LATEST MORNING EDITION

The Standard.

THE WORLD'S NEWS

VOL. 1. NO. 277. THE WEATHER. Snow. SAINT JOHN, CANADA, FRIDAY, FEBRUARY 18, 1910. Price—$5.00 A Year By Carrier; $3.00 A Year By Mail. SINGLE COPIES TWO CENTS.

CARNIVAL OF CORRUPTION IS UNEARTHED

Alberta Government Threatened With Annihilation As a Result of Recent Disclosures Respecting Railway Policy.

CHEATING THE PEOPLE AT $20,000 PER MILE

Edmonton, Alta, Feb. 17.—The half, the quarter, not a small portion has been told of the eruption that is now threatening the Alberta Government and when it all comes to light there will be exposed to view, a carnival of corruption that has never been equalled before in this western country. Nothing more than the general plan of the Alberta and great waterways railways has yet been published but the questions asked by Mr. Bennett, in the legislature today may bring some light upon the rumor that the bonds for this road were not sold at ninety-eight, as first stated, or at 100, stated later on, but at 102.

J. P. Morgan.

It is known too that J. P. Morgan turned about and sold then immediately at 110. Mr. Morgan may have pocketed all differences but the question is, was there a melon cutting of $140,000 or was there not? The objections to the principle of the bill have not been answered by any person. The road is subsidized for seven millions which sum must be paid whether it costs that amount or not. If it only cost five million, the company get a clear rake-off of two millions, moreover they are under no obligations to operate the road. If they choose to do so they can simply go away and leave it after it is constructed. The other suspicious feature is that the province pays $20,000 a mile for road every ten miles. The company can build a thousand miles along the easy part, and then leave it at that.

If the company builds the road, as it might do in the easy section, it will get the subsidy for $20,000 a mile, leaving a nice little profit of a million, two hundred thousand, for the thousand miles.

A Third.

There are two serious objections to the bill, but there is a third. The premier, on the application of the company, is at liberty to change any of the specifications for building the road. With the present outlook of affairs this is a most deplorable and disastrous power to move. There are so many other objections that it is difficult to name them all. The road is to be a poor affair with the ties simply laid on the ground. It is to be built by unknown men who are not railway builders, one a banker in Kansas City, the others Winnipeg men who are not railroad men. On the split in the house, Mr. Cushing will have a following of sixteen, exclusive of Conservatives and Labor. This may give him a majority of one. The split is assurred.

In the house this afternoon Premier Rutherford was asked if Hon. Mr. Cushing had resigned, but he replied that he had no statement to make. Cushing himself declined to make any statement, though his seat among the ministers in the front row is vacant and he admits that he has sent in his resignation.

The premier and Mr. Cushing dined at Lieutenant Governor's and it is presumed that the situation was discussed, but neither will give any information.

PEARY MUST PROVE POLE ACHIVEMENT

Washington, Feb. 17.—Members of the House may demand that Robert E. Peary exhibit proofs to the world in general before voting him a gold medal and the thanks of congress. It was learned today that the naval committee was not entirely unanimous on the proposed bestowal of honors upon the discoverer of the pole.

One of the leaders of the House, who declined to allow the use of his name, said today that he was opposed to accepting the proofs of Mr. Peary that he had discovered the pole, merely because the National Geographic Society accepted them. He charged a preconceived prejudice in favor of Peary on the part of the society, and said that before Congress took this step the verdict of this society should be confirmed by other scientific bodies of the world.

Several members have expressed opposition to the proposed honors to Peary and some have threatened to discuss vigorously the matter on the floor if it is brought up there.

TWO ARE DEAD IN HAMILTON FIRE

Hamilton, Ont., Feb. 17.—Two men are dead, three are seriously injured and a score or more are painfully injured as the result of a fire which broke out about 5.30 this afternoon in the immense plant of the Gurney Foundry Company stove manufacturers, Jackson and Rebecca streets. Henri Warden, 505 King street, West, and Albert McCully, 287 Catherine street, North, were suffocated to death, their bodies being found half an hour after the fire broke out.

FAVOR CONTROL OF PHONE RATES BY GOVERNMENT

Union of Municipalities Places Itself On Record in the Matter of Telephone Tariffs---Session Concluded.

