . . . . 0.00 @ 2.75

Apples, N. S. . . . . 2.50 @ 5.50 Almonds . . . . . 0.17 @ 0.18 Brazil . . . . . 0.00 @ 0.22 Bananas . . . . . 2.00 @ 2.75 Cocoanuts, sacks . . . . . 4.00 @ 4.60 Dates, new . . . . . 0.12 @ 0.13 Grapes, Malaga . . . . . 5.50 @ 6.00 Lemons, Merina . . . . . 0.00 @ 4.00 Oranges—California . . . . . 3.00 @ 3.25 Florida . . . . . 3.00 @ 3.50 Valencia . . . . . 4.75 @ 5.25 Peanuts, roasted . . . . . 0.10 @ 0.12 Prunes, (Cal.) . . . . . 0.07 @ 0.12 Walnuts . . . . . 0.15 @ 0.18

Yellow eye . . . . . 3.50 @ 3.60 Hand picked . . . . . 2.35 @ 2.40 Cornmeal, gran. . . . . 5.50 @ 5.60 Cream of Tartar . . . . . 0.25 @ 0.27 Currants, cleaned . . . . . 0.08 @ 0.08 1/2 Molasses . . . . . 3.60 @ 3.65 Peas, split, bag . . . . . 2.50 @ 2.55 Barley, pot . . . . . 6.65 @ 7.75 Raisins—Choice seeded . . . . . 0.09 1/2 @ 0.10 Fancy . . . . . 0.10 @ 0.10 1/2 Malaga cluster . . . . . 2.35 @ 2.60 Raisins, Liverpool, per sack, ex store . . . . . 0.75 @ 0.80 Soda, bicarb. . . . . 2.10 @ 2.30

## PRINCIPALS IN PARIS SHOOTING



Denver, Mar. 25.—Colorado E. 2,043-4, the world's champion three-year-old trotting colt, dropped dead last night at the stables of his owner, George H. Estabrook. Colorado E. was one of the most sensational three-year-olds of 1910, when he won nearly all the big futurities of the season and lost the big division of the Kentucky colt classic by a small margin to Grace in one of the most sensational five-heat events of the year. His first start that year was in Grand Rapids, where he won a \$1,000 purse handily, taking a mark of 2:13.3-4. At Readville he won the \$10,000 Horse Breeders' Futurity in straight heats, setting the world's record for age at 2:06 1-2, a mark which surprised the horse world, although the previous week he had trotted two heats at the Empire City track in 2:07 3-4 and 2:07 3-4. With three starters only at Syracuse he trotted his second heat in 2:08 1-4, but at Columbus caused further surprise by trotting a second in 2:06 3-4. In the Kentucky Stake he won the opening heat handily in 2:08 1-4, but was beaten by Emily Ellen and Grace. The second week of that meeting he was started in the \$2,000. The Kentucky Pure for three-year-olds and in the second heat placed the world's mark at 2:04 3-4. Repeated efforts have been made during the past two seasons to give him a faster mark, but through unexpected reverses the great trotter never went to the post.

THIS DATE IN RING ANNALS. 1900—Bob Fitzsimmons knocked out Jim Daly in 1st round at Philadelphia. Daly was a fine boxer and a trainer and teacher of boxing he had few superiors, but in the ring he lacked the strength to make his blows effective. For some time Daly was Corbett's trainer and instructor, and he put the Californian into condition to win the title from John L. Sullivan. Corbett has often said that Daly's system and thoroughness such knowledge of the science of boxing was greater than that of any other man he ever knew. In his youth Daly was an acrobat and contortionist with a circus, and this work, while increasing his agility and speed, robbed him of his stamion. In 1896 he had a jaw fractured in a scrap with Kid McCoy. After that he became instructor of boxing in a Buffalo club and later followed the same occupation in Philadelphia. His last ring bout was with Black Beauty, a colored light heavyweight of Buffalo, and he won the decision in 20 rounds.

### DODD'S KIDNEY PILLS

PREPARED BY DR. J. C. DODD, PHARMACEUTICAL CHEMIST, ST. JOHN, N.B.

## THE ROYAL ONTARIO MUSEUM OF ARCHAEOLOGY

MONDAY, 30th. In the Antarctic with Harry Whitney and Lucky Scott. Wonderful special feature.

WEDNESDAY, 1st. A Whole Village Engulfed by Cave-in in Lubin's "Through Flames to Fortune." 5 reels.

