

DEADLOCK IN PARLIAMENT OVER BORDEN NAVAL BILL

House Has Been Continuously in Session For Over Thirty Hours---Liberals Likely to Force the Government to the Country---Tories in Mortal Dread of an Election and May Attempt to Apply the Closure---Parties Divided Into Relays

Ottawa, March 4.—When the house rose at 6 o'clock tonight for a brief two hours' breathing spell, granted by the rules of the house and by no grace of the government, they had been talking for almost twenty-five consecutive hours. If they have to continue until Saturday midnight they will have ninety-two hours more before the Lord's Day Observation Act comes to the rescue.

Indications tonight are that with both sides apparently equally determined, Monday's sitting of parliament will not conclude until Saturday midnight. Only once before did parliament sit for a week continuously. That was in 1896, when the Liberals talked out the remedial bill and incidentally talked Sir Charles Tupper out of office.

Four years ago the house sat continuously from Wednesday afternoon until Saturday midnight when the Conservative opposition was endeavoring to compel the government to bring down original papers instead of copies in regard to transactions respecting the disposal of dominion lands. It ended in a compromise.

FORMER DEADLOCKS

In 1911 obstructive tactics were adopted by the Conservatives with a view to compelling an election on the reciprocity issue. Although the debate on that question lasted for weeks and over a hundred speakers on both sides of the house took part the government of Sir Wilfrid Laurier did not attempt to check discussion or to compel all-night sittings. Nor was there any attempt at closure although the obstruction continued for months.

FEAR AN ELECTION

That closure is the only course now open to the government to prevent the Liberals continuing the fight until the end is achieved and the government is forced to go to the country is admitted in ministerial circles. That the government will attempt it is certain. They will not go to the country if they can help it.

The boasting of three months ago, when Premier Borden first brought down his proposals, is no more heard from the government camp. Individual ministerialists still confidently assert that if the government is forced to the country they will win out, but it is significant that the majority of the ministerial members qualify this by declaring that they are not sure of their own seats. They all want two years more of power to give time for re-organization of the cabinet, for straightening out friction in almost every constituency arising through the disposal of patronage among rival claimants and to give the electors time to forget what has happened during the past fourteen months since the government assumed office. Also they want to wait until they have secured a majority in the senate and have put through a gerrymandering redistribution bill of their own liking.

The present intention is to force the Liberals to keep on talking for the next forty-eight hours or so in an endurance contest. The government forces are still hoping that the Liberals really do not mean it and will back down if they are sufficiently worn out. It may be pointed out however, that this wearing-down process is even harder on the ministerial forces than it is on the opposition, for on the former lies the onus of keeping a quorum constantly in the House and of having a majority steadily on hand to guard against any snap vote which might be precipitated by the sudden appearance of Liberal forces hidden quietly in reserve.

MAY APPLY THE GAG

The contemplated method of affecting closure is to have the chairman of the committee rise suddenly, refuse to recognize any further Liberal speakers and demand a vote forthwith.

Whether or not Deputy Speaker Blondin, who once talked about shooting holes in the British flag, will be selected to enforce the gag is

not certain. If he is not in the chair and Major Currie or some other English-speaking deputy chairman is selected for the task it is probable that some of the Liberal French speakers might rise, thus necessitating a prompt sending for the deputy speaker, who is practically the only available person who understands both languages.

For an English-speaking chairman to refuse to listen to a French speaker would naturally be bad politics for Quebec. For Mr. Blondin to refuse to listen to an English speaker is also admittedly bad politics. Which horn of the dilemma the government should choose is now worrying them.

Needless to say, the Liberals will strenuously oppose the application of the gag and the limitation of the right of any member to voice the views of his constituents in opposition to a proposal of vital importance to the country brought forward by a temporary ministerial majority which on the vote of Thursday last is actually in a popular minority.