WOODSTOCK NEXT PLACE OF MEETING

Special to The Standard.

Campbellton, N. B., Feb. 17.—At this morning's session of the Municipalities Union, Ald. McGoldrick of St. John brought forward the motion of the St. John Board of Trade, asking the government to amend the Telephone Companies Act so that no further increase in rates and tolls could be made without the approval of the government and upon the hearing of all parties. This motion was opposed by some of the delegates but the large majority were in favor of it. The resolution submitted by the Moncton Board of Trade asking the government to construct provincial roads was also passed without much opposition. A resolution submitted by the St. Stephen delegates asking the government to enact a law exempting from taxation all property of cities in connection with water supplies outside the city limits, was passed although opposed by the Westmorland county delegates.

Afternoon Session.

At the afternoon session several resolutions were passed among them were the following recommending individual municipalities to co-operate with the society for the prevention of tuberculosis.

A resolution expressing appreciation of the services of the late Dr. W. A. McRae, secretary McCready and president Chestnut.

A resolution urging upon the government the necessity of conserving the water powers and natural resources of the province.

A resolution asking the government to fix arbitrators fees in the case of experts at $20 per day and others at $10 per day.

A very excellent paper on street construction was read by D. L. Black engineer of Campbellton.

There was some discussion on the question of an export duty on pulpwood and the convention reaffirmed its position of last year.

Some time was also devoted to a discussion of the public health act particularly with regard to smallpox epedemics. Hon. John Morrissy stated that the act would be revised at the present session of the Legislature.

A resolution was passed asking the Government to extend the season for hunting big game from Dec. 1st to Dec. 31st.

By a vote of the convention Woodstock was chosen as the next place of meeting.

The officers elected are as follows: Mayor Reilly, Moncton, president; Warden Gilbert, Kings county, vice-president; J. W. McCready, secretary treasurer; Executive, Mayor Miller, Newcastle; Coun. Sterling, York; Mayor Jones, Woodstock; Coun. Siddall, Westmorland; Ald. McGoldrick St. John; Warden Legere, Gloucester; Mayor Chestnut, Fredericton; Councillor Mowat, Campbellton; Councillor Polly, St. Stephen. After the usual votes of thanks the meeting adjourned.

The delegates were banquetted at the Minto hotel this evening by the mayor and councillors of Campbellton. A number of citizens were also present. The good things provided by mine host, Gorman, were enjoyed to the full and a pleasant time spent by all.

Continued on Page 3.

FATAL ACCIDENT AT MONCTON YESTERDAY

Special to The Standard.

Moncton, Feb. 17.—A frightful accident occurred at the new shops of the Intercolonial about three o'clock this afternoon. William Doyle, aged 17, messenger, was coming out of the door of the freight car repair shop, when he was struck by a car being shunted on tracks about three feet from the building. The wheel of the car caught him by the head and dragged him about three car lengths before being stopped. When the body was released the lad was found to be quite dead. The deceased was a son of Conductor John Doyle, who was out on the provident fund voting train when the accident occurred.

CORNELL UNIVERSITY TO GOLDWIN SMITH

Ithaca, N. Y., Feb. 17.—President Schurman of Cornell University gave out this telegram today from the Cornell University faculty to Goldwin Smith and his reply:—

To Goldwin Smith, the Grange, Toronto, Ontario:

The Cornell University faculty assembled today send greetings to their illustrious colleague and beg him to accept their affectionate sympathy in his unfortunate accident, and the hearty wishes of this entire university community for his speedy restoration to health and comfort.

Hammond, Secretary.

To Mr. Hammond, Secretary Cornell University Faculty, Ithaca, N. Y.:

Expression of sympathy most gladly received and heartily returned. Long live Cornell.

Goldwin Smith.

CONSTRUCTION OF VALLEY RAILWAY AND PENSIONS FOR TEACHERS ASSURED

Premier Hazen in Outlining Policy of Government at Opening of Legislature Yesterday, Promises Legislation Looking to the Construction of the Valley Railway Without Unnecessary Delay and Providing for the Pensioning of Teachers Grown Old in the Public Service.

Able Speeches by Mr. Woods and Mr. Allain, the Mover and Seconder of the Address in Reply to the Speech from the Throne--Leader of Opposition Finds Nothing To Criticise in Administration of Public Affairs The Proceedings in Detail.