FRIDAY, 3rd. Second of the Thrilling Kathlyn Series of East Indian Adventures. Also "The Marriage of Figaro."

NEXT WEEK'S FEATURES REPRESENT BIG OUTLAY OF MONEY!

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## BAKING POWDER

Absolutely Pure

ROYAL—the most celebrated of all the baking powders in the world—celebrated for its great leavening strength and purity. It makes your cakes, biscuit, bread, etc., healthful, it insures you against alum and all forms of adulteration that go with the cheap brands.

The only baking powder made from Royal Grape Cream of Tartar.

Royal Cook Book—500 Receipts—Free. Send Name and Address.

ROYAL BAKING POWDER CO., NEW YORK.

## CHAMPION TROTTER COLT DEAD

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## Everybody Has Two Brains Centres of Nervous Energy

Enormous Amount of Blood Consumed in Supplying Nerve Force to Mind and Body.

Everybody has two brains, one to think with and the other to control the workings of the heart, lungs, stomach and other vital organs. This mechanical brain is situated low down at the back of the head and is the great centre of the nervous system which, through its ramifications of branches, reaches every part of the human body.

Any lack of nervous energy is soon apparent in disorders of the bodily organs. Weakness of the nerves which control the digestive fluids means indigestion and similarly other derangements arise.

Dr. Chase's Nerve Food has fully established its reputation as a means of restoring vitality to the nervous system and thoroughly such ailments as sleeplessness, irritability, ailments as sleeplessness, irritability, neuralgia and locomotor ataxia.

Mrs. Wm. Hay, Spy Hill, Sask., writes: "I am glad of an opportunity of recommending Dr. Chase's Nerve Food, for it restored my nervous system when I was badly run down. So greatly did this treatment benefit me that I have recommended it to friends and know they have obtained good results from the use of the Nerve Food many times. In my opinion there is nothing like it for building up a run-down system."

It is said that one-fifth of the blood in the human body is consumed by the brain in the manufacture of nervous energy. Because Dr. Chase's Nerve Food supplies the ingredients from which rich, red blood is formed, it is the greatest of nerve restoratives.

Dr. Chase's Nerve Food, 80 cents a box, all dealers, or Edmondson, Bates & Co., Limited, Toronto.

## IMPERIAL Continues "PRIDE OF JENNICO"

SPLENDID FOUR REEL PLAY A WONDERFUL SUCCESS.

IF YOU ENJOY A GOOD PLAY—A regular Broadway production, do not let "The Pride of Jennico" pass without seeing it. Pretty nearly everybody says it is the finest film production of the romantic type yet shown by us. So many requests have been made for an extra day that we will show it until closing time tonight.

SATURDAY! Two Reel Vitagraph "PICKLES, ART AND SAUERKRAUT" A Whirlwind of Fun! "The Sleeping Sentinel"—Lubin. EXTRA COMEDIE.

## RALPH SMALLY CONCERT IN POPULAR MEDLEY

A. D. FLEMING ORCHESTRA

Baritone Balladist. New York Hits.

MONDAY, 30th. In the Antarctic with Harry Whitney and Lucky Scott. Wonderful special feature.

WEDNESDAY, 1st. A Whole Village Engulfed by Cave-in in Lubin's "Through Flames to Fortune." 5 reels.

FRIDAY, 3rd. Second of the Thrilling Kathlyn Series of East Indian Adventures. Also "The Marriage of Figaro."

NEXT WEEK'S FEATURES REPRESENT BIG OUTLAY OF MONEY!

## OPERA HOUSE THOMPSON-WOODS STOCK CO.

Don't Miss The Deep Purple This Week.

Next Week The Royal Mounted A Play of the Canadian Northwest.

Prices 10 to 50c. Mat. Saturday 15 and 25c.

Photos from Reid's Studio of Mr. Fager, Monday Night.

## Thought Nothing But Death Would End Her Misery. WAS TROUBLED WITH Heart Disease.

Mrs. J. D. Talbot, Owen Sound, Ont., writes—"I have been a great sufferer from heart disease, and leaking valves. I have had recourse to every kind of treatment I could think might help me, including the skill of several doctors. I suffered so for years that at times I have felt that nothing but death could end my misery. I was advised by a friend, who had suffered untold pain and misery, just as I had, and had been cured by Milburn's Heart and Nerve Pills, to give them a trial, so I decided to do so. I am now completely cured, and can eat and sleep as I have not done for years.

