

## PLEASED WITH THE EAST

English Mining Engineer Talks about Albert Co. Oil Wells

Declared that Public Attention in a Few Years will be Diverted from West to East

Montreal, March 23—A great future for the gas fields of New Brunswick and the coal deposits of Cumberland County, Nova Scotia, were predicted by Ernest Lichtenberg, English mining engineer, who returned from the east yesterday. He came to Canada at the invitation of Mr. Hance Logan, ex-M. P. for Cumberland, N.S., for the extensive examination of the varied resources mineral and others, west of the province. He declared that the coming ten years would see public notice now so firmly riveted on the western provinces, transferred to the eastern part of the Dominion. His estimates of the coal deposits of Cumberland were very favorable and he will report accordingly on the other side of the Atlantic.

Mr. Lichtenberg was surprised at the gas wells of Albert County, N.B., and said that he followed the pipe line now laid three feet under ground from Moncton, a distance of ten miles, declaring that the industry will be of the greatest importance to that part of the country as the gas will be taken to St. John and all the towns on the Intercolonial from Moncton to the commercial capital of New Brunswick.

## MAY DYNAMITE TURTLE MOUNTAIN

Calgary, Alb., Mar. 23—To consider the advisability of blowing up Turtle Mountain with dynamite in order to avert a second slide there, the C. P. R. will make arrangements with federal government some time in the near future and after the report of an expert is secured, some action will probably be taken, to protect the town of Frank and its citizens from a second slide. In the meantime, there is no immediate danger, and work in the mines and in the town is still going on, as if there were no mountains there at all.

## YOUTHFUL BLACKHANDER PLACED UNDER ARREST

New York, March 23—A diminutive emulator of "Black Hand" methods came to grief yesterday, traced by a letter he had written and which had struck terror to the wealthy family receiving it. The story came out when Isador Ginsburg, eleven years old, was arrested, charged with penning the threatening missive to Mr. and Mrs. Harry Bleckner on Avenue A.

"Don't tell the police," the letter read, "or for you sure death, my dear sir. Give us 500 bucks or we will kill you and Mrs. Becky Bleckner. We will kidnap your son. Put \$500 in the cellar of No. 247 East Tenth Street or if not we will murder you by Monday night. Quick or your son will be ours."

The letter was signed "Black Hand Gang." The boy, when arrested, declared that he and a school mate whose name he did not remember, were promised ten cents by an unknown man if they would write the letter he dictated.

## BODIES TAKEN FROM MINE

McCurran, Okla., Mar. 22—Twenty-nine corpses found late last night, were removed today from the mine of the Sans Bois Coal Company and efforts were renewed to locate seven other miners known to have been in the workings, when a gas explosion entombed 116 men Wednesday forenoon.

When the fate of these seven is ascertained, the entire 116 will have been accounted for, twenty-four were taken out alive and the bodies of eighty-four have been recovered. Wednesday's disaster has left sixty-five widows and 250 fatherless children.

## COAL STRIKE SITUATION

Lines of Trade in England are Being Affected by the Strike

Well to do Women are Taking Charge of Relief Work Throughout the Country

London, March 23—The navy, is beginning to feel the effects of the strike. Winston Spencer Churchill first lord of the admiralty in answer to a question in the House of Commons, announced that the strike unquestionable would retard the progress of the work on new shipbuilding for the navy and on the naval basis under construction. England will spend a dull week end. Residents of the cities who usually spend the Saturday afternoon and Sunday in the country, are unable today to leave town as the railways pleading a shortage of coal have cancelled trains by the hundred. One of the largest lines, the Great Eastern, for example is running only five trains during the whole of tomorrow, and it is only doing this because it is under contract to carry the mails.

The other companies have also decided not to run special racing trains for the opening of the Flat Racing Season next week and it is now doubtful whether they will even be able to run holiday trains at Easter. All this means further reductions in the working staffs of the railways which have laid off 60,000 already, every one of whom is drawing out of work benefit from the railway men's trade unions. The same thing applies in other industries, affected by the lack of coal which now include practically every trade in the country. The cotton mills at Nelson, Bolton and other centres in Lancashire are closing down rapidly, while most of the factories in Leeds have either stopped entirely or are running on half time. Foundries everywhere have drawn their fires and this week end a large number of factories will be closed.