Fredericton, N. B., Feb. 17.—The New Brunswick Legislature was opened this afternoon with the usual ceremony. Hon. Mr. Flemming submitted a certificate of the election of Mr. A. F. Bentley in the St. John county by-election in lieu of Hon. H. A. McKeown who resigned. Also a statement of the votes polled.

Mr. Bentley was introduced to the speaker by Hon. C. W. Robinson and Mr. Lowell. Hon. Mr. Hazen introduced a bill to amend Chapter 90 of the Consolidated Statutes, 1903, respecting the winding up of incorporated companies.

Hon. Mr. Hazen submitted a report of the commissioners of the N. B. Coal and Railway Company for the year ending October 31st last.

Hon. Mr. Flemming submitted statements regarding the bonded debt, real estate and personal property values of the counties of Charlotte, Kent, Carleton, Restigouche, Westmorland, the towns of St. Andrews, St. Stephen, Chatham, Dalhousie, Sackville and the cities of St. John, Fredericton and Moncton.

Hon. Mr. Flemming submitted the report of the superintendent of the Provincial Hospital, report of schools, and report of the Chancellor of the University of New Brunswick.

Hon. Mr. Grimmer submitted the report of the Crown Land Department.

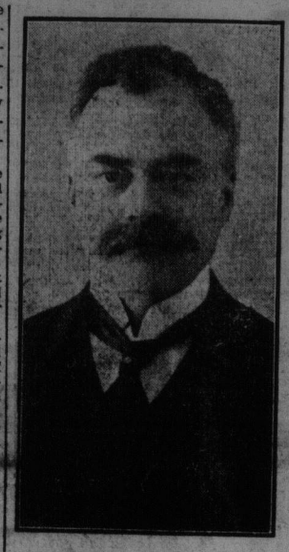
The following was the speech from the throne:—

Mr. Speaker and Gentlemen of the Legislative Assembly:—

It affords me much pleasure to meet you again at the opening of another session, and to once more express our thanks to the Creator and Giver of all good things for a bountiful harvest and the general prosperity with which the people of New Brunswick have been blessed.

It is gratifying to find that during the last year the crop yields averaged larger than in 1908, and were above the average of the figures of the last ten years, though unusual weather conditions occasioned local losses. High prices have prevailed for most farm products, and increased faith in the agricultural capabilities of the province, is being manifested.

Since the opening of the legislature last year, eighteen new agricultural societies have been incorporated, and they are actively taking up the work of live stock improvement, and the purchase of good seeds.



PREMIER HAZEN.

to the staff of the agricultural department.

On account of the large crops of potatoes in Ontario, Quebec, and the United States, it was felt by my government that it was desirable that some new outlet should be found for the New Brunswick potato crop, and assistance was therefore given to the produce shippers of the province in introducing and extending our potato trade in the Cuban market. The result has been most gratifying. Up to the present time upwards of 75,000 barrels have been shipped to Havana. Our product has more than an enviable reputation there, and there is every prospect that the trade will be a permanent one.

During recess, renewed and additional efforts have been made to induce the immigration of agriculturists, farm laborers and domestic servants, and I am pleased to be able to say that these efforts have been crowned with a reasonable degree of success, and it is expected that in the future greater results will follow.

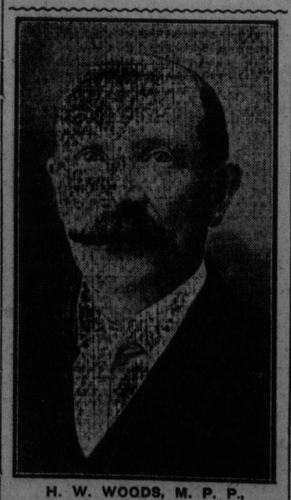
It is a pleasure to inform you that the territorial revenue during the last fiscal year, was the largest in the history of the province, and that the estimates of lumber cut during the present year, so far received by the department of crown lands, indicate that the receipts will show a substantial increase over those of the previous one.

During the recess, my government has continued to press for a settlement of outstanding claims in connection with fishery matters, against the government of Canada, and will continue to do so, and is hopeful that a settlement of all questions in dispute may be arrived at during the present year.

