

TORIES THREATEN TO APPLY THE CLOSURE AT OTTAWA

Hon. Bob Rogers Takes Charge of the Job For the Government---Great Difficulty Experienced in Finding a Precedent---Minister of Labor Comes in for a Stiff Rebuke at the Hands of Hon. Dr. Pugsley---A Lively Scene, in Which Many Members Took Part

Ottawa, March 14--It is understood that Premier Borden is beginning to feel that an election is the proper solution of the present parliamentary difference. However, Hon. Robert Rogers is against an appeal to the people. The premier is willing to take a chance, while the minister of public works fears a fall. Each has a clique of ministers and members behind him and there seems to be a breach developing between the two factions.

Notice to change the rules of the House by the introduction of closure is expected tomorrow or Monday. There is some doubt of the government being able to get closure through and it is understood that Premier Borden does not relish the passage of closure, for the purpose of putting his naval proposals through the House.

There is no precedent for dealing with a big issue and it seems likely that should the naval bill be forced through the House in this way the Liberal majority in the Senate would feel justified in throwing the bill out. If the naval bill passed the House without closure the Senate would likely give its sanction to the passage.

In the meantime the blockade continues and the government is running out of money and in a few days parliament will not have any money with which to pay itself. The failure to vote money will have as one of its effects the cutting off of indemnity payments to members of the House and the Senate, as well as to the staffs of the two chambers.

A LIVELY ROW.

The most exciting row which has occurred over the naval question occurred today when Dr. Pugsley stated that Hon. Thomas Crothers, minister of labor, was intoxicated in the Chamber the morning before, when he referred to Dr. Pugsley, who was absent, as "Slippery Bill."

At the conclusion of a short speech by E. B. Devlin of Wright, Hon. Dr. Pugsley rose and, quoting from yesterday's proceedings from Hansard, the discussion which occurred during the course of Hon. George P. Graham's speech. Mr. Graham had advanced the claim that a shipyard had been established at Fore River, Mass., at a cost of \$4,000,000. According to Hansard, the minister of labor had interjected the remark:

"Who says so--Slippery Bill?" Mr. Pugsley quoted the incident from Hansard and said that it had always been his custom in debate to treat other members of the House with respect. He said he desired to ask the minister of labor if he had made the statement attributed to him.

Mr. Crothers said that the incident was not quite correctly reported in Hansard. Attention had been drawn to the remark at the time and Mr. Lalor, who was in the chair, had said that it did not refer to anyone in particular. He added that he could not undertake to describe everything which had happened at the time.

A HOT EXCHANGE

Mr. Pugsley said he had been informed that there were other reasons why the incident had occurred and that they had to do with the condition the minister of labor was in at the time. He had been told that from all appearances the honorable gentleman was at the time intoxicated.

"I must insist upon him retracting that statement," said Mr. Crothers with heat.

"I will retract when the hon. gentleman does. It would be more manly for the minister of labor to withdraw the words he applied to me before asking me to retract," said Dr. Pugsley.

A scene of confusion such as has seldom occurred in the house followed. There were loud cries of "order" and in a moment Chairman Arm-

strong, Mr. Pugsley and A. C. Boyce were all on their feet endeavoring to speak.

Finally Mr. Armstrong exclaimed: "Will you both sit down," and the two belligerent members resumed their seats.

Then Mr. Armstrong said that he had understood Mr. Pugsley to say that he had withdrawn his remarks about the minister of labor.

"Not yet," said Dr. Pugsley. Then the ex-minister of public works should be given an opportunity to make an explanation ruled the chairman.

Mr. Pugsley, in the midst of much confusion, went on to say that he had accepted the statement of the minister that he was not intoxicated when the incident of the previous day occurred. Apparently the hon. gentleman, who had said that he was, had drawn a wrong conclusion from his conduct on that occasion. Sometimes the actions of members of the house are such that a wrong impression is given said Dr. Pugsley sarcastically. Mr. Pugsley criticized the minister of labor for "allowing the dastardly imputation to remain on the records."

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PERSONAL

Mr. and Mrs. Francis Murphy and their two children have returned to Lewiston after spending a short vacation with Mrs. Murphy's parents, Mr. and Mrs. P. Burns, 193 King Street.

