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These newspapers advocate
British connection
Honesty in public life

Measures for the material
progress and moral advancement
of our great Dominion

No graft
No deals
The Thistle, Shamrock, Rose and the
The Maple Leaf forever.

Semi-Weekly Telegraph and The News

ST. JOHN, N. B., APRIL 20, 1912.

THE LIBERAL POLICY

Mr. Carvell was entirely correct in putting the primary emphasis on trade relations, in his speech at Hartland. The next elections will be fought on this issue. The Maritime Provinces particularly stand in need of larger markets. The electors will welcome an increase of the British preference to fifty per cent, not only because they are loyal, but on strictly economic grounds as well. It will pay in greatly increased commerce and trade. They will welcome the total removal of duties on natural products and the reduction of duties in cases where the tariff punishes the consumer unduly. Our provinces are hampered at every turn by the lack of a market. New Brunswick has enormous possibilities, but the production of the farms is often inadequate to supply local needs because of the limited population of our industrial centres. It is not high prices for an occasional season that produce rural prosperity. It is the fair certainty of reasonably profitable returns each season that encourages production and makes the country rich.

When Mr. Carvell says that his constituency lost \$300,000 last season through the defeat of reciprocity, he is well within the facts. A free market in natural products would stimulate production, and so revive our rural communities that every industry would prosper.

The central note of his address—"A free market is worth fighting for. I am going to fight"—is one which will inspire all old line Liberals everywhere. There have been coming more and more to the fore since the party reverse of last September. If that flag is now nailed to the mast, they will fight with all possible enthusiasm. After everything is said, this is the greatest difference between the two parties in Canada. They are diametrically opposed on the trade question. One is in favor of high protection and special privilege; the other favors the lowest possible tariff consistent with the needs of the country. To buttress special privilege, the Conservative party at present finds that the people must be hoodwinked and held in superstitious ignorance by some bugbear or other, but the Liberal party can only triumph with the triumph of principle and the throwing off of superstition. At present the Liberal party is strong in the personality of its leaders, while the other is inefficiently led; but that is only an incident in their political history. The crucial test is one of principle. Mr. Carvell has stated in a most emphatic way the principle on which the Liberal party must build for success at the next election. It stands to facilitate intercourse and trade with other nations in every possible way, to reduce the cost of freight, increase the facilities of communication and promote the profitable flow of trade in its natural channels. The chief way of encouraging trade in Canada today is by the reduction, and in some cases the removal, of tariff barriers; the Liberal party will eagerly join with other nations in opening up new facilities for mutual intercourse. Men of all nations trade with each other for the same reason that men of the same nation and the same village do, because they find it profitable; because they get what they want with less labor than they otherwise could. To this motive we owe civilization and the progress the world has made so far. The issue between the two parties was never more clear than at present, and the Liberals have everything to gain by emphasizing the difference.

If Ontario be excepted, Canadian voters gave a majority for reciprocity last year. This is a fact every Liberal should constantly keep in mind.

PRIZE WHEAT

Experiments in wheat growing are giving surprising results. Canada has spent much on experimental farms, but no one who reads the following story will doubt the wisdom of the investment. The Ottawa Journal tells it, editorially:

"There was very general jubilation among Canadians when it was announced that Mr. Sanger Wheeler, of Rosthern, Saskatchewan, had won the \$1,000 prize for the best wheat grown on the North American continent. It was rightly regarded not only as an honor for an unknown Saskatchewan farmer, but it was also seen to be a remarkable tribute to the real worth of Canada's wheat belt. When our own prairie won the prize in competition with all the wheat-growing areas of the continent it was manifest to all the world that Canada's wealth lay not in the flamboyant prospectus, nor in the fertile imagination of the Western real estate speculator, but in the soil itself. Our wheat areas in the hands of comparatively new farmers had surpassed the Western lands of the United States, backed with a whole generation of experience and unlimited capital."

"But this is not the most significant feature of the competition. Its economic meaning is destined to be profound. The prize-winning wheat was a new brand, called 'Marquis.' No wheat grown will ripen so rapidly as this. At one test at Brandon it matured in 116 days. Another year it ripened in 99 days, the character of the season having everything to do with it."