## DISGUISED AS FEMALE CALLED OUT FIREMEN

(Canadian Press.)

Montreal, Q., March 23—Disguised in feminine clothes, an ex-fireman, Emile Perron, was arrested early this morning, charged with ringing in a series of false fire alarms in the St. Henri, district. Beginning at ten minutes past two o'clock, four calls were sent in at regular intervals of ten minutes. It was in connection with the fourth alarm that Perron was recognized as an ex-fireman, and disguised in woman's apparel, was arrested and taken into custody by the police.

## LATTER DAY SAINTS VISIT SHERBROOKE

Sherbrooke, Que., Mar. 22—The Eastern Townships were stirred up today when it was learned that three Mormon missionaries had arrived in this city and for the next couple of months will do missionary work here. They intend making a house to house canvass and explain their religion with a view to having existing prejudices removed. Later on they intend holding a series of open air meetings. There is strong feeling here against Mormonism and it is possible that the missionaries may meet with strenuous opposition.

## STRIKE BREAKER LET GO

(Canadian Press.)

Brandon, March 23—Thos. Smith, a Grand Trunk Pacific strike breaker of Rivers, Manitoba, who killed Arthur Absford and shot two other men who attacked him December 22, was acquitted of the charge of murder.

Mr. O. E. White of St. John is at the Queen.

Mr. T. H. Harley of New Glasgow arrived in the city last night.

## The Valley Railway Bill Passes the Legislature

A Fair Play Amendment Moved by Mr. Tweeddale Threw the Premier into a Paroxysm of Rage--Opposition Asked that Work on the Different Sections of the Road Proceed Simultaneously--Servile Followers of the Government Voted Down the Amendment--Mr. Copp Defines his Position

The Valley Railway bill passed its third reading in the House on Friday after an hour or so of somewhat heated discussion, caused by the moving of an amendment by Mr. Tweeddale, seconded by Mr. Bentley, which sought to cause construction to begin on the Andover-Grand Falls and the Gagetown-Rothsay sections so that they could be completed by November 1913, the time that the act provides for the Fredericton-Centreville and the Fredericton-Gagetown sections to be finished.

This amendment was voted down by the government, the division standing 28 to 12, and the bill passed its third reading.

Mr. Tweeddale and the opposition fought to the last ditch for justice to the Grand Falls-and-over and the Gagetown-Rothsay sections, claiming that there was no good reason why they should be discriminated against and left for completion for two years later.

They argued that the money was available for all the roads and bridges, and contractors and engineers could be had in plenty to do the work, but for some unexplained reason the government refused to listen to their pleas for justice to the people of the sections and the Valley Railway between Centreville and Gagetown will be completed and in operation two years earlier than the section at both ends. This, judging from the many protests that have come in from Victoria, Queens and Kings counties, will be very disappointing to the people in those counties. They claim the same rights as the counties of Sunbury, York and Carleton, and, being under equal obligations with them, cannot understand why they should have to wait two years to enjoy the transportation facilities they have been counting upon so long.

There was no hesitation on the part of the opposition to support the measure. All that they asked for was justice to all. In the plainest terms the opposition leader, Mr. Copp, and Messrs. Tweeddale, Burgess and Upham defined their position. They were, as they always had been, in favor of the construction of the road from Grand Falls to St. John, operated by the Intercolonial, but they objected to the delay in the completion of the end sections.

Mr. Copp was especially vigorous in his condemnation of the road being made a political football by the government, of the uncertainty of the route and the location of the bridges, these being undecided, and hope held out to different sections, in order to bring influence to bear upon the elections.

The amendment of Mr. Tweeddale had no political significance, he said being plainly his duty as the representative of Victoria. It was also in the interests of the whole province as it provided the necessary safeguard of early connection at Grand Falls.

In a short speech, Mr. Upham emphasized the support he had always given the Valley road, but he objected to being placed in a false position by Premier Fleming, who had accused him of obstruction. The fact was that he had been always in favor of the Valley road from Grand Falls to St. John, operated by the Intercolonial, while two years ago Fleming had voted against that and in favor of an electric railway.

