

A MOVEMENT ON FOOT TO DEPOSE MR. BORDEN

Section of the Tory Party Tired of His Weak Leadership and Would Like to Call in Sir Richard McBride---Deadlock in Parliament Still Continues---Opposition Determined to Force an Election on the Naval Issue---Tories Much Worried

Ottawa, March 5—The end of fifty-eight hours' of continuous discussion from the Liberal benches of Clause 2 of the naval bill finds the opposition at midnight more confident and more determined than ever to keep up the fight with a corresponding increase of consternation in the Conservative ranks.

The process of keeping the debate going is working into a smooth and easy task for the Liberals who, with a well organized change of shifts and ample supply of arguments to go on, have been able to average speeches running from one to two hours with every one speaking strictly to the issue, and every one adding to Hansard for future circulation throughout the country an increasingly compelling case against the make-shift policy of contribution.

To offset this there has been absolutely no defence from the government and not even an attempt to furnish perfectly legitimate and necessary information demanded as to the details of the proposed expenditure and as to the future intentions of the government with regard to naval defence.

TORIES IN SULLEN SILENCE

Failing argument, the government is simply meeting the opposition with sullen silence. Meanwhile they are waiting wearily for the moment when they think it is safe to attempt closure. This may be sprung late tomorrow or on Friday. Needless to say it will be resisted strenuously by the Liberals who will persist in their legitimate demand for reply to their request for information so far refused and who can only be prevented from continuing to speak through sheer force.

Old parliamentarians admit that the government's final resort of closure must prove abortive and will only add more ammunition for Liberal guns. Some of the ministerialists are now advising that any attempt at closure be left over until next week at least so as to make it look a more reasonable demand.

Reports received from all over Canada by Liberals during the past few days have been in all cases highly encouraging, and now that public attention has been focussed on the issue, the result has been even better than was hoped for.

In the government camp, the general opinion may be summed up by the declaration of a Conservative member this morning: "They have us in a hole. It looks as if we would have to go to the country and we are not ready for it."

There is no change in the outlook for the next two or three days, and unless something unexpected happens Monday's sitting of parliament will only conclude with a forced adjournment on Saturday at midnight.

WILL BORDEN BE DEPOSED

Many Conservative members are already discussing the necessity of an immediate cabinet reorganization with a view to strengthening the admittedly weak leadership of the party in preparation for a general election.

Dr. Roche, minister of the interior who is now in Rochester undergoing a serious operation will be one of the first ministers to retire. His health demands it. To succeed him Premier Borden and Hon. Robert Rogers want Arthur Meighen, the young and able member for Portage la Prairie.

But a movement is already on foot to revive the old conspiracy to depose Premier Borden and to check the evident aspirations of Mr. Rogers to succeed him. Premier McBride is again mentioned as the man to be brought in to save the situation and heal the many cabinet dissensions and jealousies which are openly talked of among Conservative members. But under the circumstances both Messrs. Borden and Rogers are averse to having a dangerous rival to themselves brought to Ottawa.

BOARD OF HEALTH AND INSPECTION OF MILK

The Committee on Agriculture met this morning at 10 o'clock. W. B. Dickson presided.

The Hon. Dr. Landry on behalf of the Special Committee appointed to frame a bill to provide legislation for stamping out and checking cattle tuberculosis in the province as well as to provide means by which municipalities should be given the power to inspect milk brought in from outside counties, said that the Committee had adopted a resolution which he presented to the meeting which was in substance that the matter of legislating as far as the question of tuberculosis was concerned, should be left over until next session of the Legislature.

Regarding the question of the inspection of milk Dr. Landry presented to the meeting an act. This act recommends an amendment of the public health act and gives each local board of health in any part of the province the power of inspection of any milk brought in from any outside districts in the province.

N. Y. DOCTORS PROTESTED

Will Not Allow Dr. Friedman to Practice in That City

Board of Health, However, Has Given Him A Chance to Test His Consumption Cure in a Hospital

New York, March 5—The city health authorities today gave Dr. F. Friedman, of Berlin, permission to test the treatment which, he claims, is a cure for tuberculosis. If Dr. Friedman decides to make a test the board of health will allow it to be undertaken in a city institution. The Otisville Tuberculosis Hospital, Otisville (N.Y.), or the Riverside Hospital, on North Brother Island, in the East river, will probably be selected, it is said.

The board of health's sanction, hitherto withheld, was granted after the visiting Berlin physician submitted to the board a tube containing a culture of the bacilli. Dr. E. J. Lederle, commissioner of health, said that his department will test the culture on animals.

