

The Daily Mail

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

A MONSTROUS BARGAIN

The more part three of the Valley Railway bill is examined the worse the bargain appears. There is absolutely no protection to the province regarding the construction of this railway. The bill recites that the road shall be of the same standard as the Intercolonial Railway so far as grades are concerned. It cannot be that Mr. Hazen is unaware of the fact that there are some exceptionally heavy grades on the Intercolonial so heavy that the management of the Intercolonial have been seriously considering the deflection of the road around some of the worst of these grades. Within a few miles of St. John there is a grade so heavy that ordinary trains have difficulty in reaching the summit. As an old member of the house Mr. Hazen should remember that on one of the numerous debates over the Central Railway it was shown that the grades on that railway which were considered too heavy for the transcontinental were no heavier than those for the Intercolonial between Norton and St. John. This section of the Intercolonial was built nearly half a century ago. Still Mr. Hazen is willing to set the clock back half a century and pledge the credit of the country for five millions of dollars to construct a road that is in no sense modern and would have to be rebuilt before it could be used as a portion of a 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 business has any such view why was the 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 to the main line of the Grand Trunk Pacific. He has not done this and all that the people are getting for this enormous guarantee is a local railway which Mr. Grimmer once said would not pay for the grease on the axles. What Mr. Hazen himself once opposed he now proposes to make law. What are the reasons for this change of heart on his part? This is a question that the people will naturally ask. What will Mr. Hazen tell them in reply?

Mr. Hazen will railroad the bill through the house. It has already been agreed to in caucus. There may be some formal amendments, but these will not be numerous and will not affect the principle of the bill. There is one escape for the people, however, from this monstrous arrangement. The act can only go into operation by proclamation. If there is a sufficient agitation among the people directly affected and those who would be affected if the builders of the road defaulted in the interest the government might be compelled to 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. Hazen is willing to go and they can then determine as to what is the best course to pursue. One thing is evident that whatever opposition there is to the act when it becomes law must be from the people themselves. Mr. Hazen's majority in the house is too subservient to act against him. They are mere voting automatons who will do the bidding of their chief in this piratical raid on the treasury of the province.

DESPERATE CONVICTS TRY ESCAPE

Edmonton, Alta., March 18.—Desperate attempt, made by convicts to escape from the penitentiary, has come to light here, in spite of efforts of officials to keep the matter secret. The attempt, which took place a week ago, was nipped by a Japanese trusty, who gave the alarm. The convicts had bars and other crude weapons stored in the cells. One man named McQuillan forced an exit from his cell and beat the guard over the head. The other prisoners thereupon broke loose and would have got away had not the Japanese given the alarm. The minister of justice is investigating.

CONFERENCE CALLED BY SIR JAS. WHITNEY

Toronto, March 18.—(Special) Immediately before the Ontario legislature adjourned yesterday afternoon, Sir Jas. Whitney announced that notices had been sent out calling an inter-provincial conference to meet at Ottawa March 29. Sir Jas. said the question of invasion of provincial rights by the Federal government had been largely discussed of late and he hoped the provincial premiers, by discussing the question with the Dominion authorities would be able to come to some amicable understanding.

FAIRBANKS WILL NOT TALK

New York, March 18.—Former vice-President Charles W. Fairbanks, who arrived today on the steamship Mauretania, would not discuss the incident of the Vatican at Rome, withdrawing its invitation for him to meet the Pope. He was visibly perturbed when the matter was mentioned and said quite positively that he would not discuss it in any of its phases.

FINANCIAL

WALL STREET TODAY

New York March 18.—Wall street advances in the London stock market led the way to higher prices here, fractional gains being common to nearly the whole list. St. Paul and Interboro Metropolitan pfd rose 1, Union Pacific, C. & O., L. & N., Republican Steel large fractions. The transactions were in moderate volume.