It is doubtful if the government will renew its present tactics next week. They do not wish to prolong or accentuate public interest in the issue. They will probably drop the naval proposals altogether for a few days at the beginning of the week, bring down the supplementary esti-

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OFFICIALS APPOINTED FOR MONDAY'S ELECTION

Three Polls in No. 1 Division and Two in No. 2 Division--Two Plebiscite Polls

Presiding officers, poll clerks, scrutineers and constables for next Monday's civic election have been appointed as follows:

DIVISION NO. 1.

Presiding Officers—Frank G. VanWart, W. A. VanWart, John Harding, S. B. Ebbett.
Poll Clerks—Thos. Belmonte, Temple Sutherland, Jack Hanson, Wm. Chappell.
Scrutineers—Orlo B. Brewer, Chas. F. Flett, Fred Toner, Wm. Flett, Fred Dibbs, John V. Johnson.
Constables—Wm. Dufcan, James Fanjoy, Chas. I. Atherton.

DIVISION NO. 2.

Presiding Officers—Joseph Cain, W. A. Walsh, John W. Bebbington.
Poll Clerks—T. W. Rainsford, John F. Timmins, Gregory T. Feeney.
Scrutineers—T. C. Doherty, Paul Phillips, C. H. Edgecombe, Frederick Horncastle.
Constables—James Roberts, M. Doohan.

Three polls are to be held in No. 1 Division, at the City Hall, and two in No. 2 Division, at the County Court House. One poll in each division will be held for the plebiscite on the question of means of selecting a police commission.

TORPEDO BOAT WAS SUNK; 82 DROWNED

Berlin, March 5.—Eighty two men were drowned last night by the foundering of a torpedo boat which was rammed by the cruiser Yorck.

PRESIDENT WILSON'S CABINET COMPLETED

Washington, March 4.—President Wilson's cabinet is complete and it remains only to formally send the nominations to the Senate, either today or tomorrow.

Unless actually nominated, the list is unofficial, but the list is definitely accepted to be as follows:

Secretary of State—William Jennings Bryan, of Nebraska.
Secretary of the treasury—William G. McAdoo, of New York.
Secretary of war—Lindley M. Harrison of New Jersey.
Attorney General—James McReynolds of Tennessee.
Postmaster General—Representative Albert Bursen, of Texas.
Secretary of the navy—Joseph Daniels of North Carolina.
Secretary of the interior—Franklyn K. Lane of California.
Secretary of agriculture—David F. Houston of Missouri.
Secretary of commerce—Representative William C. Redfield of New York.
Secretary of labor—Representative William B. Wilson of Pennsylvania.
The last nomination for secretary of labor is subject to the signing of the bill creating that portfolio, which is now in President Wilson's hands.

WILL ASQUITH RETIRE SOON?

Cares of Office Are Said to be Telling on the Premier

May Seek Seclusion in the House of Lords--Sir Edward Grey May Succeed Him

London, March 5.—As the session of parliament proceeds it becomes daily more evident to close observers that contingencies may force an early change of administration. The cares of office are telling heavily on Mr. Asquith and it is believed that he is only awaiting a favorable time to retire from the premiership.

The question as to who is most likely to be the next premier is now being freely discussed, notwithstanding the fact that Mr. Asquith has as yet given no outward indication that he intends to take advantage of his often expressed wish to retire.

It is an open secret that both Mr. Lloyd George and Mr. Winston Churchill are waiting for the day when their chief finds the burden of his office too great for his years and seeks repose in the House of Lords. But factional differences may and perhaps will prevent either of these gentlemen from realizing his ambition to succeed Mr. Asquith in the premiership. If such proves to be the case it will become necessary to cast about for some one else to take the reins of government.

In the opinion of many competent judges of the situation, the only available man possessing the requisite qualities of leadership is Sir Edward Grey. There are those who confidently declare that it is only a question of time until Sir Edward becomes prime minister.

The grandson of Sir George Grey, who was several times home secretary, and the grand-nephew of Earl Grey of reform bill fame, Sir Edward inherits political instincts and talent of the highest order.

ST. STEPHEN THISTLES HERE.

The St. Stephen Thistles, who will play the Fredericton hockey team at the Arctic Rink tonight, arrived here at noon today and registered at Windsor Hall. Their line-up for tonight is not yet decided.