You are at liberty to use my name at any time as I am convinced they are the best pills on the market for any form of heart disease.

Milburn's Heart and Nerve Pills are 50 cents per box, or 3 boxes for \$1.25, at all druggists, or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

## SIGNAL SERVICE BULL

Healed by Authority of the Dept. of Marine and Fisheries

St. John, March 18 a. m. Cape Race, 7:00—Clear, light breeze. Six five a. m. Sicilian south bound west. March 20 thirty p. m. Gramplan 550 m bound west. Sable Island, 3:00—Clear. Three a. m. Virginian abeam March 25th, ten a. m. East miles east outward. Halifax, 3:00—Clear. Light Barboussa arrived at 1:20 a. m. March 26th, ten a. m. East Ireland 1,000 miles east, boat Cape Sable, 1:30—Cloudy, southerly. Brier Island, 6:10—Rain, from Point Lepreau, 2:00—Cloud, southwest. St. John, 2:00—Clear, southwest.

## MET ISLAND-CLOUDY

Digby, N. S., March 26th. Steamer John L. Cunn met with weather after leaving St. John, Yarmouth and was obliged Digby for shelter, arriving three o'clock this afternoon.

## CARGO VALUATION

The Furness line steamer for London, took away goods valued at \$153,181. It was made up mostly of wheat. Her wheat shipment 120,103 bushels.

## DESTROY WRECK PORT

Washington, March 25.—The cutter Onondaga was ordered today to blow up any portion of the Old Dominion steamer that may be a menace to navigation. The steamer's hull will not be left.

## C. P. R. LINER SAILED

The C. P. R. Steamer Captain Kendall, sailed yesterday afternoon about 7:00 with 6,000 tons of cargo and 600 steerage passengers. The passengers were seven. This is the last voyage from this ship this season.

## SAILORS RESCUED

New York, March 26.—A from Bremen rescued by C. O. yesterday stated that the sailors of schooner, Finn Gross (Ger), was in collision North Sea March 18, having crew, leaving but three unfor.

## LOSS CONTRADICTION

Honolulu, March 26.—The destruction of the steamship Maui, which the lives, was said today to have been a search of several hours discover any survivors. The vessel was said to have been in Pearl Harbor last night. It is believed that the vessel will rally later.

## DONALDSON LINER LEFT

Shortly after one o'clock afternoon the Donaldson liner Cascaera left for Glasgow, and steamed for Glasgow, bound a large cargo and 300 steerage passengers. The amount to 2,500 tons. The last scheduled trip for the ship this season, for the Point leaves Scotland, her will be Montreal.

## NEW CUSTOMS STEAMER

Ottawa, March 26.—The Ottawa Customs today received announcing the departure of the steamer The Margaret, of the Thornycroft yards, for the customs service. The Margaret will patrol the Gulf of St. Lawrence. It is the fastest and preventive ships afloat and with quick-guns. She is her way to Halifax where taken over by the Canadian.

## STEAMSHIP NOTICE

New Zealand and Australia steamer Botford, Capt. Wm. Standish, left for New Zealand and via Louisburg and load general cargo for Australia. The Allan line steamer 270 miles south of Cape Race a. m. yesterday bound westward. The steamer Barboussa was 850 miles east of Cape March 25 at 8:30 p. m. The Allan line steamer bound from Liverpool to was abeam of Sable Island yesterday. The Furness line steamer bound from Liverpool to London, was 85 miles east of Sable Island March 25 at 10 p. m. The steamer Barboussa Halifax at 1:20 a. m. yesterday. The C. P. R. line steamer of Ireland on March 25 at 1:00 miles east of Halifax west. The Manchester liner inventor will be docked morning.

## DANGERS TO NAVIGATION

New York, March 26.—Nickerie (Dutch), from 1:30 p. m. reports March 24, 6:40 a. m. on 73 47, about 33 a vessel's spar standing up 10 feet out of water. The schooner Full (Trub reported) was abandoned on March 15 N. on 66 09 W. (Reported to the Hydrographic Service Steigewald Ge March 21, at 27 30 N, lost the vessel's derrick and Haskell.

Steamer Turcoman (on March 2, lat 42 57 N, longitude 73 47, about 33 a vessel's spar standing up 10 feet out of water. This vessel's spar is to north in 46.

The Canadian signal Station of March 19 reported