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In order to ensure changes being made in advertisements, copy must reach the office not later than nine a.m. on the day of publication.

The Daily Mail.

THE WEATHER.
Maritime — Moderate southerly and southwesterly winds, fair and milder.

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TWO CENTS PER COPY

DEMAND FOR FREE FOOD

Delegation of Western Farmers Interview the Borden Government

Ask for Free Wheat, Lumber and Farm Implements and an Increase in British Preference

Ottawa, Dec. 16—The government today heard a delegation, representing the organized farmers of Saskatchewan, Alberta, Manitoba and Ontario, voice a demand for free wheat flour, free agricultural implements, lumber, cement, and meats—for the immediate increase of the British preference to 50 per cent, and free trade with Britain within five years.

They asked that no more railway subsidies should be given and that a co-operative act should be passed which would enable co-operative trading societies to be easily and economically organized.

The delegation presented well-reasoned statements to back their requests. They met the government at 11 o'clock in the morning and the case was not cleared until 3 o'clock in the afternoon.

Premier Borden and Hon. Messrs. Burrell, Pelletier, Hazen, Roche, Foster, White, Rogers, Reid Crothers and Kemp gave ear to this demand, and for the government. Premier Borden stated their representations would be considered but that only in parliament and in the budget speech could tariff announcements be made and therefore no reply could be made to the free food demands.

STANDPATERS START A FIRE

The meeting then adjourned and in the afternoon the views of the government were made clear when Senator E. D. Smith, one of the principal men in the Canadian Cannery combine, appeared with a carefully chosen delegation of canners, fruit growers and livestock men before the government and asked that no change be made in the tariff which would disturb the protection the canners and meat handlers now have.

It is understood here that the afternoon delegation was organized at the request of the government to offset the representations which the grain growers and the Ontario Grange were to present.

The canners and meat men were emphatic in stating that the consumers' demand for reduction in the duties on food for the benefit of the consumers of Canada should not be conceded.

To them, as to the morning deputation, Premier Borden stated that the government could disclose its tariff policy only to parliament and in the budget speech.

CARRIAGE STRUCK BY CAR, OCCUPANTS THROWN OUT

Dr. Ross of Marysville, while making a run in his motor-car from Marysville to Gibson to answer an urgent call yesterday afternoon, collided with a carriage which was driving in the same direction. George Glasier and two others in the carriage were thrown out and into the ditch and the horse was bruised. Although the car struck the rear of the carriage, it was the front wheels that were damaged, being smashed. Dr. Ross will make good the damage. The accident occurred on a narrow part of the road between Marysville and Gibson, Dr. Ross attempting to pass between two carriages. The occupants of the damaged vehicle were not seriously hurt.

TO PROBE RAILROAD'S EXPENDITURES

Boston, Mass., Dec. 17—The Massachusetts Public Service Commission today began an investigation of alleged "underground" expenditures of money by the New York, New Haven and Hartford Railroad Company during the period covered by the last session of the legislature in this State.

Rogers' Machine Methods And York County Politics

The Secret as to Why Mr. J. K. Pinder, M. P. P., Abandoned His Fight for the Federal Seat in York is Out

Double Subsidy Paid by the Dominion Government to the Southampton Railway—Last Payment of \$32,837 Synchronizes With Recent Tory Love Feast in St. John—Public Money Invested in Thirteen Miles of Cheap Road Now Amounts to \$231,280—Believed That Entire Cost of Line Did Not Exceed \$146,000—A Good Part of Bond Guarantee Said to Have Gone Into the Tory Campaign Fund—Document Filed in Court by Mr. Pinder Shows That Cost of Construction Work Was Only \$79,000

It will surprise a great many people no doubt to learn that the approaching by-election in York has already cost the Dominion of Canada the snug sum of \$32,837.12 in coin of the realm. This money has been ordered paid by the Dominion government on the recommendation of Hon. Robert Rogers and Hon. J. D. Hazen to the Southampton Railway Company, in order to prevent the president of the concern, Mr. J. K. Pinder, M.P.P., from offering as a candidate for the vacant seat for this county and to assist Premier Fleming to rid himself of the presence of Hon. H. F. McLeod in the local cabinet. This may seem like a strong statement to make, but nevertheless it is a positive fact. The deal was arranged during the recent Tory love feast at St. John in which Messrs. Rogers and Hazen were the outstanding figures and The Mail is giving the facts to the public for the first time.