Miss Gladys Dunphy left for St. Stephen this morning to visit her sister Mrs. Lawrence White.

Mr. H. C. Farmer of St. John is a guest at the Queen.

Mr. N. D. Friedman of Montreal is in the city.

Mr. T. D. Mortimore of Toronto is a guest at the Queen.

Mr. W. B. Mackenzie and Mr. H. J. McGrath of the I.C.R. who have been in the city for a few days left for St. John this morning.

Mr. W. A. Ewing of St. John arrived in the city last night.

Mrs. H. G. C. Ketchum is visiting in Moncton.

After a pleasant visit with her friend, Mrs. Taylor, Mrs. Holyoke has returned to her home in Woodstock.

Mrs. Frederick Baird has returned from Ottawa where she has spent the past two months visiting Senator and Mrs. Baird. While in Ottawa Mrs. Baird was the recipient of much social attention.

Miss Moss of Sackville, is the guest of Mrs. Wood at the Queen Hotel.

GIBSON NEWS

Gibson March 15--The Many friends of Mr. Abraham Rideout will be sorry to hear that he is very ill at the home of his son Mr. Freeman Rideout.

Rev. Mr. Paul of Presque Isle formerly pastor of the Gibson Free Baptist Church will preach at both services in the Baptist Church tomorrow.

THE STOCK MARKET.

C. P. R. stock closed at New York today at 22 1/2. Union Pacific was 14 1/2 at the close.

Bert Williams, the colored comedian, has received a flattering offer to be featured in a big musical production to be made at the London Hippodrome.

Edwin Arden and Anne Sutherland will appear as co-stars in a playlet entitled "The Stool Pidgeon," by Alice Leah Pollock and Carrington Phelps.

Sir Arthur Wing Pinero's next play for which he is now collecting material, will be a serious work. He invariably alternates his output between comedy and drama.

THE CHARLTON MURDER CASE

Italian Authorities Want the Prisoner Turned Over to Them

Case Will Come up for Argument Before the U. S. Supreme Court Next Week

Washington, D.C., March 15--A final and determined effort to save Porter Charlton from being extradited by the Italian authorities demanding that the prisoner be turned over to them to be tried for the murder of his wife, Mary Scott Charlton, at Lake Como, Italy, on June 9, 1910, will be made when his case shall come up for argument before the United States Supreme Court next week. The case was taken to the Supreme Court on an appeal from the action of the United States Circuit Court at Trenton, N.J., in denying the writ of habeas corpus sued out by Charlton's father to review the proceedings before County Judge John A. Blair, sitting as a committing magistrate who held Charlton for extradition.

The argument in the Supreme Court will hinge largely on the contention of Charlton's counsel that the treaty between the United States and Italy made in 1868 has been nullified by the refusal of Italy to permit the extradition to this country of Italians accused of crime and that consequently the United States is not compelled to deliver Charlton over to Italy. Another crucial question to be argued will be whether an error was committed by the committing magistrate in refusing to allow Charlton's counsel to prove that the prisoner was of unsound mind at the time of the commission of his self-confessed crime. Mr. Garven, who will argue the case for the Italian Government was prosecutor in the proceedings before Judge Blair and succeeded in keeping out all evidence tending to show that Charlton was insane. His term as prosecutor recently expired and Governor Wilson appointed Robert S. Hudpeth to succeed him.

Porter Charlton is a son of Paul Charlton, who resigned his position as United States judge for the district of Porto Rico a short time after the arrest of his son. Young Charlton received a fairly good education and before he had reached his twentieth year found employment as clerk in the National City Bank on Wall Street. During the winter 1909-10 he became acquainted with Mary Crittenden Scott Castle, a former actress who had just been divorced from her husband and after a courtship they were married in Philadelphia on March 12, 1910. For several months they lived at the Hotel Woodward in New York before they started on a trip to Europe.

DIED THIS MORNING

Mrs. Mary L. Lenihan, wife of Mr. Daniel Lenihan, passed away at an early hour this morning at her home King Street, after an illness with diabetes. The deceased was a most highly respected lady and her death is regretted by a large number of friends. She was sixty years of age and was a native of this city. Her father was the late John Dennis. One daughter, Mrs. Herman J. McCaffrey of Boston. The funeral will take place Monday morning leaving the house at 8.45. High Mass of Requiem will be celebrated at St. Dunstan's Church. Interment will be made at the Hermitage.