"What does this mean? The Western farmer can best appreciate it. It means that a much shorter wheat season is possible, and yet with results of the most satisfactory kind. The danger from early frosts will be minimized, and this item bulks very large in the prospectus of each season. It means, further, that the wheat-growing area can be extended by millions of acres, and every agriculturist knows that only a fraction of the arable land has yet been touched by the plow."

"The prize wheat, too, yielded at the rate of 80.2 bushels an acre. How many more millions of bushels, and consequently millions of dollars, would follow the general adoption of 'Marquis' wheat can hardly be estimated."

"It is matter for congratulation that the prize-winner ascribes the credit of his splendid venture to Dr. Saunders, of the Dominion Experimental Farm, both for the seed grain selected and for the up-to-date methods employed."

THE TITANIC TRAGEDY

The latest despatches enable us to measure with some accuracy the loss of life in the Titanic disaster, but as yet the real story of the tragedy is but hinted at. It begins to be plain now that the monster ship carried only boats enough to accommodate perhaps half of her passengers and crew, and that, thanks to a smooth sea, it was found possible to fill most of the boats, which remained afloat with passengers, while the rest of those aboard had to stick by the sinking ship in the fog and the darkness, waiting the time, momentarily expected, when the great shattered steel fabric would plunge into the depths. One of Tuesday's despatches suggests that the steamer sank before the last twenty of the fifty boats were filled, and that perhaps 500 or 600 more people might have been saved had it been possible to keep her afloat an hour longer.

No doubt it was known by the captain and his officers immediately after the shock that the ship could not float more than a few hours. Doubtless the first answer to the wireless call for help made it plain that the nearest steamer that had responded could scarcely reach the scene before the Titanic would sink. Under these circumstances there remained the grim and almost hopeless task of preserving order while the women and the children, and some others selected as yet we know not how—were placed in the boats and sent away. Of these scenes no doubt there will be adequate description later on, and we know they must have exceeded in dire suspense and horror almost any in the grim annals of the sea. Judge, by the Prime Minister's comments in London yesterday enough facts have been gleaned to show that British stock, on the bridge and among the ship's company generally, was staunch enough to meet this test man-fashion. If the evidence to come shall justify this statement then indeed the weight of horror will be somewhat mitigated, for in such a tragedy only steady fast courage and self-sacrifice can in any way serve to dull the edge of catastrophe.

As never before in modern sea history, perhaps, the world is waiting for complete tidings of what befell after the Titanic struck. Men in their pride of achievement, engineers, artificers, scientists, had built a ship which in many respects was the last word in naval construction. It carried more than 2,000 souls, full of hope and vigor, of new plans and contrivances, fathers and mothers and their children, men and women on pleasure bent, and many emigrants seeking homes over seas. It was a company seemingly secure against the worst that the sea could contrive. The wireless enabled the great ship to speak to the ocean, to reach back to Europe and ahead to America for the latest of the world's doings. Yet all had reckoned without the fog and the ice, and the event happened which brought despair and speedy death where had been hope and happiness and the expectancy of years of usefulness.

There is yet no defence against the iceberg. So long as the world insists upon speed, and so long as the steamship lanes cut through the more dangerous northern waters, no adequate provision can be made against the fate which overtook the Titanic. When we hear the whole story it will contain many lessons, perhaps among them the need for more lifeboats and less speed in thick weather; but even great disasters are forgotten comparatively soon, and it seems that none is great enough to long enforce caution if safety is to be purchased only by reduced speed at sea for days together.

MR. FLEMING'S READY-MADE FARMS

Hon. Mr. Fleming has few convictions, and he has not the courage of those few. He comes forward now with a halting and limping policy for so-called ready-made farms, but his own account of the scheme proves that he does not think very much of it. He proposes to establish a commission, composed of three men who shall be paid by the day for such days as they may work, and who shall borrow \$100,000 for the purpose of acquiring land to be resold to settlers who are to pay for it gradually.

