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The Daily Maail DESPERATE CONVICTS

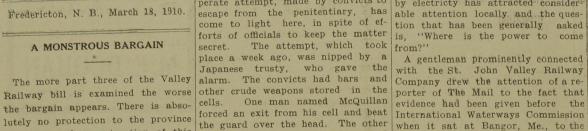
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Fredericton, N. B., March 18, 1910.

A MONSTROUS BARGAIN

the bargain appears. There is abso- cells. lutely no protection to the province the guard over the head. The other regarding the construction of this prisoners thereupon broke loose and effect that only 1500 horse power railway. The bill recites that the road would have got away had not the shall be of the same standard as the Japanese given the alarm. The min-Intercolonial Railway so far as ister of justice is investigating. grades are concerned. It cannot be that Mr. Hazen is unaware of the fact that there are some exceptional- CDNFERENCE CALLED BY SIR JAS. WHITNEY ly heavy grades on the Intercolonial so heavy that the management of the Intercolonial have been seriously con- mediately before the Ontario legislasidering the deflection of the road ture adjourned yesterday afternoon, around some of the worst of these tices had been sent out calling an ingrades. Within a few miles of St. ter-provincial conference to meet at Millinocket stated before the Water-John there is a grade so heavy that Ottawa March 29. Sir Jas. said the ways Commission that measurements ordinary trains have difficulty in question of invasion of provincial of the volume of water of the Aroos reaching the summit. As an old mem- rights by the Federal government took had not been taken for sufficient ber of the house Mr. Hazen should had been largely discussed of late and remember that on one of the numer- discussing the question with the Do- to be made. There were no storage ous debates over the Central Railway minion authorities would be de to it was shown that the grades on that come to some amicable understandrailway which were considered too ing. heavy for the transcontinental were no heavier than those for the Intercolonial between Norton and St. John. This section of the Intercolo-John. This section of the Intercolo-nial was built nearly half a century President Charles W. Fairbanks, who ago. Still Mr. Hazen is willing to set arrived today on the steamship Mau- branch of the Aroostook. the clock back half a century and retania, would not discuss the incipledge the credit of the country for dent of the Vatican at Rome, with- experience as an hydraulic engineer five millions of dollars to construct a road that is in no sense modern and would have to be rebuilt before it would have to be rebuilt before it turbed when the matter was men-tioned and said quite positively that PEOPLE OF STANLEY could be used as a portion of a he would not discuss it in any of its transcontinental system.

In introducing the bill to the house Mr. Hazen spoke as if the company who are to construct the railway up the valley of the St. John had already made arrangements to connect with some transcontinental railway at the Quebec bridge. If the company with which Mr. Hazen is doing busi- fractional gains being common to ness has any such view why was the nearly the whole list, St. Paul and fact not stated in the bill and why was it not made a part of the bargain that this company should show its ability to construct the section of the road in Maine before the guarantee was made available. There is nothing in the bill requiring the company to do anything else than construct a railway from Westfield to Andover, both points on the Canadian Pacific. The Grand Trunk Pacific has made extensive land purchases at St. John for their freight terminal and as yet one without a direct connection with the winter port. Mr. Hazen is prepared to guarantee the bonds of a railway that goes within 20 miles of the Grand Trunk Pacific. He might easily have specified that the road should be extended Sept. 391. to the main line of the Grand Trunk



TRY ESCAPE

Toronto, March 18.- (Special) Im- railway. he hoped the provincial premiers, by timate of the posibilities of the river

FAIRBANKS WILL NOT TALK

phases

FINANCIAL

WALL STREET TODAY

advances in the London stock market generous support in the last election led the way to higher prices here, Interboro Metropolitan pfd rose 1, Union Pacific, C. & O., L & N., Republican Steel large fractions. The transactions were in moderate volume.

ful prospects for labor settlements and belief in a supreme court decision in favor of the American Tobacadvances were added to the list. Pull-man gained $2\frac{3}{4}$ and American Mail-ing pfd. $2\frac{1}{2}$. Bonds were firm.