WEEK-END MARKET

There was a fairly large week-end market this morning although the roads are poor and a good variety of produce was offered for sale. Prices showed very little change. They ruled as follows:

Potatoes per bbl.....	\$ 1.00
Carrots per bbl.....	.70
Turnips per bbl.....	.50
Eggs per doz.....	.30
Butter per lb.....	.35
Beef per lb.....	.05 to .08
Mutton per lb.....	.06 to .11
Veal per lb.....	.06 to .08
Lamb per lb.....	.08 to .10
Hov per lb.....	8.00 to 12.00
Pork per lb.....	.08 to .12
Hides per lb.....	.10 to .11
Calfskins per lb.....	.11 to .12

Flemming Decides to Can The Hazen Highway Act

Much Vaunted Measure Which Was to Give us Good Roads Has Been Weighed in the Balance and Found Wanting--The Chief Commissioner Admits That it Failed to Work Satisfactorily--Government Will Now Take Charge of the Roads and Appoint the Officials

In the Legislature on Friday Hon. Mr. Morrissey introduced a bill relating to the highways of the province. He said that he thought it was an admitted fact by all the people interested in the roads of New Brunswick that the province was not getting as good roads as the people thought they should. Some blamed that condition on the highway boards some unfortunately attributed it to the chief commissioner, while the balance placed the blame on the government. The government felt that they were not to blame as they had nothing to do with the roads under the provision of the Act of 1909 and which placed the control of the roads in the hands of two councillors elected by the people and a secretary-treasurer appointed by the government. Under that system, however, experience had shown that there was no actual head to be looked up to and he thought the people would agree that it was better to have some head and supervisor of the work. While some districts had paid great attention to the up-keep of the roads others had done practically nothing. Hon. members who were fair-minded would agree with him that if the government got the blame they should take the responsibility and if the province's money was to be expended on the up-keep of the roads, the government should have at least something to say in the matter. He had no doubt that as a result of this bill hon. members would see that the province would have better roads than under the provisions of the old act.

TOO MANY OFFICIALS.

Under the provisions of the Act of 1909 large sums of money were paid for keeping up the machinery for the working out of the law, as much as \$30,000 being spent before a dollar reached the roads. Under that system, while large amounts in the total were paid, there was not enough went to the individuals to have them take an interest in seeing that the roads were kept in the condition that they should be. The time for sentiment in this province in this connection had passed. The forefathers of the present generation used to go out and work on the roads for days just simply because of the pride they felt in having the roads kept up to a high standard. Now it was different and men had to be paid to do this work and the best way, in his opinion, was to pay men sufficient to secure the services of good men and have them take a personal interest in seeing that the work was properly done and that the roads of the province were put and kept in proper shape. He believed that with the present structural superintendents having also the supervision of the work of the roads in the counties as well as the bridge work, it would be possible to pay these men fairly good salaries by the year and then not have it cost the province as much as under the present system.

This bill provided for the appointment of an engineer who would take complete charge of the work on the roads throughout the province, while for each county there would be an inspector. Under the inspectors there would be supervisors and it would be the duty of the inspectors to see that the supervisors had the work as laid out by the engineers satisfactorily carried out. Another provision that statute labor if it was to be done, would be done not later than July 15th, which would make it so that the statute labor would be done at a time when better results would come from it than under the present arrangement.

WILL PAY PROMPTLY.

Under the provisions of the bill which he was explaining, the department would be in a position to see that there is not the delay that has occurred in men getting paid for the work they did on the roads as when this was carried on under the supervision of the highway boards. Under the Act of 1909 the highway boards could cause a delay in sending in the accounts and the government would be blamed for not paying the ac-

counts promptly, when as a matter of fact the Public Works Department had never ever seen the bills. The department was always ready to pay the bills when they were correct. Sometimes, it was true, they were held up by the auditor general and that official, he was pleased to say, was working along the same lines as the department and was very careful in insisting that all accounts before being ordered for payment were absolutely correct.