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COST OF THE NEW I. C. R. STATION

Upwards of Twenty Thousand Dollars Was Paid Out for Land Damages

The Dominion Auditor General report contains the following statement of expenditure in connection with the new I.C.R. depot in this city:

Mitchell, Moses, services as Inspector 48 days @ \$3.50	\$168.00
Ryan, J. W., erection of a station building, excavation back fill of trenches of drain and water pipes, including all fittings,	20,457.25
Boyd, John C., on account of land taken,	16.00
Coy, Estate of Catherine E., lot No. 3, 1932 sq. ft. and damages \$400, interest \$10.96,	410.96
Flanagan, Mrs. Ellen, lot No. 4, 9,400 ft. land and damages \$650, buildings \$3,950, interest \$126.03 ..	4,726.03
Lynn, Jas. D., lot No. 2, 718 sq. ft. land and damages \$550, interest \$15.07	565.07
Moore, B., lot 5, 7,500 sq. ft. land and damages \$600 interest \$17.01	617.01
McLellan, R. W., buildings and leasehold on lot No. 5 (lot property of E. Moore) \$3,780, interest \$107.18	3,887.18
Randolph, A. F. & Son, lot 6	

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How People's Money is Wasted Under Tory Rule

The Flemming Government, Which Promised Economy, is Most Reckless in Its Extravagance---Premier Flemming's Salary Grab Larger Than the Increased Grant to the U. N. B. ---The Agricultural Department Run by a Doctor and a Parson

No one can squander the public money so freely so easily or so imprudently as the Tories, when in power. In opposition they object to supplying sufficient for ordinary public services.

They still retain the idea of their forefathers that they are chosen by the gods and all rights and revenues are theirs. The dignity of the classes themselves must be maintained by hook or crook and the rights and privileges of the masses are of little account in comparison.

"Place us in power, make us strong and we will show you what can be done." This Tory promise or threat is being carried out every day. Last week in the Legislature there was an open flagrant example of it. The Tories started in to raise their salaries and they started with their top notcher, J. K. Flemming, doubling up his compensation. He is to get \$5000 a year and his mileage and postage and traveling expenses and stenographer and an allowance for telephoning and telegraphing, and \$24.00 for every time he sits as Provincial Hospital Commissioner besides.

And even than fat salary does not pay for all his time. He will live in Woodstock as usual and come to Fredericton once or twice a month. The premier has taken a leaf out of the book of a certain preacher, who found that the easiest way to boost his salary was to speak vaguely and uncertainly of resignation. His congregation responded promptly with more coin and the preacher did not change pulpits. Premier Flemming's friends—notably the Globe of St. John—started this kind of a campaign two months ago. It worked all right. The salary was promptly increased.

DR. LANDRY'S RETAINER

Once started rolling, the ball did not stop there. Dr. Landry shouted for more money and got a boost of \$400. Dignity of his office is recognized also, he is to be a "Minister," instead of a "Commissioner." For many years under the extravagant old government, as Flemming, Grimmer, et al used to call it, the Surveyor General and the Commissioners for Agriculture and Public Works used to be content with \$1700 a year. All of them are getting \$2100 now and the Premier a bonus of \$2400, besides the salary of his portfolio and as a member. That means an increase of \$3600 in the salaries of these four men. The "Pickings" of the Attorney General with his salary last year, gave him between five and six thousand dollars and the act authorizing all this also provides that the President of the Council and the forecandle member shall have consideration.

INTEREST PILING UP

A province with over flowing revenues, with yearly surpluses, may have an excuse to spend money freely, to be generous with salaries and not to be too saving. But how does New Brunswick stand in this respect? Year before last, there was a deficit of between fifty and sixty thousand dollars. Last year, we had a surplus of a little over \$8000. An "accident" surplus, it might be called, since death became busier than usual among the well-to-do and the province collected nearly \$10,000 more in death duties than it expected.

That shows how close to the margin we run, and yet with roads and schools crying out for more money, they cannot get; the Premier and his Executive draw about \$4000 a year more than their predecessors. The erratic Provincial Secretary boasted what wonderful things the government was doing for the University, by increasing its grant from \$18000 to \$20000, but this \$2000 was over-shadowed by the gift to the premier above.

DOCTOR AND PARSON.

There are two ministers in the Agricultural Department, one of them the political minister, is a medical doctor, and the other, the secretary for agriculture, is a minister of the gospel. Rev. J. B. Daggett. These

"practical farmers" are going to guide the destinies of agriculture. What a pity it is now that the governments are awaking to the importance of this basic industry and are willing to spend plenty of money that the direction of its affairs cannot be placed in experienced, competent hands. There are plenty of men fit for the task in the province, but politics interfered and first placed a political organizer in charge and then selected a minister of the gospel to succeed him.