THE PINDER BOOM.

The people of York County who take an interest in public affairs, know that when it was announced some months ago that Mr. O. S. Crockett, M.P., was to go to the Supreme Court bench, Mr. J. K. Pinder, M.P.P., was picked upon as his successor as the federal representative. True, he did not make a public announcement of his candidature, but quietly assured friends who broached the subject to him that he would be right on the job when the time arrived. He was given strong assurances of support and while there was some talk of Hon. H. F. McLeod or Mr. John A. Young, M.P.P., offering for the vacancy, it was generally felt that Mr. Pinder had the call and the nomination would be his for the asking. It was also a matter of common knowledge that while Hon. Mr. McLeod was well satisfied to remain in the provincial government, pressure from high sources was being brought to bear to induce him to resign and run for Ottawa. The Mail has repeatedly made the statement and it has no hesitation in repeating it, that a scheme was hatched months ago by Premier Fleming to force the provincial secretary out of the cabinet, and in this he was able to secure the

CONNIVANCE OF HON. J. D. HAZEN.

The situation, therefore, at the time of the Tory love feast in St. John was simply this: Mr. O. S. Crockett, M.P., was slated for the Supreme Court bench and Mr. Pinder was firm in his determination to offer as the Tory candidate for the York federal seat. Premier Fleming, on the other hand, seeing an opportunity to get rid of a troublesome colleague, was equally determined that Hon. Mr. McLeod should stand as the Tory candidate for Ottawa. The whole situation was explained to Hon. Bob Rogers and that crafty politician, who has been described as Mr. Borden's "minister of elections," was not long in finding a satisfactory solution of the difficulty. Mr. Pinder, it seems, is the president of a railway company which, with generous government assistance, has constructed a spur line from a point near Millville, through his own property, to the St. John River opposite Pokoj, a distance of thirteen miles. He had made application to

the Dominion government for a double subsidy for this road, but had not received the same for the very good reason that it had not been established to the satisfaction of the minister of railways that the spur had cost the sum of \$21,400 per mile which, according to law, a road must cost before it is entitled to a double subsidy. The company early last spring, had received from the Dominion government, in the form of a subsidy, the sum of \$48,442.88 in cash, and this payment is said to have been based on the cost of the road and was

ALL THE COMPANY WAS ENTITLED TO

under the law. In matters pertaining to elections, however, Hon. Bob Rogers has demonstrated over and over again that he has an utter disregard for both the law and the constitution and it was so in this case. Here was a by-election pending in York County and here was Mr. Pinder threatening to take the field in opposition to a candidate selected by the Tory machine. Something had to be done and Mr. Rogers did something just as soon as he got back to Ottawa. He had an order-in-council passed ordering the sum of \$32,837.12 to be paid over to Mr. Pinder's company, completing the double subsidy of \$6400 per mile and making a total of \$18,280 which this thirteen miles of road, beginning in a field on the line of the Gibson branch of the C.P.R. and ending in another near the right-hand bank of the St. John River, has drawn from the Dominion treasury, in addition to a bond guarantee of \$150,000 from the provincial government. This was eminently satisfactory to Mr. Pinder, and the movement on foot to translate him to Ottawa was promptly knocked into a cocked hat. It was a great win for Mr. Pinder and also a win for Premier Fleming and they journeyed home from St. John in a happy frame of mind. If the balance of the subsidy has not already been paid over to Mr. Pinder, it is a safe gamble that it will be in his possession on or before December 31, which has been fixed as nomination day for the York by-election.