Only last June had the premier become converted to the through line to Grand Falls and made arrangements with Hon. Mr. Pugsley for its construction. Why had the work been delayed? He was too much interested in federal politics, and eight months had gone by, six of which the Conservative government at Ottawa had been in power and nothing was done yet. The people of Carleton could would have something to say to the premier when they had an opportunity about this delay.

THE AMENDMENT

The House met on Friday at three o'clock.

The House proceeded to the third reading of the bill to amend the act to construct the St. John Valley Railway.

Mr. Tweeddale moved the following amendment:—

Resolved [that Bill No. 8 be now not read a third time but that it be referred back to the Committee of the whole House with instructions to amend the same as to provide that Construction work shall begin on those sections of the proposed line of railway from Andover to Grand Falls and from Rothsay to Gagetown simultaneously with work provided by said bill and the whole line from St. John to Grand Falls to be completed on or before the 1st day of November A. D. 1913.

Mr. Woods said that he could not see the necessity, of amendment and thought the Opposition members should be well satisfied from statements of the Premier and the information from Ottawa that the railway would be constructed from Grand Falls to St. John and that they need have no fear for Andover-Grand Falls section. His Hon. friends seemed anxious for this portion more than any other portion of the system and assurances had been given him that it would be constructed. He (Woods) had endeavored from the outset to give whatever assistance he could towards the building of the road and he was pleased that the negotiations had reached a satisfactory conclusion. Perhaps he felt that it would be of much benefit to a large section to have the road constructed from Central Hamstead to St. John via Welsford, From Evandale to St. John the cost was estimated as follows:—

Via Gondola Point .....	\$ 974,504
Central Hamstead to Evandale .....	254,220
St. John Bridge .....	528,000
Kennebecasis Bridge .....	1,317,625
	\$3,074,349

From Central Hamstead to St. John via Welsford the approximate

cost would be \$2,561,760 or a saving of \$512,089. If running right over the C. P. R. from Welsford to St. John could be obtained there would be an additional saving of \$2,057,469. He could see no reason why the province could not make arrangements for running right over the C. P. R. just as well as the C. P. R. makes arrangements for running rights from other transportation companies. If the amendment were adopted it would forever prevent the building of the railway through this district. He would be glad to take all the members through the country and show the need of a railway here. He was pleased to endorse the arrangements which this Government had consummated for the building of the road throughout the entire valley.

MR. TWEEDDALE

Mr. Tweeddale said that one reason for the necessity of the amendment was that the terms of the bill discriminated against the county which he represented. No particular reason had been given by the government why the Grand Falls-Andover section of the railway should not be constructed simultaneously with the other sections of the road. The most important feature of the whole proposition was that connection should be made at Grand Falls with the G.T.P. Every facility was available in Victoria county and that section of the road should be constructed at the same time as the other sections.

Hon. Mr. Maxwell said that the position that his hon friend from Victoria assumed today only followed out the tactics which he and his colleagues had pursued with respect to the construction of the Valley Railway for the past three years. The

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## COL. SAM HUGHES TO WAKE THINGS UP

(Canadian Press.)

Toronto, Ont., March 23—A system of militia for Canada so perfected that regular annual camps will become unnecessary with local training made so complete by efficient drill in armories and practice fields, that the civilian soldiers can be called out on the shortest notice for important manoeuvres, is what Col. Sam Hughes, minister of militia in the Borden government, sees in the future. He told his hopes last night at a dinner given in his honor by the Toronto Garrison. He would first see that areas for manoeuvring were set aside in every district of the country and that public school cadets had a week in camp each year, to ensure the correct early training of the coming generation, and would start the boys along the right path in drill and marksmanship.

## PERSONAL

Miss Bessie Babbitt has gone to Boston to visit her sister Mrs. Archie McInnis.

Mrs. Chas Fitz-Randolph will spend Easter with friends in New York.

Miss May Hilyard is here from St. John visiting her sister Mrs. John C. Allen.

