

BANQUET A GRAND SUCCESS

About 300 people from all parts of the province gathered to do honor to L. A. Dugal, M.L.A., and F. B. Carvell, M.P., in the Y.M.C.A. Rooms in Fredericton on Dec. 3. There were rattling good speeches, and it looked as if Liberalism was very much alive.

Mr. Carvell said: I have great pleasure in meeting so many friends here tonight, assembled for the purpose of paying tribute to the attempts being made for cleaner and decent government than we have been suffering under for the past six years.

The question is so big that it would be impossible with the short time at my command to more than touch the fringe of it. The two great questions involved in the investigation were the crown and scandal and the Valley Railway business, more particularly than any other matters referring to the government of this province.

It is well known to all those who have taken any part in public affairs that for many years past the renewal of the timber licenses, when they expired in 1913, would be an important subject, and, considering the results of the election of 1912, every person who knew anything about the personnel of the present government felt sure that the passage of the notorious crown land legislation of 1913 (by which the renewal of these licenses was practically left in the hands of Mr. Fleming) would result in nothing but a steal of the most gigantic proportions known in the history of the province.

Our friends immediately set themselves to work to discover it, and just here I wish to give to Messrs. Carvell and Vernet their full share of credit for unearthing this horrible condition of affairs. Week in week out, standing the scoffs and jeers of the whole machine in Fredericton and their repulse over the province, these two brave men stood by their posts, assisted by Messrs. Dugal and Pelletier, in framing questions and obtaining what information they could from the hands of an insolent and unwilling government. The Liberal party of New Brunswick (and not only that, the whole body politic of New Brunswick) will never even know, let alone be able to repay to these two men the debt of gratitude which they owe them for their zeal and integrity and real heroism in unearthing the diabolical steals which have recently been brought to light.

Another matter which I think should be given to the public is the fact that when Mr. Fleming saw the net was tightening around him by means of the questions Mr. Dugal was asking, he had sent to him the invitation to attend the government caucus and when that failed, he met him on the train and again renewed the invitation, promising various favors should Mr. Dugal fall into the trap. Had he succeeded, our last avenue of obtaining information and bringing to light the crimes of this miserable brigand would have gone, but, fortunately for us, he did not know this man. Mr. Dugal remained true to his friends, true to his promises true to the best instincts of his race. He heroically promulgated the charges which have led to such a revelation of grafts as has been exposed and is here tonight to answer for himself and receive the thanks and plaudits not only of his political friends but of every person over the province of New Brunswick, regardless of his political affiliations, race or creed.

I do not need to go into the details of the timber transactions, because these have all been made public through the publication of the evidence in the royal commission. That document, in my judgment, is a clearer condemnation of Mr. Fleming and his government than any words which I could express would be.

It must be apparent to any man who thinks that if the lumbermen were willing to pay \$100 per mile to the government and \$15 per mile to Fleming either for political or personal uses (and I care not which view is taken, because in judgment they are anonymous) then these lumbermen would surely have been just as willing to pay \$115 per mile to the province, the net result being that—argue as you will—Fleming and his crowd for their own purposes and contrary to their oaths of office, attempted to pilfer from the funds of this province the sum of over \$70,000, and in making this statement, I am not referring in the least to what further sums might have been obtained had ordinarily honest business methods been followed in regard to these timber licenses. That is a subject which will be discussed more fully and at another time, but it is one of the big questions staring the people of this province in the face today and one which can never be settled by the party grafters now controlling the affairs of New Brunswick.

The only hopeful sign in the whole

dismal story is the fact that Fleming is now willing to make restitution of the stolen goods.

I am happy to be able to announce to you here tonight that I have already received the money extorted from the Lynch estate and can assure you that within the next three weeks I have the strongest reasons for expecting to receive much more than half of the fund now in the hands of Mr. Teed and from information of a trustworthy character I feel satisfied that the whole of it will be disgorged in the very near future. While this will in no way prevent the present government from having an enormous boogie campaign in the next election it will at least take this large amount out of circulation for unlawful purposes, such as they claim it was intended for.