The Good Roads Petition Before House This Morning

N. B. Tennant, R. D. Patterson, W. F. Burdett Heard in Support--Premier Flemming Throws Cold Water on Trunk Roads Proposal But Promises Appointment of Provincial Highway Engineer--Annual Expenditure of \$100,000 Dependent on Dominion Grant

Good Roads were to the fore before the provincial legislature this morning. When the New Brunswick Good Roads Association presented its petition for the construction by the province of three trunk highways throughout the province, the appointment of a provincial engineer properly qualified to supervise the construction and maintenance of highways and other reforms. Those heard in support of the petition were N. B. Tennant, W. F. Burdett, R. D. Patterson, P. W. Thomson and T. P. Regan of St. John; Rev. Mr. Colpitts of Woodstock, J. E. Humphrey of Petitcodiac and Henry Wilmot of Oromocto.

Premier Flemming replied to the petitioners in a manner which was not encouraging. He threw cold water on the proposal to build trunk roads on the grounds that the expense would be too great and that the province already was served by railways. He forecasted the appointment of a provincial engineer such as was asked for by the petitioners and outlined a policy by which \$100,000 would be expended by the province each year on permanent highway construction. On being questioned by Mr. Tennant the premier admitted that half the sum mentioned was to be made up by a Dominion grant which he hoped would be voted by the Federal government.

Among those present to support the petition which had several thousand supporters were the following: H. P. Robinson, P. W. Thomson, W. B. Tennant, R. D. Patterson, W. F. Burdett, T. P. Regan, M. D. Coll, S. J. Skinner, St. John; J. E. Humphreys, George W. McAnn, Petitcodiac; Rev. Mr. Colpitts, Woodstock.

MR. W. B. TENNANT

Mr. W. B. Tennant of St. John, supporting the petition gave some concrete instances of poor roads which had come to his attention. Mr. R. D. Patterson, secretary of the association spoke along similar lines.

W. F. BURDETT.

Mr. W. F. Burdett of St. John, pointed out that in New Brunswick a patchwork system of repairs was resulting in maintenance of roads in their ordinary condition. There was no improvement in them. What was needed was some system under which permanent highways would be built. The proper system would be for the government to help those who would help themselves not as at present to help those who refused to help themselves. He condemned statute labor and pointed out that many municipalities had come to depend upon the provincial grant for ordinary highway maintenance. He stated the following defects in the existing highway law—insufficient assessment, inefficient collection of taxes, commissioners appointed for other reasons than ability, too frequent changes in officials, absence of centralization of authority. He expressed the hope that both provincial and municipal authorities abandon all idea of using highway funds for political purposes. Mr. Burdett strongly advocated the appointment of a provincial highway superintendent who would have technical skill and knowledge. He also suggested that highways be classified as provincial roads and county roads and strongly advocated concentrated county administration.

T. P. REGAN.

Messrs. T. P. Regan and P. W. Thomson of St. John, made a few remarks concerning the highway between St. Stephen and St. John. Mr. Regan advocated the appointment of a resident engineer and said that statute labor was a thing of the past.

J. E. HUMPHREY.

Mr. J. E. Humphrey of Petitcodiac dealt with the "Patrol System" and Road Maintenance. He strongly condemned the entrance of politics into the highway system. He advocated the appointment of county engineers under whom patrolmen could be trained.

Rev. Mr. Colpitts of Woodstock, dealt with the highway system in

force in Maine under which state aid had been given to the townships. A similar system might be introduced in New Brunswick. One great difficulty was that the people of the province would not work without being paid. If the people themselves would attempt to assist the government results would be better.

HENRY WILMOT

Mr. Henry Wilmot of Oromocto stated that the failure to fully collect road taxes was one disadvantage. He condemned statute labor and stated further that the printed forms issued by the Public Works Department were too complicated and involved.

Hon. Mr. Morrissey asked Mr. Wilmot why there was so large a defaulters list in his own parish where he was secretary-treasurer. Mr. Wilmot replied that he had been unable to secure proper returns from the commissioners.