Mr. Fleming's \$100,000 might buy from 100 to 150 farms of one sort or another, assuming that they are to be of a very moderate size and quality. Mr. Secretary Hubbard recently gave an estimate of the number of abandoned farms in New Brunswick, and many other estimates have been given. If one takes the average of these estimates it would show that the number of abandoned farms runs into the thousands. But, if we were to assume that there are 1,500 or 2,000 farms which may be described as abandoned, it will be clear that Mr. Fleming's scheme for re-creating New Brunswick agriculturally would no more than scratch the surface of the problem.

There are other minor features of Mr. Fleming's scheme which will make little impression. Hon. Mr. Rogers, he says, has promised him that a pamphlet will be prepared by an agent of the Dominion government, dwelling upon the excellencies of the farms he has in mind. Many pamphlets have been written about New Brunswick, and the province has paid the salaries of many officials. It is not by means of pamphlets that New Brunswick's agriculture will be stimulated and expanded. The pamphlets should come later, after the provincial government has made appreciable headway with some solid scheme, which, at the outset must contemplate financial backing much exceeding the sum Mr. Fleming tentatively puts forward.

Some months ago Hon. Mr. Rogers and those who purported to be speaking for him talked very bravely about Federal measures for advancing the interests of the Maritime Provinces, and we were told at that time that the Federal policy in this respect would be strongly supplemented by provincial action. Now it appears that Hon. Mr. Rogers has not gone beyond the stage of promising pamphlets and a superintendent, and that Hon. Mr. Fleming finds the financial finances in no condition to warrant a really constructive agricultural and immigration policy. If Mr. Fleming had not a deficit behind, and if he were not facing another one, and particularly if he had any faith in his ready-made farm scheme, he certainly would be ready to devote to it more than \$50,000 or \$60,000 a year in interest and sinking fund charges.

Mr. Fleming's talk about settling our vacant lands by such a scheme spells futility. At no cost at all, merely by giving the farmers of this country free access to their nearest foreign market all the year round, and so creating a steady demand for the surplus of our natural products, we could do more in one year to stimulate agriculture in New Brunswick than Mr. Fleming can do in ten years, or, indeed, in a generation, by the scheme which he now outlines but to which he obviously is afraid to back financially.

THE NEW REVOLUTION

The coal strike in Britain, the one in Germany, the threatened one in France and the United States, indicate an entirely new point of view on the part of the leaders and in the aims of the strikers. The avowed purpose is to wrest from capital not merely shorter hours or higher wages or any mere improvements in present industrial conditions, but to wrest from capital all the power and to turn over the great industry to the workmen of that industry. The producing the necessities and luxuries of life for himself. The abolition of wages will form the basis of the unions of the future. The new movement is opposed to Socialism, and it only uses the present trade unions to suppress or destroy them. It ignores national boundaries and the different forms of national governments, because it aims at a world-wide revolution.

Like the French Revolution, which was a petty local disturbance beside it, it has its origin in France. In so far as an idea may be traced, this had its birth when the Anarchists entered and dominated the French trade unions and syndicates. "His-torians," says Mr. Sorel, "will one day recognize that the entrance of the Anarchists into the syndicates was one of the greatest events that have happened in our time." This new movement does not look to politics for relief, and still less to labor party in parliaments. The movement is altogether industrial, and there is a general agreement among the directing minds that labor policy will never benefit the toiler. It works through the multiplied strikes, the sympathetic strike, the general strike. The strike, which if continued much longer would have reduced every industry in England to chaos, was caused, in part at least, by the ceaseless preaching of the interests of the working classes irrespective of trade. This seized the imagination of the workers, and they struck not merely for a betterment of wages but for complete social transformation. The workman is assured that once he adopts this policy, industrial capital will inevitably be transferred from its present owners to himself.

Revolutions stir up the pool, but they solve no problems. The hope of society lies, not in oppression of any class by any class, but in the continuous elimination of oppression. There are men who believe that the plutocracy is undying, like one of its favorite 999 years' leases. But as it grows in power opposing forces grow equally. A race of business princes, however wise will not rule in modern democratic countries. But when the plutocrat is dethroned, his place will not be taken by Tom Manns or Haywoods, who might

at any time change their triumph into terrorism.