Mrs. Stewart of Prince Edward Island is visiting Mrs. Harold Alcorn.

Mrs. Hogg, and her daughter, Mrs. Smith and her children are here for the summer from Montreal.

Miss Allison of Sackville is visiting Mrs. Black at the Barker.

Mrs. Dibble leaves next week for New York where she will spend Easter visiting friends.

Mrs. Hanberry of Brandon, Man., is visiting her parents, Dr. and Mrs. W. S. Carter, of this city.

Mr. D. S. MacMurray of Hamilton is among the commercial men in the city.

Mr. L. H. Perley of Sackville is registered at the Barker House. In the city.

## EIGHT HOUR BILL MUST STAND OVER

Toronto, March 23—There will be no eight hour day for miners in this session's legislation. The question came up in the legislature in connection with Mr. N. W. Rowell's bill and the government made known its decision to have the matter stand over to allow of thorough investigation before next session. This announcement was somewhat in view of the fact that an eight hour day bill has stood upon the order paper in the name of Sir James Whitney for several weeks. The bill will be withdrawn.

## KAISER WILLIAM IN AUSTRALIA

Vienna, Austria, Mar. 23—Emperor William accompanied by Prince and Princess Victoria Louise arrived here this morning. They will spend the day with the Emperor Francis Joseph at Schoen Brunne Castle, afterwards the party will proceed to Venice on a visit to King Victor Emmanuel of Italy and will then continue their journey to Corfu, where the Emperor is to spend his usual summer vacation.

## CHURCH SERVICES

SALVATION ARMY  
11 a. m. Holiness Meeting; 3 p. m. Praise Service; 8 p. m. "Men of the World". Bright singing and music.

REFORMED BAPTIST  
Rev. S. A. Barker, pastor.  
Preaching at 11 a. m. and 7 p. m. Sunday School and Adult Bible Class at 2.30 p. m.

Evangelistic service after preaching in the evening. Seats free. All are cordially invited.

BRUNSWICK STREET BAPTIST  
Rev. Miles McCutchen of the Brunswick Street Baptist, Sr. John, will occupy the pulpit of the Brunswick Street Baptist Church at both services tomorrow.

## BILL TO ASSIST HIGHWAYS AMENDED BY SENATE

Money to be Granted by the Government Must be Divided among the Provinces on a Basis of Population--Government Leader Disapproved of the Proposition --Bill to Restrict Horse Racing Discussed in the House of Commons--Govt. has Already Granted Charters

Ottawa, March 22—The Commons spent the most interesting portion of its day at the races. Judge Doherty was the official starter for a bill which the Grits say proposes to lock the door after the horse has been stolen and put on the track.

The bill of the minister of justice to some extent will restrict race tracks and track racing in future. It forbids one association to lease its track to another for a meet; it provides that there shall not be more than fourteen days' racing at a meet, and that hereafter a racing association will have to obtain incorporation by act of parliament.

This will give moral reformers a fine chance to get their knives into the vitals of such sporting propositions. If any of them run the gauntlet they will have to break all records and that will be going some. The Liberals endorsed all this as a high line of morality but asked why the government had anticipated the legislation by granting legislation to two new associations. Only Saturday The Canada Gazette contained notice that Earlscourt Racing Club and the London Racing Association had been incorporated by letters patent.

Hon. Mr. Doherty stated that under the law the government had no right to refuse the application of these two associations for incorporation. The law was mandatory.

Hon. Mr. Murphy, the former secretary of state, said that the Liberal government two years ago had refused to grant racing rights to these clubs, and there had been no legal proceedings taken to compel them to do so. He was inclined to make light of the present government's view that there could be no application refused. As the late government had passed the Miller bill against racing, it had determined to carry it out in spirit as well as letter and had therefore kept on refusing these applications until it went out of office.

Hon. Dr. Pugsley offered an amendment which would cut out the two new associations. It was lost on a party division and the bill was put through.

HIGHWAY BILL AMENDED.

Ottawa, March 22—The Liberal majority in the senate again over-ruled the government today by adopting an amendment to the highway aid bill, to which the government objected, and which had been defeated in the Commons.