New York, March 18.—Wall street A three point rise in Louisville and Nashville had a sympathetic effect in holding advances previously made. Talk on the stock exchanges of hopeful prospects for labor settlements and belief in a supreme court decision in favor of the American Tobacco company. A number of one point advances were added to the list. Pullman gained 2½ and American Mailing pfd. 2½. Bonds were firm. Amalgamated 79½, Erie 30½, Great Northern pfd 136½, Northern Pacific, 134½, Pennsylvania 137½, Rock Island 50, Southern Pacific 128½, Union 187½, U.S. Steel 86½, Chicago-Oats May 24½; July 42; Sept. 39½. Corn, May, 62½; July 64½.

MONTREAL STOCKS.

Montreal, March 18.—Trading was quiet today in stocks outside of Montreal street and steel which were in good demand, steel touching 71½ and Street 240½. Balance of business was very small, being confined to Soo 143½, Quebec 36, Scotia 87½ to 88, Asbestos 28.

CORPORATION COMMITTEE.

There was quite a lively time in the corporations' committee of the legislature this morning when the Tobacco Pulp and Paper Company's bill was up for consideration. Mr. R. B. Hanson appeared as counsel in opposition to the measure and managed to get himself into trouble. "I will, nail that lie right now," was the way Mr. Hanson referred to a remark made by Mr. Tweeddale, M. P. P. This naturally created an uproar, and Premier Hazen found it necessary to administer a stiff rebuke to the erratic young counsel. He told him that he was present only by courtesy and would have to use proper language towards the members of the committee. Later on Mr. Hanson made another outbreak and again had to be suppressed by the Premier.

NARROW ESCAPE.

Three Chinamen narrowly escaped being burned to death in Chatham early this morning. Fire broke out in their laundry about 6 a.m., exploding gasoline being thought to be the cause. The Celestials got out safely, but clad very lightly. The laundry was entirely destroyed.

Messrs. E. P. Raymond and G. H. Tufts arrived from St. John this morning.

His Lordship Bishop Richardson is at the Dufferin.—Telegraph.

Mr. W. R. Gillen of Hartland, is in the city.

Dr. D. R. Moore of Stanley is here today on his way home from Ottawa.

AROOSTOOK POWER DEVELOPED TO LIMIT

The proposal that the St. John Valley Railway be partially operated by electricity has attracted considerable attention locally, and the question that has been generally asked is, "Where is the power to come from?"

A gentleman prominently connected with the St. John Valley Railway Company drew the attention of a reporter of The Mail to the fact that evidence had been given before the International Waterways Commission when it sat at Bangor, Me., to the effect that only 1500 horse power could be developed on the Aroostook at the present time and that at certain seasons even that amount could not be produced also storage basins 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 of street railway.

Mr. Harvey S. Ferguson of Millinocket, hydraulic engineer for twenty years and in charge of the Great Northern Paper Company's mills at Millinocket stated before the Waterways Commission that measurements of the volume of water of the Aroostook had not been taken for sufficient length of time to enable a proper estimate of the possibilities of the river to be made. There were no storage dams on the river. At Aroostook Falls there was installation for 1500 horse power, but it was not all being 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 too few to admit of the further development of that branch of the Aroostook.

Mr. Ferguson's position and his experience as an hydraulic engineer lend great weight to his statement.

PEOPLE OF STANLEY WANT RY. EXTENDED

The ratepayers of Stanley want the Hazen government to fulfil their promise made last year, and assist in extending the York and Carleton railway to Nappadogan Lake. Stanley gave the present government a very generous support in the last election, 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. Strong speeches were delivered, and all seemed to be of one mind in regard to the desirability of having the road extended to the divisional point at Nappadogan, where it would connect with the Transcontinental.

Reference was made to the unfulfilled promise made the local government 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. Twenty-five of the leading men of the place were selected as delegates, and they will ask that the necessary legislation be enacted during the present session.

The Dominion government has already voted a subsidy for the proposed extension, and it is up to the local government to make good its promise to ensure the early completion of the work.

March 16th 1910

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