The other branch of the case is much more complicated than is the timber graft charges, and if the people of this province really understood all of the schemes and plots connected with it they would absolutely drive from the province every man who had any connection with this transaction.

Time does not allow me to enter into the history of this Valley railway question from the beginning, and it is probably fairly fresh in the minds of my hearers tonight, but from the very inception a steal of gigantic proportions was being engineered and no person who was a resident of New Brunswick was allowed even to tender for the construction of this work, simply because the government realized they could not work out their schemes as safely in that manner as they could with a foreigner.

I have no hesitation in stating tonight that the sole object of importing Mr. Gould was for the purpose of having this road under a foreign corporation, and having its books kept in a foreign country, and in that manner prevent any investigation into the corruption which was intended to follow the enterprise, and how well they have succeeded is known to every person who watched during the progress of the inquiry the appeals made by my associates and myself for the production of these books, and the frantic efforts made by the counsel for the government and all the parties connected therewith to keep them securely hidden in a safety vault in the city of New York.

It will be remembered that on the day the railway charges were preferred in the legislature by Mr. Dugal, in April last, Mr. Fleming laid before the house the audit of Mr. Blanchette (a gentleman of very high standing in his profession) purporting to give a complete statement of the financial affairs of the railway, but upon investigation we found this report, although made in the month of March, only carried the record of the work done upon the road down to the end of November of 1913, and the payments to the end of December.

We naturally wondered why the audit was not brought down to date, and my colleagues and myself spent many an anxious hour discussing the matter and endeavoring to find the reason why, and let me assure you from the very inception we had no doubts whatever but that a good and sufficiently corrupt reason existed and set about to discover it. We fully realized that Mr. Blanchette would honestly report what he found, and therefore there must be something between the end of November and the middle of March which they did not want Mr. Blanchette to report.

During the investigation we obtained an order from the commissioners giving us the right to examine the books of the construction company at Fredericton. We spent three days of sweltering July weather in a little 8x10 room, securely guarded by three officials of the company, and made what progress was possible. When we asked the right to question the bookkeeper, whom we knew to be honest, that privilege was denied us, but when we got this same bookkeeper in the witness box then the reason became apparent, and just here I want to give my colleague, Mr. Stevens, the full credit for unearthing the gigantic steal which was being engineered and which was most cunningly concealed in the books, after the date of Mr. Blanchette's audit.

During the progress of the investigation Mr. Stevens, on going over one of the books found an entry of \$338,000 as a charge or item entering into the cost of the road, which he immediately called to my attention, and upon consultation that evening we decided we had found the steal, and the next morning on examining Mr. Hoben, the whole thing came out. Under the legislation authorizing the government to assist the railway company by the guarantee of bonds they were allowed to pay the company not \$25,000 of bonds nor yet \$35,000, but such an amount as would represent the cost of the road not exceeding the amount of the two bond guarantees, and if the railway company could convince the government that the road cost \$1,000,000 more than it actually did, then they would have \$1,000,000 of

clear cream to divide up among them and their political associates, and once having Mr. Blanchette's audit down to a certain date certifying that all was well, it would be an easy matter to hand over each section money or bonds representing the cost of the road, as shown by those books.

In the month of January, they deliberately added \$338,000 on the cost of the road from Gagetown to Centerville, which did not represent the expenditure of one cent of money or money's worth, but was simply an arbitrary amount of ten per cent added to the total cost of the road up to that date, and each month thereafter ten per cent was added for each payment made by the company in connection with the construction of this work. For instance: when they paid Mr. Gould \$5,000 salary, it appeared in the books as \$5,500 when they paid Norman Winslow \$3,000 (because he wanted it) it would appear as \$3,300; when they paid Jimmy Crockett \$1,000, sheer graft (because he wanted it), it appears as \$1,100; when they paid \$50,000 interest on the bonds, it appears \$55,000, and to day those books show the road between Gagetown and Centerville to have cost nearly \$500,000 more than it actually has cost.