Hon. Mr. Loughheed, as leader, ex-

pressed his sense of the loss the senate had sustained through the death of Senator A. A. MacDonald of Charlottetown, one of the fathers of confederation. Sir Richard Cartwright said he would endorse all Hon. Mr. Loughheed had said. Senator MacDonald had in his life been of use to his country.

In committee on the government highways aid act, Hon. Mr. Loughheed said he still held the view that Senator Powers' amendment would render the bill inoperative. There was no need of it, as the government would this session bring down an estimate providing a sum which would be divided among all the provinces according to their population, or at least all provinces who qualified to the terms proposed.

Senator Bell said the amount involved was comparatively small and would not amount to more than \$750,000, which was but little compared with the total appropriation. The government could not be controlled by the opposition in the direction of its expenditure. Certainly it could not be controlled by the senate which had no voice in money legislation. It could discuss it but not amend it.

THE SENATE'S POWERS.

Senator Power declared that Senator Bell had made the most extraordinary statement ever heard in a British parliament when he declared that the senate was bound to accept any decision the government might come to. The government's bill provided that it should be given a signed blank cheque by parliament which it could fill in and spend as it pleased. The amendment insured that there should be an equal distribution among all the provinces.

Hon. Mr. Loughheed said the senate had the right to amend the bill, but as this amendment had been rejected by the Commons, its passage by the senate would be a want of confidence vote and lead to conflict between the two Houses. The Commons could hardly be expected to endorse what they had just rejected. This precedent followed would mean that the senate would dominate parliament. The bill should be accepted or rejected, but not amended.

Senator Power's amendment was carried by 35 to 11.

On the motion of Senator Power, the clause authorizing the minister of railways to undertake the work of improving a highway upon obtaining consent of the provincial legislature was struck out of the bill.

## GREAT ACTIVITY SHOWN IN THE STOCK MARKET

New York, March 23—The stock market opened active and strong, there being advances all along the line. The metal issues were especially strong.

Quotations from direct private wires of J. M. Robinson & Sons, Bankers, St. John, N. B.; members of Montreal Stock Exchange

	Open	Noon
Copper, .....	78½	80
Smelters, .....	83½	85½
Smelters, .....	108½	108½
Brooklyn, .....	82½	82½
Lehigh, .....	166½	167
Northern Pacific, .....	122½	123½
Great Northern, .....	133½	133½
Pennsylvania, .....	124½	124½
Reading, .....	158½	158½
Southern Pacific, .....	112½	112½
Union Pacific, .....	170½	170½
U.S. Steel, .....	67½	67½

MONTREAL MORNING SALES

Soo-100 @ 137	
C.P.R.—50 @ 233½	
Detroit United Ry—60 @ 63; 200 @ 63½; 70 @ 63½	
Dom Steel Com—225 @ 56½; 10 @ 56½	
Halifax Tram—15 @ 153½	
Illinois—14 @ 190	
Montreal Power—250 @ 195; 59 @ 194½; 25 @ 195	

Scotia Coal Com—20 @ 93½; 15 @ 94	
Rich & Ont Ry. Co—225 @ 121, 125 @ 120½; 100 @ 120½	
Toronto St. Ry.—1 @ 133; 5 @ 133½; 25 @ 132½	
Shawinigan Power—100 @ 132	
Spanish River Com—10 @ 42½	
Can. Cotton Com—25 @ 19½; 276 @ 20, 200 @ 21	
Montreal Cotton Pfd—25 @ 101½	
Merchants Bank—2 @ 195	
Porto Rico Com—50 @ 79; 105 @ 79½; 50 @ 79½	
Union Bank of Can.—31 @ 162½; 3 @ 162; 2 @ 161½	
Dom. Canners Com—100 @ 61	
Royal Bank of Can.—1 @ 229½	
Cement Com—5 @ 28	

## MAY HAVE DAILY SERVICE

London, March 23—A daily service each way between New York and Europe is being discussed in shipping circles as a possible outcome of the efforts of Albert B. Allen, director-general of the Hamburg-American Line, to establish a community of interest between that line and the White Star, Cunard, North German Lloyd and French lines.