At the opening of the last session, I informed you that arrangements had been made by my government, under which certain books used in the common schools were being supplied at a reduced price of forty per cent., and you will be glad to learn that the list has been extended so that practically all the books in the school curriculum are being sold at a similar reduction thereby effecting a very considerable saving to the people of the province.

At the last session of the legislature an act was passed in aid of the development of the Gloucester county iron deposits. Aided and encouraged by the carrying out of the provisions of that act, the Northern New Brunswick and Sea Board Railway Company entered upon the construction of a line of railway from the iron mines near the Grand Falls of the Nepisiquit River, to the Intercolonial Railway, and in spite of very wet weather last summer and autumn, has made such substantial progress with the work, that it is expected the road will be completed not later than July next, and that thereafter, the provincial revenues will be increased to a considerable amount by the royalties on the output of the mines.

The encouragement given by my government to this enterprise has caused great activity in prospecting for minerals in Gloucester and other northern counties, and so far favorable reports have been received of indications of other valuable deposits and the receipts from mining licenses have largely increased.



H. W. WOODS, M. P. P.,
Mover of the Address in Reply to the Speech from the Throne.

In response to the demand for larger and better draught horses, my government arranged with reliable horse importers to bring Clydesdale mares and stallions and Percheron stallions to be sold within the province upon a commercial basis. These horses have been sold at reasonable prices and well distributed at small expense to the province.

I am pleased to note the honors won by the fruit growers of this province, at the exhibitions in Great Britain, and at the Maritime Fair at Amherst, and to congratulate our horticulturists on the success which has crowned their efforts. The fruit from this province carried off prizes in competition with the Empire.

To assist our fruit growers in further developing the production and export of apples and other fruit, an expert in fruit culture has been added

In pursuance of an act passed at the last session, a commission was appointed to inquire into and report upon the best methods to be adopted to prevent and cure tuberculosis in this province. The report of this commission has not been received by the government, but it is expected that it will be presented during the session.

The highway act of 1908, as amended by the Legislature at its last session, has been in force during the past year and I am happy to be able to inform you that though the season was an unusually wet one and not favorable for the making or preservation of good roads, its operation leads to the conclusion that it will be effective in providing better roads than have existed in the past and prove a wise and progressive piece of legislation.

For many years past, there has existed a strong desire among the residents of the counties of the valley of the St. John for the construction of a railway which will, it is believed, add in a very great measure to their prosperity and be of general benefit to the province. All legislation heretofore passed for aiding such a work has proved ineffective in accomplishing the purpose desired. A bill will be introduced at the present session, which it is hoped, will result in the accomplishment of this long desired and desirable public work at no far distant day.

You will be invited to consider bills to provide pensions for teachers in the common schools; to amend the act respecting juries; the board of health act, and an act for the establishment of a board of public utility commissioners.

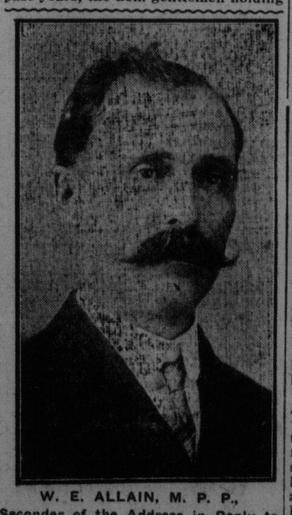
Other measures will also be submitted for your consideration.

I have directed the accounts of the income and expenditure for the past year, as well as a statement of the receipts and payments of the current year, up to the opening of the present session to be laid before you.

Estimates of the probable income and expenditure for the current year will also be submitted to you and I think, you will find that they have been prepared with a due regard to economy and the requirements of the public service.

I feel assured that you will give careful consideration to the various subjects which will come before you.

Mr. Woods in moving the address in reply to the speech from the throne said that reports of speeches made in past years, the hon. gentlemen holding



W. E. ALLAIN, M. P. P.,
Seconder of the Address in Reply to the Speech from the Throne.

the position which he now had the honor to hold, had mentioned the fact that they undertook the duty with fear and trembling. He had thought that they had, perhaps, been using a politicians license, but now he was convinced that they had been preaching gospel truths. All were in accord in the feeling of thankfulness to divine Providence for the blessings of the past year, and all would hope for a continuance.

