

PERCE  
PHILADELPHIA

Mayor Says Sympathetic  
Strike Is Over Though Car-  
men Are Still Out—Rumors  
Of State-wide Trouble.

Philadelphia, Pa., March 7.—Today was the most peaceful, not only during the general strike, but since the strike of the car men began over two weeks ago. A minor demonstration following a big meeting of workmen in Labor Lyceum today was attended by some disorder and a number of cars, but the police speedily quelled the disturbance. Tonight there was absolute quietude, according to the police reports, in all parts of the city, up to a late hour with every indication that the night would pass without outbreaks of any sort worth mentioning.

At the Labor Lyceum meeting there was much enthusiasm and in addresses, labor leaders declared their confidence that the strike was being won and urged the men to stand fast for the victory was in sight. Mayor Heyburn late today declared that the sympathetic strike was over as far as the city administration was concerned, adding that the aftermath could safely be left to the efficient police department to handle safely. Word that the order for federal troops to guard the mint had been cancelled indicated that the authorities believed the worst of the trouble was over.

Transit conditions showed to every appearance continued improvement during the day and evening. There was less necessity for the presence of the police on the cars and even timid people are beginning to show a disposition to ride.

Newcastle, Pa., March 7.—Rumors that the general strike in Philadelphia in sympathy with the street car men was likely to become state-wide were tonight put before President Elmer E. Greenwald of the Pennsylvania State Federation of Labor for confirmation. President Greenwald, who came here for the annual meeting of the state federation tomorrow, said:

"The convention here will have complete authority to call a state-wide strike if it sees fit, but as to the likelihood of such action I cannot commit myself."

The situation in Philadelphia is extremely critical. One great American revolution was started there and it would be no strange thing if another one should start out of balloons instead of bullets."

IMPERILS FATE  
OF THE EMPIRE

Continued From Page One.

whole of this afternoon. Private bills held prior place on the agenda of the paper and the list included one by Mr. Rulan to incorporate the Nelson River Railway Company.

As originally drawn this bill, empowered the company to acquire, utilize and develop water powers on the Saskatchewan and Nelson rivers and to do a business in generating, transmitting and selling electricity. The railway committee modified these powers in several important particulars.

On the matter coming before the House in committee, the whole bill, upon the Government's press of hard upon a general water power policy and over taking care in being taken to guard the rights of the public, alike of the people of the actual locality and of the people of the whole Dominion.

The Government was indisposed to do this Mr. Graham arguing for the free grant of water power to corporations, subject to revision of their rates. The general discussion was interesting.

On the orders of the day Mr. Jameson brought up a newspaper despatch stating that St. Louis Marie fish caught in the Georgian Bay by Americans are exported to the United States and then brought back into Canada, the Canadian consumer paying 24 cents a pound but on fish caught in Canadian waters.

Sir Wilfrid Laurier replied that the attention of the Government had not been brought to the matter, but that they would look into it. On the first blush he could see nothing extraordinary in the transaction, if the fish were exported after being taken to the United States he could see nothing improper.

VERDICT IN DEATH  
OF JOHN WENTZEL

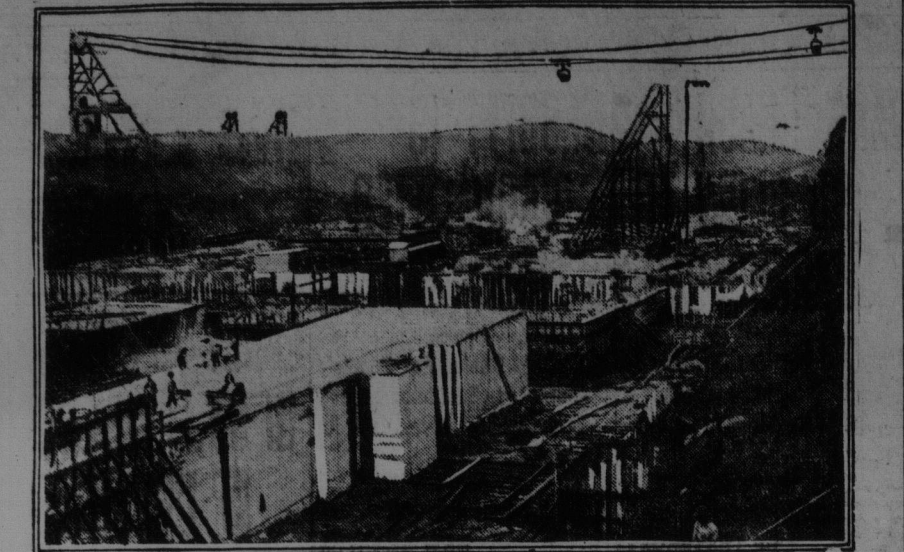
Special to The Standard.  
Mahone, March 7.—The inquest over the body of the late John Wentzell which adjourned on Friday last, was completed this afternoon and the coroner's jury brought in a verdict as follows:

"That the body viewed by us is the body of John Wentzell, late master of the schooner Goldie Bell. That he came to his death by drowning between the hours of 3 and 7 a. m. on March 2nd 1910, from causes not known to us. That the cut ear and the cut on the side of his head, would not have caused his death, but we are unable to say how the wounds were inflicted."

FUNERAL OF SENATOR  
PLATT TOMORROW

New York, N. Y., March 7.—After a simple service of prayer at the home of his son, Frank H. Platt, at noon, the body of Thomas Collier Platt, one-time political leader of New York and three times a United States senator, will be borne up state to Oswego in a special car. Another special car will go from Washington and still another from Albany and it is probable that an extra car will be attached to the special leaving New York to accommodate friends. At Oswego the service will be held in the Presbyterian Church Wednesday evening.

PROGRESS OF THE WORK  
ON THE PANAMA CANAL



This photograph, taken since the first of the year, shows the progress of the work on the Gatun Dam, the most wonderful piece of construction on the whole Panama Canal—This dam is to hold back a lake into which the flood waters of the Chagres River is expected to flow—it will be half a mile thick of solid concrete and granite—The photograph shows the mass of framework in the valley and some of the partially completed concrete blocks—The concrete is made on the hillside and brought to the scene on operation on wire cables—The transmission machinery, including the mammoth anchors, is also seen in the picture.

ROBINSON MAKES SORRY  
SHOWING AT FREDERICTON

Continued from page 1.

The House met at 3 o'clock, Mr. Pinder taking the chair in the absence of the Speaker.

Hon. Mr. Morrissey in reply to Mr. Copp said:—

Q.—Has the contract been awarded for the building of the high and low water wharf at Hampstead in the County of Queens, who is the contractor and what is the contract price?

A.—J. D. McLaughlin, at \$2,995.

Other Tenders.

Q.—Is one Mr. Slipp Highway Commissioner for the Parish of Hampstead?

A.—Highway Commissioners are not appointed by the government and if Mr. Slipp is a Highway Commissioner he should receive all money through the secretary of the board. The Highway Board's return, as required by Section 24, of the Highway Act, 1905, shows that the Commissioner, Ass. Slipp, expended cash \$238.48.

Hon. Mr. Fleming in reply to Mr. Robinson said:—

Q.—Are the revenues of the province coming into the hands of the receiver general deposited daily in the banks with which the province has accounts?

A.—It is the custom to make daily deposits in the banks. It occasionally happens however that amounts received may be small and a few days elapse between deposits.

Q.—Is it the practice of the receiver general to hold large sums of money without deposit?

A.—It is not the practice.

Q.—What was the amount of cash in the hands of the receiver general on the opening of his office on October 31st, 1909?

A.—None.

Q.—What was the amount received during Oct. 31st, 1909?

A.—Up to noon \$148.75. This was deposited in the Bank of B. N. A. Q.—From what sources did this money come?

A.—Education Department, \$97.10; Crown Land Office, \$42.00; School Books, \$9.65; total \$148.75.

Q.—How much cash was deposited Oct. 31st, 1909, and in what banks?

A.—\$148.75 was deposited in the Bank of B. N. A.

Q.—What amount remained in the hands of the receiver general at the close of closing his office Oct. 31st, 1909?