The base of our modern civilization is broad. There is a solidarity and internal cohesion among the people, that will overcome the economic aggression of any class, and it will not tolerate the supplying of one economic desert by another. The "common man," the "plain people," the "straw hanger," the "man on the street," the "taxpayer," the "ultimate consumer," will have his say in the matter. In his progress through instructive victories and equally instructive defeats, he is learning the method of progress is by taking one step after another. The dog's tail may be cut off by inches, but it will be cut off. The trusts will be controlled, and the seeker for special privilege confounded. The difference is that at present the progress is more rapid than ordinarily. The pace has quickened into a march.

TRYING TO SHIFT THE ISSUE

Are the electors of New Brunswick going to try the Fleming government on what it has done since it took office, or will they allow it to shift the issue back to the record of the old administration? To ask such questions is to answer them. The Fleming government must stand or fall by what it has done, not by what its predecessors did, and certainly not by its wild exaggerations concerning the performances of the old government.

This aspect of the approaching campaign is reflected today because of an obvious statement on the part of the St. John Standard to divert attention from the present government's record, in the hope that the electors may give ear to Conservative orators who desire to discuss conditions that transpired before March, 1908, rather than what has happened since. But the Fleming government will be tried on its own record.

When a government has been in office throughout four or five sessions of the Legislature it should be willing to be judged by its own acts. Willing or unwilling, there is no doubt that it will be so judged. Session after session, Mr. Fleming and his associates have attempted to meet criticisms of their act and policies by saying, in effect: "Never mind what we are doing; let us talk about what the Liberal government did some years ago." For the first session or two this sort of talk may have impressed some electors who felt that the new government should be given a chance to set its house in order and get used to the business of administration. But when at the third and the fourth sessions of the House the government speakers still tried to shift discussion from their own conduct to that of their predecessors, the public began to recognize the fact that Mr. Fleming and his associates, steeped in partisanship, were afraid to meet the issues of the day squarely.

The acts and policies of the old government have been misrepresented persistently and violently by the Conservative press for years. But the public debt with the old government by electing its successors. These successors must answer now for what they have done, and for what they have failed to do. The coming campaign will hinge entirely upon the record of the Fleming administration. As to that record there cannot be two opinions among impartial observers.

Forced by the activity of Liberal leaders to take up the project of the Valley Road, Mr. Fleming and his lieutenants tried to make that railroad a branch of the C. P. R., a local road, beginning at one C. P. R. point and finishing at another C. P. R. point; and, moreover, the idea upon which they first insisted was that it should be operated by electricity and should be of light and inferior construction. By playing upon the local opposition, insisted upon the construction of a road all the way from St. John to Grand Falls, fit to handle the heaviest traffic, connecting with the Transcontinental at Grand Falls, serving the entire St. John valley, and guaranteeing reasonable rates. Had the Conservatives had their way the credit of the province would have been mortgaged for an inferior line which would have been dominated by the C. P. R., and which would have been virtually a feeder of that corporation's system.

With respect to Crown lands—in many respects the most important issue before the people of this province—the Surveyor-General and his associates have maintained an unsound policy and have defended it by the most obvious resort to concealment and deception. In the face of the most convincing proof to the contrary they have contended that the lessening of the size of the sawlog and the uncertainty regarding the future of Crown land leases have not increased the cut on Crown lands.

It has been pointed out by their opponents that if the cut on Crown lands had not increased from year to year this present government has been guilty of failing to collect something like \$100,000 in the stumpage in one year alone. Mr. Fleming may choose that horn of the dilemma if he likes it better than the other. As a matter of fact, New Brunswick's greatest asset, its forest wealth, has been appreciably diminished since the present administration has held power, and will be diminished dangerously every year that this government continues in power by reason of its lack of a sound and courageous policy with respect to the future of our forests.