Had this body of plunderers been allowed to finish their work and complete this road, they would have had about \$1,000,000 added on to the cost of the work which represents nothing but absolute graft, and had not these charges been laid and investigation held, the people of this province would have paid to Mr. Gould and his political associates in New Brunswick \$1,000,000 of absolute graft to bedivided among themselves.

The people of this province can see that they have been saved by the heroic work of Mr. Dugal and by the energetic detective work of Messrs. Carvell and Vernet, and when you realize this fact I think the statement which I made early in the evening as to the debt due these men is more than borne out, and the people will just commence to realize the enormous abyss of financial ruin over which we were sleeping, and will when the proper time comes, condemn to oblivion the men who made this condition of affairs possible.

And even after this gigantic steal has been stopped the condition of affairs is so bad that one wonders what the end will be. The road as constructed is absolutely useless as an earning proposition. It is true, if it were ever operated, it would be a boon to those people along the line of railway from Gagetown to Centerville, but this great undertaking was never justified from a provincial standpoint excepting as a through line connecting the Transcontinental with St. John.

Forty per cent of the earnings of the road, as now constructed, will not commence to pay the interest upon the bonded debt, and the balance must be made up by the taxpayers of this province, and I see nothing starting us in the face but direct taxation, because of the mismanagement of this great undertaking by the party in power. We have been told by the Conservative party from Mr. Hazen down, that this road was to go to Grand Falls. One of the members from Victoria, Mr. White, promised his electors on the hustings that if the road was not completed immediately to Grand Falls he would resign his seat. At the investigation, Ross Thompson swore that they had not even surveyed beyond Andover, and even should they attempt to connect with the Transcontinental, it was intended to do so by the Salmon River viaduct and not go within six miles of Grand Falls.

Worse than that, the road is not open through to Andover (from Centerville to Andover) which, if completed, would open up a large amount of business. The government will pretend to say this was impossible on account of the financial stringency, but they forget to tell you that away back in 1912 the bonds for this section of the road were sold and the money obtained therefrom and placed in the hands of the Prudential Trust Company, and has ever since that date been there, or supposed to have been there, for the purpose of extending this road to Andover. Therefore, the claim of lack of money is only a subterfuge. The real reason is because Mr. Gould and certain members of the government quarrelled over the location, and as usual when the interests of Mr. Gould and the province of New Brunswick clashed, Mr. Gould won out.

The result is the Prudential Trust Company, acting on the authority given by the government of New Brunswick, have practically \$1,000,000 of our money in their hands which their manager admitted on oath was being loaned out to stock brokers and other borrowers, which might appear proper to him; and the Lord only knows where the money is tonight. We hope the securities which we placed in the hands of these people for private investment. We do know that \$97,000 of it is in the form of a

note signed by Mr. Gould, Mr. Ross Thompson, Mr. Macdonnell and Mr. Lisman, the latter of New York, and also the famous financier who, according to Mr. Fleming, was going to finance the second mortgage bonds.

We also note that this \$97,000 represents the greater portion of the \$100,000 which Gould paid to Fleming in the month of June, 1912, and for which he holds Fleming's receipts today. We do know that this money can all be found in the books of the railway company of New York, if they could be produced. What other securities the Prudential Trust Company holds for our million dollars, we know nothing about, but if anything goes wrong, if the people in that portion of New Brunswick fail to get the railroad they will know that the blame falls directly upon the government, and is not due to the financial conditions owing to the great war which is now in progress in Europe.

We have proved much, as is evident by the report of the commission, but let me tell you that we only touched the fringe of all the graft in connection with both the timber lands and the Valley Railway. Had we been able to get the evidence of Mr. Berry, had we been able to get the evidence of James H. Corbett, who paid \$10,000 to Mr. Fleming at the Brunswick Hotel in Moncton in the month of May, 1912, and had we been able to get the books of the railway company, which has been locked up in New York, we would reveal to the people of this province a tale of graft by men in high authority (which has others beside the principal) which would have paid into the treasury anything heretofore brought to light in Canada, or any portion of the civilized world.