Those who drafted the speech from the throne just delivered, had struck the key note of prosperity and had shown great wisdom in giving so much attention to agriculture. The past season had been too wet for the favorable growing of crops, but nevertheless the yield had been above the average. The fact that better prices for farm produce now existed was due in large measure to the development of the winter port at St. John

Continued on Page 2.

ASQUITH NOW FACING AN ACUTE CRISIS

Redmond Fails to Carry Demands With Nationalists and Laborites Are Threatening Revolt.

NEW ADMINISTRATION BETWEEN TWO FIRES

London, Feb. 17.—This has been politically, one of the most exciting days since the general elections and if present indications are to be trusted, another general election is not unlikely within three months.

Premier Asquith's confirmed habit of keeping his own counsels, makes it additionally difficult accurately to guage the situation, but all evidence points in the direction of an acute crisis having arisen. The cabinet council which is now sitting daily, had a two-hours session this morning and the prime minister had an audience with the King in the afternoon, after which the cabinet council resumed its sitting, being occupied for more than an hour.

George M. Barnes, the new chairman of the labor party in parliament, sent a manifesto to Premier Asquith, protesting against the budget question preceding the veto question in the House and declaring that in the event of this protest being disregarded, the Laborites would vote against the government. The negotiations between the government and the Nationalists are in a very unsatisfactory state, it being reported that John Redmond had failed to carry his demands.

Asquith Not Alarmed.

While an alliance between the Nationalists and the Laborites in a campaign to force Premier Asquith to take up the matter of the veto before the budget undoubtedly presents a serious situation, the premier himself does not appear to be alarmed. He sought relaxation tonight by visiting the theatre.

Mr. Asquith's speech next Monday in parliament will probably give the first real explanation of the government's policy. It will then be time if the Nationalists and the Laborites are dissatisfied with the government's plans, for them to take action.

It is asserted that this will take the form of moving an amendment to the address, expressing regret that Mr. Asquith should continue to hold office without assurances from the King that His Majesty would support him in case the House of Lords reject the veto bill. It is believed, in spite of today's threatening precedure that neither the Nationalists nor the Laborites desire to force another general election for which the party funds are not ready and all difficulties may vanish when the veto bill, which the Cabinet is daily engaged in drafting, sees light.

Late tonight Mr. Redmond, confirmed the report that no arrangement had been reached with the Liberals and the Conservatives morning papers are again inviting the Government to seek the assistance of the Unionists in passing the budget.

T. P. O'Connor, in an article which he has contributed to his weekly paper says it is all a question of tactics. To begin a campaign by submitting the budget to the House of Lords, whether they were willing to accept it or not, he declares, would be a surrender and he adds that all talk about financial chaos is irrelevant.

"We want to make a revolution, or we don't," he says. "If we do, we ought to think in revolutionary terms and do revolutionary terms."

CROWN RESTS CASE IN AYOUB TRIAL

Special to The Standard.

Perth Junction, N. B., Feb. 17.—The Ayoub trial was proceeded with today and will be concluded tomorrow. A copy of the Koran was procured during the night and the true Mohammodean oath was administered to Mr. Hall. This consists of taking the Book between his two hands, touching it to his lips and forehead.

His evidence was: "I went into M. J. S. store, after he left. William was there and asked me if I wanted to buy a shipment of gloves he had received worth $184. I said no. He said I'll let you have them for $100. I replied that I did not want them at all. He then offered them for $50, but I refused to buy. The gloves afterward mysteriously disappeared."

J. J. Gallagher and Geo. H. West were the only additional witnesses. Mr. Carter closed for the crown and as the defence will offer no witnesses, the case will conclude tomorrow morning.

WANTS ROCKEFELLER CONSIGNED TO PERDITION

Washington, Feb. 17.—Senator Jeff Davis of Arkansas startled the Senate today with the declaration that he would like to see John D. Rockefeller consigned to perdition and burned in flames caused by the consumption of the products of the Standard Oil Company.

He spoke in opposition to a bill authorizing an oil and gas pipe line across the public lands of Arkansas.