MADE A BIG HAUL.

The total financial assistance given by the Dominion and local governments to this spur line amounts to the enormous sum of \$231,280 or \$18,266 per mile. The original bond guarantee was \$130,000, voted by the legislature several years ago, and it was generally felt at the time that Mr. Pinder had been pretty generously treated, in fact more generously than would have been the case had he not been an unsuccessful applicant for a portfolio when the government came into power in 1908. The \$10,000 a mile, however, was not sufficient, and last session Mr. Pinder came back and was voted another \$2,000 a mile, making a grand total of \$156,000, which the province has invested in the undertaking. No company owned road in the history of the province, if we except the St. John Valley line now in course of construction, ever received

SUCH GENEROUS FINANCIAL ASSISTANCE

from the public treasury. Whether or

not the importance of the section of country served by the road justified such a large outlay of public money is a question over which there will likely be some difference of opinion. The road has been completed and is now being operated by the C.P.R. on a percentage basis. So far it has handled considerable freight traffic, a large amount of which has been material and supplies for St. John Valley Railway contractors. As the Pinder spur is the only road which now taps the St. John River between Fredericton and Woodstock, a section without railway facilities, it is but natural that it should be handling considerable business, but there is sure to be a big slump as soon as the Valley road is completed. In fact, the knowing ones go so far as to say that the Pinder spur will then have to depend largely for traffic on the product of Mr. Pinder's mill at Temperance Vale. This traffic, or rather 40 per cent. of the proceeds from which would be the province's share, would fall far short of paying the interest on \$150,000 of provincial bonds.

So far as Mr. Pinder is concerned, he is perhaps deserving of some credit for providing his section of the country with a railway. No doubt the carrying out of such a big undertaking has been a source of much worry to him and probably more than once he regretted ever having had anything to do with it. He was fortunate in being able to induce the C.P.R. to take over and operate the road but his troubles are not yet over by any means. Mr. John E. Stewart, who claims to have had a contract to build the road, is suing the company for heavy damages and

William McDonald & Son, who performed the construction work, are suing Mr. Pinder personally on promissory notes given in connection with the work. These cases will come up for trial at the Court of Kings Bench in January and some developments of interest to the public are promised.

BAGGED A DOUBLE SUBSIDY.

The announcement that the Dominion government has paid a double subsidy to the company will astonish many people, especially those familiar with the physical condition of the road. No sane man who has travelled over it ever dreamed that it cost \$21,400 per mile to build. Yet it must have been represented to the department of railways that it cost that much and it is presumed that the engineer gave a certificate to that effect. A North Shore journalist and politician who recently made a trip over the road afterwards stated in his paper that it was equally as good as the line it connected with, viz: the Gibson branch of the C.P.R. All we have to say on this point is that if it is not vastly superior to the Gibson branch the country has not received anything like value for the money invested, or to put it in plainer English, somebody has made a big steal.

WHAT THE ROAD COST.

Fortunately some figures giving an insight on the cost of the road are available to the press and public in the office of the clerk of the pleas in this city, in the form of a counter claim filed by Mr. Pinder in the suit

(Continued on page two)

DIVORCE REFUSED IN HAWTHORN AND LEAMAN CASES

His Honor Judge McKeown Insists Upon Corroborative Evidence where Infidelity is charged—Alleged Confessions of Defendants and Evidence of Accomplices Insufficient—Chas. D. Richards Applies to Appear in Case of Magee vs Magee

His Honor Judge McKeown in giving judgement in two divorces cases Tuesday afternoon confirmed his former statement with regard to evidence of a certain class that has been given considerable prominence in certain suits. He refused the prayer of the petitioners in the case of Leaman vs. Leaman and that of Hawthorne vs. Hawthorne. In both the evidence of the accomplices in alleged acts of infidelity had been taken and alleged confessions of infidelity made by the defendants also had been presented as evidence. In both instances His Honor ruled that such was insufficient without corroborative evidence and such had not been presented.