Mr. Carvell Essays  
Another Epistle

Replies to Mr. Hazen's Communication in Long and Rambling Review of Events Leading Up to the Provincial Government's Proposal in the Construction of Valley Railroad.

The Standard has received from Mr. Carvell a copy of his answer to Mr. Hazen's letter of Feb. 23. Mr. Hazen's letter would occupy something over half a column in the ordinary type of this paper, while Mr. Carvell's will fill three columns. It is dated March 5. It begins with the following recitals and observations:

I am in receipt of your valued favor of 25th ultimo, which I have read over with considerable interest. I must confess that I have been more impressed by the facts omitted than by the information contained therein. In the first place you refer to a perfunctory statement that Sir Wilfrid Laurier admitted to the delegation which waited upon him last April that their proposition was "a definite one." I consider for a moment the circumstances under which this offer was made, and see if you, as an intelligent man, could sincerely maintain such a statement. A delegation composed of gentlemen from Grand Falls to St. John, without a written document of any kind in their possession, from either your Government or the company, made a verbal request upon the Government asking them to agree to operate the proposed road as a branch of the Intercolonial and pay to your Government 40 per cent. of the gross earnings without a word either written or verbal from you as to the character of the road, its grade, its curvature or anything else to show the Federal Government whether the road when completed, could possibly run as a paying investment for or not. I do not know from what source you could have obtained such a ridiculous statement excepting that as the Hon. Mr. Fleming made this statement in Woodstock I think I am justified in assuming that he is your author. It is quite certain no other member of the delegation would put himself in such a ridiculous position. The meeting held in Woodstock a few weeks ago at which Mr. Fleming attended is well known to himself, before he appeared I read your letter to the railway company, written some time during the summer, in which this statement appeared and not only characterized it as false myself, but called upon four of your prominent supporters in the town of Woodstock who had been present at the interview and who were present in the hall that evening, and invited any one of them to stand up and say that any such ridiculous statement was made. Of course they refused. It remained for Mr. Fleming who, as I said before, came to the hall later in the evening, to repeat this statement, not knowing of course that his friends had earlier refused to do so. I think further comment on this ridiculous proposition is unnecessary.

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included in the year's statement about . . . . . 900.00

1909.

Amount of cash received from close of year to 18th Nov. and included in the year's statement . . . . . \$17,968.98

Amount of warrants issued after 18th Nov. and included in year's statement about . . . . . 38,000.00

1909.

Amount of cash received from close of year to 10th Nov. and included in the year's statement . . . . . \$16,271.70

Amount of cheques issued after the close of year and included in the year's statement about . . . . . 73,000.00

Hon. Mr. Hazen in reply to Mr. Lablouis said:—

Q.—Has the government received an account from Mr. W. A. Mott, K. C. of Campbellton for services rendered by him during the Coroner's inquest held at Campbellton October last in connection with the railway accident which took place at or near Nash's Creek Station, Restigouche county, on or about October 9th, 1909?

A.—Yes.

Q.—Is it the amount of the account, has it been paid in full?

A.—Amount of account \$15,000. Paid in full.

Q.—Is it the intention of the government to take any further action in the matter?

A.—Under consideration.

Hon. Mr. Hazen introduced a bill to amend the Registry Act, Cap. 112, Con. Stat. 1903, which he explained was to permit of the revision of salaries of registrars of deeds in such the same manner as was done in the case of registrars of probates.

Hon. Mr. McLeod presented the petition of F. B. Edgecombe and others in favor of the Fredericton Street Railway Bill.

Mr. Young presented the petition of T. G. Loggie and others in favor of the bill relating to St. Paul's Presbyterian Church at Fredericton.

Mr. Woods introduced a bill relating to linkers which he explained gave them a lien on property of their guests in respect of their charges and also limited their liability for any debt property as might be missing up to \$40 unless deposited in the linkers' custody when liability would be incurred for full value.

Hon. Mr. Fleming presented the petition of Ed. A. Brittain and others in favor of the Hartland and Miramichi Railway Company's Bill.