PREMIER FLEMMING

Premier Flemming stated that there had been in his opinion a decided improvement in the highways of the province within the past few

years. The summer of 1912 had been so wet that the condition of the roads had been entirely abnormal. But if the summers of 1907 and 1912, which had been similar, were compared it would be seen that the highways in 1912 were better than they were five years before. Mr. Tennant had made certain statements concerning the highways but Mr. Tennant was looking at the question entirely from the point of view of the automobilist. Fifteen years ago autos were not travelling over New Brunswick's highways. Dealing with the proposal that the road taxation should be increased he pointed out that there were many residents of New Brunswick who were having a hard time to pay one hundred cents on the dollar and educate their children. Any such increase would mean that their wives increased burden of taxation upon would be deprived of some comforts.

The premier took up the proposals contained in the petition that three trunk roads be constructed. He wanted particulars of mileage and cost.

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CITY COUNCILS' FAREWELL SESSION WAS RATHER BRIEF

Ald. Guthrie Appointed Member of School Board in Succession to Dr. G. C. Van Wart--Special Committee to Act in Matter of Numbering Houses in City--Chief Rutter of Fire Dept. Criticized--Bylaw Amended

The present City Council held its farewell session last night and completed its business in remarkably short order. The meeting was over at 9.15. Contrary to precedent there were no valedictory either long or short and the regular order of business occupied the attention of the members almost exclusively. It was decided to proceed at once to have the houses of the city properly numbered in order to make it possible to have the free mail delivery system inaugurated at a date as early as possible. A special committee of three will take up the matter. A full statement of tax collections comparing 1912 with other years was presented. Ald. P. A. Guthrie who retires from aldermanic office at the close of his School Board in succession to Dr. present term was appointed to the G. C. VanWart.

Near the close of the meeting sometime was devoted to consideration of the revised bylaw relating to the Fire Department. Three sections to which the firemen are said to have objected were struck out of the act and Chief Rutter was severely criticized it being claimed that he was instrumental in giving the firemen the idea that those objectionable features had been placed in the bylaw by the aldermen when they had been placed there at the chief's suggestion.

Every member of the Council was present.

AUDITOR'S REPORT

The auditor's report for the month was passed as follows:—
Roads and streets.....\$ 584.11
Fire.....178.17
Contingencies.....384.04
City Hall.....219.19
Administration of Justice.....451.26
Street lighting.....235.17
Water.....958.59
Sewerage.....35.00

Total.....\$3045.53

On motion of Ald. Calder the usual monthly pay and allowances were voted.

Ald. Moore presented the report of the Municipal Home Committee and on his motion a cheque for \$200 was ordered to issue in favor of Commissioner Thos. Niles.

TAX COLLECTIONS

Ald. Calder reported that taxes collected during the past month had been \$10,550.90. For the corresponding month of 1913 the collections had been \$9,839.29.

He also submitted the following comparative statement:

	Collected	Assmt.
1910.....	\$78,612.67	\$78,000
1911.....	75,087.30	78,000
1912.....	80,594.49	87,000
1913 (to Feb. 28) for 1911 and		

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A LOCAL TORY HEELER WHO IS KEPT BUSY

Mr. Sandy Fleming a local Tory heeler who handles the swag for his party at the City Hall poll at Dominion and Local Elections was a very busy man last year according to the Auditor General's report. He toiled around the legislative buildings for 240 days at \$3 per day, making a grand total of \$720.50 which at \$3 per day would represent 320 days work. Mr. Fleming during the last fiscal year got in three months work for the Federal Government as inspector on the I.C.R. station and was paid at the rate of \$3.50 per day. Still having some time to spare he acted as inspector of construction work on the Palmer, McLellan larragan factory. If the report be true that Mr. Fleming has discovered a daylight saving process he ought to lose no time in making it public.

time in making it public and was paid \$740. He also toiled at the Normal School fifty eight days and was paid \$174. He also built a stand for school children in front of the parliament buildings and was tagged for the week \$66.50.