But Berry was securely entertained at the best hotels in Boston and at the best hotels in the province of the New Brunswick; Mr. Corbett, on account of certain threats made from Ottawa, found it necessary to remain in Pennsylvania until after the investigation was closed; the books of the company were locked up in New York, and Lisman was in Europe, and the treasurer, Goodman, was away on a short trip, and unfortunately when the legislature created the commission they took very good pains not to give them the power to go beyond the limit of the Province of New Brunswick for the purpose of obtaining evidence, and therefore with this limited power their hands and ours were completely tied, excepting as to witnesses within the province.

However, now that the commission has reported, both Mr. Berry and Mr. Corbett have been able to return to New Brunswick. The newspapers are making statements about Mr. Berry, which Mr. Corbett cannot understand, and Mr. Corbett is determined that Mr. Fleming shall return to him the \$10,000 which he swore he (Fleming) did not receive and probably when these two suits are concluded the public will have some inkling of the evidence which was denied them by the government and its officials at the investigation.

ASHLAND NOTES

Miss Bartie Graham visited her sister for a few days at Summerville.

Our school is successfully managed by Miss Pauline Wilson of Lakeville. We learn with regret that she has resigned for the coming term.

I Belyea of Mars Hill is visiting friends in this place.

FREAKS IN BASEBALL

Apparently Clever Plays May sometimes Be Pure Luck.

Freak plays make baseball humorous, if not interesting. Some of these plays are said to be the result of quick thinking; but, as a matter of fact, most of them are simply luck.

Curious things happen. A ball fell into a tin can, and it being impossible to get it out in time, can and all were thrown to the basemen. Another ball hit the end of a nail driven through the opposite side of a fence and could not be got down until all the runners scored.

A swift hit glanced off the pitcher's hand, is snapped up by an infielder and thrown to first, putting the man out.

Red hot liners or grounders sometimes hit the first or third base bag and glance away for singles or even two baggers.

The shortest two bagger known was when the ball grazed the bat, shot up a few feet and fell in front of the plate. As the catcher reached for the twirling ball it glanced from his glove and bounded back to the stand, and the batter made second easily.

A center fielder saw a hit in the way of the shortstop and walked about sixty feet in to move it out of the way when he heard the crack of the bat and saw a hot ball coming straight at him. He could do nothing but try to catch it and did to his surprise. But he was given credit by the crowd for being a great student of batters—Arthur Macdonald in American Physical Education Review.

CONTROLS GREAT OIL AREAS.

Canadian Who Mines In Austria Is a Petroleum Magnate.

Mr. William H. MacGarvey, of Vienna, Austria, whose name has been associated with the Austro-German syndicate said to have acquired control through Count Von Hammerstein of great oil areas about Western Ontario in Northern Alberta, is a Canadian by birth and education, and in fact up to thirty-three years or so ago he was well known in political and industrial circles in the Dominion, says Chesterfield in the Family Herald. His parents, Edward and Sarah MacGarvey, emigrated from the North of Ireland, and went to Huntingdon, Que., where Mr. W. H. MacGarvey was born. He was educated at Huntingdon Academy, which has turned out so many men who hold prominent positions in Canada, and later went out to Western Ontario with his family. The present European oil magnate commenced his business career near Wyoming, Ont., but shortly afterwards moved to Petrolia, of which place he was elected first mayor the year before he was elected to the Ontario Legislature in the Conservative interest. He was by this time accounted one of the most successful and expert men in the Canadian mineral oil business, and he went to Europe to investigate the opportunities for introducing into Austria the Canadian system of drilling for oil. Favorably impressed by his observations, and after obtaining options on undeveloped oil areas, he returned to Canada for competent men to assist in the work, and the same year went to Austria accompanied by skilled artisans from Petrolia. At first results were somewhat disappointing, but after some years his efforts in the new field of endeavor were crowned with success, and he became the principal owner of the oil wells of Galicia, which he still manages and controls. He has also established many other great industries depending on their exploitation, employing about 2,000 men. Many of Mr. MacGarvey's principal managers are Canadians. Mr. MacGarvey is spoken of throughout continental Europe as "a brilliant example of integrity, honor, and perseverance."