Touching again upon the sums spent for salaries and expenses, it is interesting to note that the province paid about \$1,260 last year for the travelling expenses of the members, who are allowed ten cents a mile of their journey to and from the Legislature. When this act was passed, there is no doubt that the members paid their fare; today the railways carry the members for nothing and the province still hands them their cheques for the expense of travelling. The amounts of these vary from \$2.00 for a Sunbury member to \$74.00 for one from Gloucester County. The members of this House are no worse in this respect than those in other Legislatures, of recent years, and one can readily believe that many of them were strictly honest and conscientious in all other affairs, not giving this matter any consideration or thought, else they would hardly accept money, even from the prov-

ince, which is voted and given for a specific purpose but which is not spent for that purpose.

THE DEBT INCREASED.

It is just five years since the old government was defeated and it would be interesting to have an impartial comparison between the amount of revenues received by this government in that period and those received by the old government in the five year period previous to their defeat. The expenses of this government have increased out of all proportion to the increase in the revenue. The bonded debt has increased even more rapidly than it did under the old government. The indirect liability, in the shape of guarantees, has become so enormous that the future of the province must be imperilled if those great enterprises do not prosper and only a few days ago we were reminded by the provincial secretary that there will be a very large increase in the bonded debt within the next year or two, because of immense bridges across the St. John at the Reversible Falls and at Grand Falls and across the Miramichi at Newcastle. The interest account today is about \$60,000 more every year than it was in 1908, and those who look into the finances of the province with any degree of care, are very fearful as to where such extravagances and mismanagement will lead us.

MAMMOTH CUNARD LINER TO BE LAUNCHED SOON

Glasgow, March 6—During the past few months the work of building the new Cunard liner Aquitania has proceeded so rapidly that her builders, the firm of John Brown and Company, of Clydebank, expect to have her ready for launching in about four weeks. Owing to the extraordinary size of the vessel the Clyde river is being deepened and widened opposite the shipyard, in anticipation of the launching.

It is many years since there was the same amount of interest attached to the building of a new liner for transatlantic service as is shown in the Aquitania. This interest is due almost wholly to the extreme size of the vessel. In her present condition on the slips at Clydebank she presents a wonderful spectacle, appearing something like an eleven-story skyscraper in course of construction.

The Aquitania will have a gross tonnage of 50,000 tons, or 5,000 tons greater than the Olympic, the largest ship now afloat. The Aquitania and the Hamburg-American liner Imper-

ator, now building at Settin, will have the same gross tonnage, though in other measurements the Cunarder will eclipse the German vessel. The dimensions of the Aquitania are 835 feet length and 95 feet beam, while those of the Imperator are 710 feet in length and 90 feet beam.

Ever since the contract for the Aquitania was awarded to the Clydebank builders in December, 1910, it has been generally known that the new vessel was to be the largest ship ever built; but it has not been generally realized how very much larger the ship was to be than any of the huge liners which have excited wonder in the past by their great proportions. As already stated the new vessel will have a much greater tonnage than the White Star liners Olympic and her sister ship, the ill-fated Titanic. Those record-breakers of but a few years ago, the Baltic and the Adriatic, length 709 feet and tonnage 23,000 and 24,000 respectively, are not to be compared with the Aquitania.

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ST. JOHN SUBURBAN RY. BILL BEFORE COMMITTEE

This morning before the Committee on Incorporations the Act to incorporate the St. John Suburban Railway Company was taken up for consideration.

Messrs. D. King Hazen, R. B. Hanson, Cushman, J. M. Robinson and others appeared in support of the bill, while Messrs. F. R. Taylor, W. H. Harrison and P. A. Guthrie appeared on behalf of the St. John Street Railway Company in opposition. Commissioner McLellan was also present on behalf of the City of St. John.

Mr. Hazen addressed the committee first, and briefly outlined the purposes of the legislation sought. The proposed company intended to build a line of street railway in the counties of St. John and Kings. One

line was to run from Lancaster to the Parish of Westfield, one from the Parish of Lancaster to Spruce Lake, and a third from the Marsh Bridge to the Parish of Rothesay. Mr. Hazen said that this company consisted of men of high financial standing and experience. For many years there had been a crying need for a railway of this kind. The city had become very congested.

Today it was almost impossible to get a building lot in the city and there was now no means of outside transportation so people could live in the suburbs. He claimed that the present St. John Railway Co. had been most unprogressive and that many applications had been

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