The appointment of the supervisors in the counties would rest with the members supporting the government from the counties and he hoped that they would see that the proper men, who were capable of carrying on the work satisfactorily, were selected. He believed it was best that good capable men should be selected, that the districts would be made fairly large and that the men would be paid sufficient to have them see that the work was well done and that the province would get good returns for the money expended. Then, under the new system, if the people had fault

to find, they could place the blame upon the government and the representatives of the various counties, for the responsibility would rest with them.

NO WINTER ROADS.

Another provision of this bill was to do away with paying people for building roads in the winter season as at present. Only this week the department had received a bill from one of the counties in the southern portion of this province, where he had always believed there was very little snow this winter and this bill was for \$57 for breaking winter roads. That was the kind of thing which would not occur.

As chief commissioner he was desirous of seeing improvements made in this bill if there were any hon. gentlemen who could suggest changes which would be improvements. The object of the bill was to get better roads for New Brunswick and more credit for the party dominating in this province.

CANADA EASTERN MATTER BEFORE THE LEGISLATURE

Strong Objection to the Proposal to Tear up the Rails on the Blackville-Chatham Junction Section ---Tory Member for Moncton Attacks Board of Management

In the Legislature on Friday Hon. Mr. Flemming moved that representation be made to the minister of railways and canals, requesting his favorable consideration of the claims of the persons dwelling along the Chatham Junction-Blackville section of the Canada Eastern Railway for a continuation of the service which they have enjoyed for a period of more than twenty-five years. He desired to explain briefly to hon. members that it was proposed to abandon part of the Canada Eastern Railway from Chatham Junction to Blackville. The railway on the opposite side of the river had been extended so as to enable trains to get from Chatham and Newcastle on the northern side following the western branch of the river until they reached Blackville. The claim had been put forward that the traffic on the northern side of the river was much greater than that originating from the Chatham Junction-Blackville section which it was now proposed to abandon. It did seem to him, however, that the fact that the Province of New Brunswick had granted a subsidy of \$3,000 per mile for the construction of the original railway and that the people had granted a free right-of-way to the contracting company and had enjoyed the service for twenty-five years, should make it necessary that some strong and substantial reason should be given why it was now proposed to abandon twenty-six miles of this important railway. According to the memorial which had been forwarded to the government, it was stated that it was the belief that between two and three hundred families, or about 1,400 people, were served by the Chatham Junction-Blackville section of the railway.

But aside of depriving these people from the railway facilities that they had enjoyed for twenty-five years, there was another important feature of the matter that he desired to point out to his hon. friend the attorney general and to all the hon. members of the House. The Province of New Brunswick, by reason of having granted a subsidy of \$3,000 per mile to the contracting company, has a monetary interest in the Chatham Junction-Blackville portion to the extent of \$78,000. It was also a fact that the men who had formerly own-

ed the railway received a comparatively small sum from the Dominion government, the provincial grant having enabled them to sell the railway to the Dominion government at a figure much less than would have been the case if the provincial subsidy had not been given. It was his opinion as a layman, that if the section was abandoned and the rails were taken up and sold the Province of New Brunswick had the right to a share in the proceeds, as the Dominion government became purchasers of the railway at a price which had been materially affected by the province giving a subsidy of \$3,000 per mile. It seemed to him that hon. members of the Legislature who were charged with the responsibility of safeguarding the interests of the people of the province should take notice of any action to abandon the section of the railway serving a portion of the people.

In connection with this matter he has received a telegram a few minutes ago from the secretary of the Board of Trade of Newcastle, containing a resolution of that board in which they protested very strongly against some statements in the letter to the minister of railways and canals, signed by two members of this Legislature for Northumberland. It showed after all that there existed a little difference of opinion between those living on the north and south branches of the river in regard to the proposed abandonment of the Chatham Junction-Blackville section. He moved the adoption of the following resolution:

"Whereas this Province granted a subsidy of three thousand dollars per mile to assist in the construction of the Canada Eastern Railway, which now forms part of the Intercolonial Railway of Canada;

And Whereas the section between Nelson and Blackville via Chatham Junction in the County of Northumberland, a distance of twenty-six (26) miles, has been operated continuously since the fall of 1887, and serves a population of some 1400 persons;

And Whereas, the people dwelling along the route for twenty miles between Chatham Junction and Blackville assisted in the construction of the said road by giving the required

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