In connection with a recent suit, Case vs. Case, Judge McKeown after hearing two witnesses swear that they had been accomplices in acts of infidelity said that both were liable

to prosecution and imprisonment on their own statement and added that evidence of that kind gave him a strong impression that perjury was being committed.

The cases in which judgement was given yesterday afternoon were Leaman vs. Leaman, a Moncton suit and Hawthorne vs. Hawthorne the parties to which reside in Fredericton.

LEAMAN VS. LEAMAN

In Leaman vs. Leaman an undefended suit brought by the husband. The Honor reviewed the evidence. Correspondents named O'Brien and Scott had been named in it. The wife's alleged admission to the plaintiff in regard to the former and the sworn statement of the second had been the evidence of infidelity. His Honor

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STOCK MARKET IN THE DUMPS

Canadian Pacific's Melon a Great Disappointment to Investors

The General List of Stocks is Weak But Show Good Powers of Resistance

New York, Dec. 17—It looked yesterday as if several weak points in the Stock Market had been eliminated and while many of these weak points may still exist, the general list of stocks has shown a very convincing power of resistance. Sentiment remains depressed but this is not unnatural in view of the many recent untoward factors. In one respect at least, there was perceptible improvement and that was in the matter of investment demand discriminating purchases for investments. There is every reason to believe that the reaction in business is proceeding at an interesting rate of decline, but from the standpoint of securities this is not an unmixt event. It has been clear for many months that liquidation in business was the remedy for the position of the banks throughout the country.

(Quotations by J. C. Mackintosh & Co., Bankers & Brokers, St. John, N.B.)

	Open	Close
Copper	70 1/2	70
C.P.R.	218 1/2	218 1/2
Brooklyn	86 1/2	86 1/2
Great Northern	123 1/2	123 1/2
Lehigh	148 1/2	148 1/2
Northern Pacific	106 1/2	106 1/2
Pennsylvania	106 1/2	106 1/2
Reading	162 1/2	162 1/2
Southern Pacific	86 1/2	86 1/2
Union Pacific	151 1/2	151 1/2
U.S. Steel	56 1/2	56

Sales to 11 a.m., 68,300 shares.

BECOMES BRIDE OF FRENCH SOLDIER

Washington, D.C., Dec. 17—An international wedding took place in Washington today, the bride being Miss Edine Frances Tisdal, daughter of Mrs. Willard Parker Tisdal, and the bridegroom Captain Octave Edouard Mousset of the Artillery Corps of the French army. The marriage ceremony was performed at the home of the bride's mother.

SOCIETY EVENTS

Mrs. R. W. McLellan entertained the Monday Afternoon Club this week when Mrs. Harold Babbitt won the prize. Mrs. McLellan had an extra table and Mrs. W. S. Thomas won the guests' prize.

Owing to the death of Mrs. Sharp last week, the Ladies Club did not meet. Mrs. William Cruikshank being a member. The meeting will be held this week on Wednesday at Mrs. George Allen's residence.

Miss Mabel Sterling arrived home from Montreal last Thursday to spend the holidays with her parents Mr. and Mrs. Sterling.

Mrs. J. Stewart Neill leaves on Saturday for St. John to spend Christmas with Mr. and Mrs. Logan. Mr. Neill will join her the first of the week and on the twenty seventh they expect to leave for Nashville, Florida, where they will spend the winter.

The sale of home made candy and fancy articles which the ladies of the Hospital Aid conducted proved very successful. The ladies also served five o'clock tea, and the net proceeds amounted to \$40.00.

Mr. Albert Belyea of Edmonton arrived from the west on Saturday. On the 30th instant Mr. Belyea will be married to Miss Stella Jewett, daughter of Mr. and Mrs. Harry Jewett.

Mr. and Mrs. T. Carleton Allen left for Winnipeg on Friday where they will spend Christmas with their sons, Messrs. Charles and Kenneth Allen.

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