Hon. Mr. G. J. Penton presented the petition of St. Andrews Land Co. in favor of a bill to confirm a grant to such company.

Hon. Mr. Hazen moved that the time for the introducing of private bills be extended for one week.

Mr. Robinson.

Hon. Mr. Robinson began by contrasting the tenor of the speech of Hon. Mr. Fleming with that gentleman's speech when in opposition. In those days the hon. gentleman painted a gloomy picture, the province was verging on bankruptcy. Over expenditures were ruining the province's credit. But now a change had come. He sees a good revenue, he declares the credit good.

The provincial secretary opened his budget speech with repentance for omissions and commissions. He closed with a declaration of faith. Mr. Fleming had referred to his criticism at the time of the publication of the financial statement in the Royal Gazette. The insurance on the Provincial Hospital had been classed as ordinary revenue. Criticism of such classification was perfectly justifiable. Insurance was surely extraordinary revenue. Insurance was included in the reports but the expenditures did not show whether or not they included repairs.

One important matter last year was the negotiation of the loan. Mr. Fleming congratulated himself because the bonds sold at 102 and said that this was equal to the record of Ontario, a much larger and wealthier province. This figure might seem reasonable, but the Ontario sale was made previous to New Brunswick's and at the time of the New Brunswick sale two Canadian cities received higher prices for their bonds than the province. New Brunswick did not actually receive 102. When the large expenses are taken out it is doubtful if par was obtained. An answer to an inquiry shows another item of \$10,000 expense in connection with the bonds. If this was not part of the cost of

ment spent \$81,068. In 1906, \$139,296 of which \$52,884 was unappropriated. In 1907 the expenditure was \$179,323 with \$85,147 unappropriated. The average for the three years was \$134,227. In 1908 the expenditure was \$161,742 and in 1909 \$154,916, or an average of \$128,329, a decrease of some \$4,000, as compared with the old government. When the old highway came into force the government had no county money on the road so for one year the government had to take the sole care of the highways. \$66,000.

When this government came into power the annual amount spent on the roads was \$66,000 of road money and the government had the benefit of it. When the new act came into power there was \$161,742 and in 1909 \$154,916, or an average of \$128,329, a decrease of some \$4,000, as compared with the old government. When the old highway came into force the government had no county money on the road so for one year the government had to take the sole care of the highways. \$66,000.

There are bills for 1908 yet not paid. Last year the government supporters declared by resolution that there was no ground for belief that amounts chargeable to 1908 were then not paid. Yet it was only necessary to refer to the auditor's report this year to see that these bills are not all paid yet. Mr. Fleming has drawn attention to the fact that one third for forest protection in 1909 was for work done in 1908. Thousands charged for 1909 were for work done in 1908, the very thing the ministers had formerly declared against. He ventured that from fifty to one hundred thousand dollars in 1909 had not been paid when the books were closed. Mr. Fleming in 1908 gave a list of the accounts chargeable to the old government and said he would clean them up.

Instead of a surplus the deficit is \$169,000. When credit is given for practically everything including revenue from the Bluebell tract, though this revenue should go into a sinking fund, he was proud to have been connected with the transaction whereby land now worth \$250,000 was secured for \$38,000. Notwithstanding that the title to the land was not good the government had done nothing to improve it. Giving the government advantage of an increased subsidy, increased revenue, etc., it is unable to keep current and pay to your Government within current revenue.

The Government came into power under professions of economy. They claimed that they would not waste money. They attacked the expenses and salaries of the members of the Government.

The Cuba Market.

The ministers used to complain that the salary of the commissioner of agriculture was charged against agriculture. They have made no change. Out of \$21,987 for agriculture last year some \$1,000 went for salaries. Mr. Fleming had taken all the credit for encouraging the potato trade with Cuba. He (Robinson) read a telegram from P. C. T. O'Hara showing that the contract for subsidy service arranged by the Dominion Government was signed on Dec. 6th and had not been paid until the 31st of January. Mr. Fleming would not pay until after that date. As for the Havana warehouse it is a Dewitt warehouse from which the Dewitts get more than the farmers of the Government.