Amalgamated 795, Erie 301, Great Northern pfd 136⁴/₂, Northern 1 and were selected as delegates, and they solution 134⁴/₃, Pennsylvania 137¹/₂, Rock Island will ask that the necessary legisla-50, Southern Pacific 128⁴/₂, Union 187⁶/₈ will ask that the necessary legisla-tion be enacted during the present

ay, 621;

Edmonton, Alta., Mater 18: 255 perate attempt, made by convicts to escape from the penitentiary, has come to light here, in spite of ef-forts of officials to keep the matter is, "Where is the power to come

DEVELOPED TO LIMIT

AROOSTOOK POWER

when it sat at Bangor, Me., to the could be developed on the Aroostook at the present time and that at certain seasons even that amount could not be produced also storage basin on that stream were few and small It may be noted that the St. John Railway Company uses about 1500 h.p., to operate its lines f street

Mr. Harvey S. Ferguson of Millinocket, hydraulic engineer for twenty years and in charge of the Great Northern Paper Company's mills at length of time to enable a proper es-'dams on the river. At Aroostook Falls there was installation for 1500 horse power, but it was not all be ing used. Storage reservoirs would augment that power. He had no definite knowledge of the Aroostook, but from personal observation would say that the lakes were too small and storage basins to few to admit of Mr. Ferguson's position and his

WANI RY. EXIENDED

The ratepayers of Stanley want the Hazen government to fulfil their pro mise made last year, and assist in extending the York and Carleton rail way to Nappadogan Lake. Stanley New York March 18 .- Wall street gave the present government a very and the people are beginning to think that the time has arrived when their claims for railway extension should at least, have some consideration: On Thursday evening the matter was discussed at a representative meeting of citizens in Humbles' hall at Stanley Village, which was presided over by Mr. John A. Humble. New York, March 18.—Wall street A three point rise in Louisville and all seemed to be of one mind in re-Nashville had a sympathetic effect in gard to the desirability of having holding advances previously made. the road extended to the divisional Talk on the stock exchanges of hopepoint at Nappadogan, where it would connect with the Transcontinental. Reference was made to the unfulfill ed promise made the local governco company. A number of one point ment one year ago, in regard to this road, and it was decided to send a strong and determined delegation to Fredericton to repeat the request for a subsidy and bond guarantee. Twen-

The Dominion government has al

March 16th 1910

IKY ESGAPE DEVELOPED IO LIVIII The proposal that the St. John Valley Railway be partially operated by electricity has attracted consider

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Pacific. He has not done this and all that the people are getting for this enormous guarantee is a local railchange of heart on his part? This is a question that the people will naturally ask. What will Mr. Hazen tell them in reply?

government might be compelled to suppressed by the Premier. stay its hand and decline to enter into such a disastrous contract as is proposed in the bill. Now is the time for the people to act. In a few days they will know just how far Mr. Three Chinamen narrowly escaped early this morning. Fire broke out in their laundry about 6 a m, explod-Hazen's majority in the house is too morning. subservient to act against him. They are mere voting automotans who will do the hidding of their chief in this do the bidding of their chief in this the city. piratical raid on the treasury of the Dr. D. R. Moore of Stanley is here province.

MONTREAL STOCKS.

way which Mr. Grimmer once said would not pay for the granes on the would not pay for the grease on the in good demand, steel touching 71[±] axles. What Mr. Hazen himself once and Street 240[±]. Balance of business opposed he now proposes to make was very small, being confined to law. What are the reasons for this Soo 143 $\frac{3}{4}$, Quebec 36, Scotia $87\frac{2}{4}$ to 88, Asbestos 28.

CORPORATION COMMITTEE.

There was quite a lively time in the orporations' committee of the legis-Mr. Hazen will railroad the bill lature This morning when the To-bique Pulp and Paper Company's bill was up for consideration. Mr. R. B. through the house. It has already Hanson appeared as counsel in oppobeen agreed to in caucus. There may sition to the measure and managed be some formal amendments, but these will not be numerous and will not affect the principle of the bill. There is one according for the normal state of the principle of the bill. There is one escape for the people, This naturally created an uproar, and however, from this monstrous ar- Premier Hazen found it necessary to rangement. The act can only go into administer a stiff rebuke to the erraoperation by proclamation. If there is a sufficient agitation among the people directly affected and those who would have to use proper language towards the members of the commitwould be affected if the builders of tee. Later on Mr. Hanson made anthe road defaulted in the interest the other outbreak and again had to be

NARROW ESCAPE.

Hazen is willing to go and they can ing gasoline being thought to be the then determine as to what is the best cause: The Celestials got out safely,

from the people themselves. Mr. Tufts arrived from St. John this

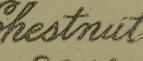
today on his way home from Ottawa.

posed extension, and it is up to the local government to make good its Montreal, March 18 .- Trading was promise to ensure the early comple-



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