DR. PUGSLEY IS FORCED TO ADMIT CHARGES

Minister of Public Works Unable to Sidestep Onslaught of Member for York in Pink Rock Steal

REDOUBTABLE WILLIAM WORSTED IN FRAY

Ottawa, Feb. 17.—Mr. Crocket is giving the Liberals a lot of trouble and they are very, very angry with him. Apart from the ragings of the Pugsleyites in New Brunswick, the effect of his disclosures seems to be spreading westward and the Toronto Globe has found it necessary to curse him with great vigor. But while the Toronto organ calls him a monomaniac and his foes nearer home use worse names and urge local ruffians to assault him, his exposures seem to be sinking in. The Pink Rock wharf affair is the latest on his list and it is worrying Mr. Pugsley. Today the minister rose once more to explain matters. The net results were:

The Results.

1—Mr. Pugsley produced a beautiful distinction. The work done by the Government is not an extension of the old wharf. It is another wharf, built at the end of the old one.

2—In so doing he admitted that the old wharf was a private one.

3—Even in his original statement Mr. Pugsley departed from his former assertion that the title of the wharf was vested in the Crown and adroitly substituted the word "control."

The incident took place early in the afternoon.

Mr. Pugsley rose to a question of privilege. Mr. Crocket the other day had contradicted the report in the Toronto Globe with regard to the Pink Rock wharf and had said that Mr. Pugsley knew the Globe's statement was untrue. This statement, the minister said he could not corroborate. Not one dollar of public money had been spent on a private wharf. The wharf was the property of the Crown. There was an agreement which gave the public a right of way over the wharf and gave the Crown the right to collect tolls upon it. This agreement justified the Globe in stating that the control of the wharf had passed from the Albert Manufacturing Company, subject to the company's right to use the wharf for its own vessels.

More Explaining.

Mr. Crocket observed that Mr. Pugsley evidently had felt it necessary to do some more explaining. If the minister could not corroborate his statement, he was able to. Though Mr. Pugsley had started by intimating that he would confute his statements, he had ended by confirming them. He said that the Pink Rock wharf had passed from the company to the Crown Mr. Crocket reaffirmed that this was not true. The vote was for an extension of the private property of the Albert Mfg. Co. The agreement was nothing more than a colorable arrangement, providing that the Crown was to be allowed to charge tolls on vessels not owned by the company. No shipping other than that of the company used the wharf and now could use it for years to come. The official report made to the minister expressly stated that the wharf was intended for the shipment of gypsum. The Albert Mfg. Co., was the only shipper of gypsum. Moreover the expenditure was made by Mr. Osman, the managing director of the company without supervision or direction from the Public Works Department, the bills were simply forwarded to the Public Works Department and paid by it as if the money had been expended by it.

Mr. Osman's Letter.

Mr. Crocket then read Mr. Osman's letter refusing to sell the wharf and proposing the right of way argument. If it were not for his firm conviction that the Minister of Public Works would be absolutely incapable of dictating a letter which another man was to address to him, he would be tempted to suspect that in its smooth terms he could detect the fine Italian hand of the minister.

The officials of the department had suggested to the minister that he acquire the wharf.

Mr. Pugsley interrupted to say that not one dollar of public money had been spent on this wharf.

Mr. Crocket replied that the appropriation was to "complete the extension of the wharf.

"That is on the new wharf," said Mr. Pugsley amid laughter from the Conservatives.

Mr. Crocket challenged Mr. Pugsley to give another example of a private wharf being extended by the government.

Mr. Pugsley replied that he could—on the west side of St. John harbor.

Who owned it? Mr. Crocket asked.

The city of St. John, replied Mr. Pugsley.

A Public Wharf.

"And the minister calls that a private wharf!" exclaimed Mr. Crocket. "It was a public wharf. And Mr. Crocket concluded by declaring that Mr. Pugsley had admitted his case.

Mr. Fugsley rose to reply.

Mr. Borden asked if there was to be a general discussion.

"No, there was not," Mr. Fielding, who was leading the house said no, and Mr. Pugsley amused his foes by saying that he did not want any.

Then, said Mr. Borden, he objected to Mr. Pugsley speaking again, he already had made a full statement.

There was some disorder, the speaker finally ruling that Mr. Pugsley

Continued on Page 2.