This naturally brings us to the matter of revenue. Largely through the increased cut of Crown land timber, but partially because of an increase in the Federal subsidy secured by the old government, Mr. Fleming and his associates have enjoyed a revenue far and away greater than the province ever had prior to 1908. Yet, with this record revenue to draw upon, the Fleming administration confesses to a deficit of \$25,000 last year, is facing another deficit for the present year, and greatly increased the bonded debt of the province, and has still failed noticeably to

improve any of the leading public services.

These are among the outstanding failures of the administration. There are others which must call for discussion later on, among them the mean and prevalent partisanship displayed in every county in the province, the violation of pledges respecting contract and tender in the spending of public money, the sidetracking of the audit act, the feeding of political friends and supporters through the department of public works, the conduct of members of the House in taking public money through middlemen of their own selection, and other instances of bad faith and impudent disregard for public opinion which have everywhere produced anger and discontent among fair-minded residents of the province.

No wonder Mr. Fleming is anxious that his government shall escape being tried for what it has done and for what it has failed to do. His attempt to evade responsibility is a patent dodge, and a poor one, but in his embarrassment he is driven to foolish expedients. He will find in the near future, when the campaign begins, that he and his friends must sit up and take their medicine like men.

A HINT FOR THE FARMERS

New Brunswick farmers ought to ask themselves what is the meaning of the fact that American farmers, in Maine, Illinois, and the American West generally, are so hostile to reciprocity.

Mr. Roosevelt, and others who are now explaining that they do not favor reciprocity, are making these speeches to placate farmer votes in certain eastern and western states. Mr. Roosevelt says that the reciprocity bargain would have subjected the farmers of the United States "to the free competition of the agricultural products of Canada."

Such speeches give the Canadian farmer a fair estimate of the value of the market he lost last September through the Conservative victory in this country. But the issue will not down. If this country is to maintain a fair amount of protection for its manufacturing products the farmers must have justice in the matter of markets. And they hold the reins. They have but to say the word. A Democratic victory in the United States this year will be a low tariff victory. Even the Republicans are ready for a downward revision of the tariff. How long can a high protectionist government live in Canada where low tariff sentiment grows steadily stronger?

NOTE AND COMMENT

For substitute speakers, in Mr. Clarke's absence, the House has Mr. Dickson and Mr. Spruill.

But for the modern miracle of the wireless it is scarcely likely any of the Titanic's passengers would have escaped death from cold, exposure or drowning.

"As long as King street from King square to Market square, and as wide," is a St. John man's graphic description of the Titanic. And freighted with 2,200 people.

The Fleming government is now trying to evade an investigation of its expenditures on the Central railway. Queer conduct for an administration that is forever proclaiming its purity. What is there to hide?

"Women and children first," the good old rule of the sea appears to have been well enforced in the Titanic's case. Of the thousand and more men confronted suddenly by death, most seem to have preferred death to dishonor.

The world is yet in the shadow of a terrific disaster. Six months hence a speed-mad public will be likely to hear, instead of limiting the size of steamers or compelling them to go farther south in order to avoid the icebergs. There is no more popular saying than that to the effect that lightning doesn't strike twice in the same place. The passengers who never yet encountered an iceberg will continue to make up the great majority of travelers, and their wish for speed and the short cut will be gratified.

It had been said that ships like the Titanic had so many watertight bulkheads that they could not be sunk. But a 45,000-ton vessel striking a mountain of ice, perhaps while running at high speed, would blast all the confident hopes of naval constructors. Many lives have been lost in buildings of so-called "fireproof" construction. Evidently there is no type of ship yet that can survive head-on collision with an iceberg, and perhaps none that can withstand the ripping impact of another steamer. Additional size and power in steamers have practically removed the danger from heavy seas, but the peril of collision, reduced somewhat because the big ships are more seaworthy, remains.

ABE MARTIN



Al Pash, o' th' "No Hand Out-stretched 'Save Her' Company, is visiting his mother, who works here. The more cigarettes cost th' more they smell like a hot lead pencil eraser.

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A. RAMSAY & SON COMPANY, MONTREAL.