It is well known that the simple fortune which public rumor credits him with having secured. His only daughter, Mamie, married Count Overhard von Zeppelin, of the German Landwehr, a near relative of the Count Zeppelin whose name is famous in connection with aviation.

Bigger Crops Needed.

The Ontario Provincial Government is making a special appeal to Ontario farmers to enter upon the fall sowing season with the needs of the Dominion first in mind. In consideration of the fact that the present demand of the empire for wheat is especially urgent, also of other cereals and standard vegetables, in view of the temptation to sell their cattle, horses and other stock for foodstuffs along the border at fancy prices, they are exhorted to pay serious attention to conserving their live stock.

Mr. Duff said: "I recognize that the amount that can be sown this fall must be somewhat limited by the plans which have been made during the summer. At the same time I think special plans should be made to increase the acreage of the crops to be put in in the spring as well. There will undoubtedly be need for foodstuffs along many lines in addition to wheat, such as potatoes, beans, oats, dairy products, live stock and poultry. I would like to point out that during the past season there were over 3,300,000 acres of land devoted to pasture. Now that there is every prospect of a good supply of food, I think a great deal of this land could with advantage be broken up and put into crop."

A Novel Ship.

Much interest was aroused on the Mersey a few days ago by the appearance of the train carrier and ice-breaker, the Leonard, which has been built at Messrs. Cammell, Laird's, says London Tit-Bits. The owners of the Leonard are the Transcontinental Railway of Canada. Accommodation is provided on the main platform of this novel ship for three long trains at the same time. Trains can be taken aboard at any state of the tide, and in addition to carrying this great burden she can, by reason of her ice-breaking equipment, plough her way through almost any ice-field. A train weighing about 1,400 tons can be lifted at the rate of one foot per minute to a height of 20 feet.

Train ferries are not unknown in Britain, one being in use on the Clyde. The Leonard has two funnels on each side of the wide platform, and her tremendous deck together with the flying navigation bridge, gives her a unique appearance.

Cableway to Span Niagara.

An aerial passenger cableway is soon to be built across the whirlpool at Niagara Falls to enable visitors to get a close view of that marvel of Nature and to experience the thrill connected with such a view without incurring any risk. The system is similar to one recently installed at San Sebastian, Spain, for spanning a chasm between two mountain ranges, and to the one that climbs the first stage of the Wetterhorn, in Switzerland. The whirlpool is situated in Canadian territory about six miles below Niagara Falls. The cableway is to be about 1,770 feet long, with the cables stretched at an elevation of about 250 feet above the whirlpool. The car, which has a capacity of fifty passengers,

EATEN UP BY THE SEA.

Waves and Currents Changing the Scenery of Chesapeake Bay.

Quietly, but with grim certainty, certain islands and headlands in Chesapeake bay are being destroyed at a startling rate by the ordinary action of waves and currents. The most interesting feature of the study is the rapid destruction of the three islands at the mouth of Choptank river.

Of these, Sharps island, which a generation ago was a summer resort and a favorite hunting ground, besides supporting a number of families throughout the year, is today deserted and almost barren of life. Its 438 acres of 1848 had dwindled to ninety-one by 1900, while at the time of the most recent government survey, in 1910, the island contained but fifty-three acres. Its north shore having suffered the phenomenal loss of 110 feet a year during the period from 1900 to 1910. Calculations indicate that the island will be entirely effaced before 1950.

James island, which lies south of Sharps island, decreased in size from 876 acres in 1848 to 490 acres in 1910, while to the north Tighman island, which supports many prosperous farmers and fishermen, was reduced from 2015 acres in 1847 to 1686 acres in 1900 and is now surrendering approximately six acres each year to the sea.

On Sharps island the site of an artesian well has been trespassed on by the waves so that it now presents the unique feature of a well located in the bay. The map of 1901 showed that the only remnant of the north end of the James island of 1848 was a small island situated on the spot which was formerly an arm of an inlet, but which later became filled with marsh material. That the water in the midst of the land in 1948 should become land in the midst of water in 1901 is a remarkable result of the greater resistance of the marsh built land—Argonaut.

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