POWELL TELLS WHY NO ACTION FOLLOWED THE CENTRAL ROAD INQUIRY

Says There Was No Action at Law Against Directors of the Road for the Alleged "Switching" of the Moneys, and He So Reported to Then Premier Hazen—Found Commissioner McAvity's Accounts Well Kept, as Well as Those in Norton Office—Public Accounts' Committee Hears How \$8,000 of the People's Money Was Wasted.

Fredericton, N. B., April 17.—H. A. Powell, ex-M. P. P. and ex-M. P., and now one of the International Waterways Commission, was before the public accounts committee this afternoon, at a special session, to explain some matters in connection with the expense of the New Brunswick Coal and Railway investigation commission, of which he was counsel.

Some days ago Hon. C. W. Robinson, one of the opposition members of the public accounts committee, asked that subpoenaed sure requiring the attendance of H. A. Powell and Messrs. Dickson, Babbitt and Tibbits, departmental officials, in order to ascertain, if possible, why some measures had not been taken to collect the moneys, said to have been "switched" from their proper channels.

The chairman of the committee agreed at the time to hear the explanation, but said some days later that he found he had no authority to do so. However, Mr. Powell appeared today, without any papers, and gave the committee some interesting statements touching the celebrated report, which cost the province nearly \$8,000, and has never served any purpose except as a political pamphlet replete with insinuations and mis-statements.

Some of the more important of Mr. Powell's statements were: That his opinion had been asked by ex-Premier Hazen with regard to the advisability of proceeding with a view to securing the moneys that could not be accounted for, according to the report; that he had made a verbal report to him that there were two difficulties in the way of such a prosecution.

First, a constitutional difficulty as to the responsibility of the members of the government whether they could be prosecuted against for negligence. The authorities he consulted said that was a matter for parliament to deal with.

No action at law.

He told Mr. Hazen he had looked into the matter carefully and that there was no action at law. The only course was to impeach the directors, and he said they might appoint two members of the company and begin an equity suit for an accounting, but every member of that company was his political enemy and would be likely to look into the authorities and might have no charge for those services.

Touching the accounts, Mr. Powell said that the operating books at Norton were well kept, also that Commissioner McAvity's accounts were full and complete with a statement of all moneys that passed through his hands which came from the government.

All of his remarks referring to irregularities did not refer to the Norton books or those kept by George McAvity, but to the books of the company and its transactions with the government were in a most unsatisfactory state.

The secretary of the company, the late Geo. W. Allen, mixed up his private account with that of the company.

Concerning the preparation of the commissioners report, Mr. Powell said he had been requested by the chairman, Judge Landry, to prepare an outline of what had been proven in connection with the expenditures, and he had made up that statement with care, and it was embodied in the report from the beginning to Page 31. The commissioners had chopped it up considerably, leaving out some things and substituting others.

He had nothing to do with the paragraph concerning Mr. Copp's services. He had no hand in the report from Page 32 to 62, inclusive. Nor from Page 63 to 71. The statements from "A" to "G" were his work. The commissioners went over them and reduced the unexplained balance by \$15,000. The interest account was made up by the late Mr. McDougall, and was less than he had made it.

In the latter part of the report the commissioners made a recommendation for an accounting, which suggestion he thought was a hasty one.

Mr. Copp, the opposition leader, who was present through the courtesy of the committee, said that it was important that the responsibility for not proceeding to collect the alleged missing money should be saddled upon some one. A large amount of money had been spent by the province conducting this investigation with no result, and consequently it appeared to have been wasted. What the committee wished to learn was whether he had, as counsel made any report or recommendations.

Mr. Powell—I have told you the whole of it.

Mr. Jones—It seems that Mr. Powell made a verbal report, and thought there was little chance of getting anything by proceedings at law. Was there any chance of Mr. Powell proceeding against Mr. Puley and Mr. Tweedie?

Special Legislation Necessary.

Mr. Powell—I told Mr. Hazen the only thing to do was to pass a special act and that would have been special legislation.

Mr. Jones—Could he have done that with Mr. Tweedie as governor?

Mr. Powell—It would have been unfair legislation.

Passing on to explain why he and the commissioners had disagreed upon several

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