

The Daily Mail

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Fredericton, N. B., March 23, 1910.

INTERCOLONIAL MANAGEMENT KILLED

If any evidence were required that the government of New Brunswick is completely and thoroughly tied to somebody to build the valley railway under part three of the bill—that is, a cheap electric railway, costing anywhere from \$15,000 to \$20,000 a mile, it was in the determination not to deviate from the letter of Mr. Pugsley regarding the specification of the road under part two. Mr. Robinson made an earnest plea to have the specification of the road made a matter of negotiation between the two governments. As it might be that such a grade as that specified would be found impossible in some places. This Mr. Hazen distinctly refused, stating that he did not consider that he would be justified in making any change in the specification as laid down by Mr. Pugsley, and endorsed by Sir Wilfrid Laurier. It can hardly be said that Mr. Hazen displayed either sound judgment or even political sense in the course he pursued. It may please his vanity to seemingly score against the minister of public works and to force through legislation which his better judgment will tell him should not have been passed. By framing his bill in the way he has, Mr. Hazen has shown that he did not want the road constructed under part two of the bill and that all the protestations made by his followers of their desire to see part two of the bill adopted were mere idle words. It will not be Mr. Hazen's fault if from some, at present unseen, cause the railroad is built under this part of the bill and operated as a part of the Intercolonial system. He has used every effort, reasonable and unreasonable, to defeat it. He has gone so far in this direction that it is already the general belief that he is irrevocably pledged to other interests to build the road under part three, which will, if not prevented, prove the worst disaster the province has ever experienced. No local railroad such as he proposes will pay the interest on the bonds during the present or next generation and will, most certainly bring about direct taxation to meet the interest on the guaranteed bonds. The jubilation of the worst element among his supporters—men who have neither the capacity nor the knowledge to weigh the future from the experience of the past and who are thoroughly unscrupulous when their own ends are served, proves that Mr. Hazen has made the gravest mistake of his life by permitting himself to be governed by his prejudices rather than by his sense.

DID NOT WANT I. C. R. MANAGEMENT

There is one view of the construction of the St. John Valley railroad that has not yet been considered. It is this. The Dominion government has never said they would construct the Valley railroad. They have said that if the railroad was built at a certain specified standard it would be operated as part of the Intercolonial system. This being the case it is the part of the provincial government to construct the road. Mr. Hazen and his supporters all profess to what the Intercolonial railway management in preference to the management of a company admitting that competitive rates would be more easily secured and maintained than under company management. Were these gentlemen as anxious as they say they are for the I.C.R. management it would have been easy to have formed the bill so that the project would be taken up by some company on failing that to have under taken the construction themselves. In failing to this they have proved that they had no sincere desire to build a railway but simply put part two in the bill to hood wink the people of the province most interested in its construction. It is useless for Mr. Hazen and his allies to attempt to place the responsibility for non acceptance of the offer of Sir Wilfrid Laurier or the liberal party here. The responsibility is theirs.

ASHAMED OF THEIR CHILD

There is abundant evidence on every hand that the Hazen government is ashamed of their own child, part three of the St. John Valley railway bill and would gladly deny its paternity if they dared. No word of defence has been spoken for it. It was put in the bill they say now as an alternative measure in case the other plan failed. This was not what Mr. Hazen said when he was explaining the provisions of the bill. He then devoted but little time to the provisions of part two but used all his energy to convince those who listened to him that an electric railway was far in advance of a steam railway for the Valley route. By the time Mr. Flemming arose to speak, several holes had been punched in Mr. Hazen's day dream and the members who conversed in the corridors did not seem sanguine that electricity was the best motive power that could be employed on the Valley railway. As the debate went on fewer and fewer people believe in the practicability of electricity for a line of railway such as is proposed for the St. John Valley and the inclination to abandon part three of the bill seemed to be growing. The remarkable thing is that notwithstanding the expressed opinion of many who spoke disclaiming responsibility for part three it is the part that is most likely to be put into operations by Mr. Hazen and his colleagues.

At a largely attended meeting of ratepayers of the village of Stavley on Saturday evening, the following resolution, expressing appreciation of the services of Dr. D. R. Moore was unanimously adopted:—

Resolved that we the Citizens of Stanley and vicinity upon this occasion express our appreciation to Dr. Moore for his meritorious efforts in securing for the people of this place railway transportation and telephone communication with the commercial districts of the province; that we earnestly believe that such self sacrificing interest is seldom seen in a private individual in all Canada and moreover we place ourselves earnestly in accord with the felicitous management of the said railway interest and we fervently hope that at no distant date this burden may be removed from the Doctor by the line being absorbed by the Government System of Railways.

Further resolved that we present, Dr. Moore with a copy of this resolution of this our gratitude and repeat.

Mr. Hazen is now in the position that he must tell the people of the St. John River Valley that he refused to permit railway competition in that district by refusing to remove the impossible conditions imposed on a company willing to construct a railroad to be afterwards managed by the I.C.R.

Mr. Hazen is in favor of direct taxation in New Brunswick. At least that is what the adoption of the Hazen-Gould scheme means to this province.

DELIRIOUS, FELL SIXTY FEET TO DEATH

Edmonton, Alta., March 23.—(Special) While delirious, Wm. Barber, a typhoid patient in the hospital climbed out of a window on top floor, tore away the netting and walked out, falling sixty feet to the ground. He died two hours later. The Coroner's jury returned a verdict of accidental death. Barber leaves a wife and four children.

The Corporations Committee met this morning, Mr. Slipp in the chair. The bill to incorporate the St. John and Quebec Railway Co., was agreed to with an amendment withdrawing the exemption from taxes by Municipalities and placing the matter in the hands of the Municipalities.

The bill to incorporate the Tobique Pulp and Paper Company was then taken up and amendments considered.

Mr. Hatheway moved that a rental for the water power privileges at \$2,000 per year for the first twenty years and \$5,000 a year for the following twenty years with the amount thereafter to be fixed by the then Lieut-governor-in-council.

It was agreed to allow this section to stand over a suggestion being made by Hon. Mr. Maxwell that it would be better to allow the question of a rental to rest with the Lieut-governor-in-council who would place the rental on a basis of so much per horse power per year.

The committee will meet again at 2.30 p.m., to take up the bill relating to St. Paul's Presbyterian church Fredericton, and Tobique Pulp and Paper Companies bill will be taken up this evening at seven o'clock.

THE TARIFF NEGOTIATIONS BETWEEN U. S. AND CANADA

(Toronto Globe.)

The statesmen who are considering the tariff relations between Canada and the United States will feel that they are face to face with a situation that had rapidly changed. Comparatively but a few years ago the United States representative would have gone into such a conference as speaking for a nation that was firmly and unalterably wedded to ultra tariff views. How much the situation has changed is signified by the one fact that those responsible for the fiscal arrangements of the United States, instead of regarding an addition to the tariff wall with equanimity, are distinctly agitated lest their own instrument should be set to work.

For it is not necessary to say that it is not what may befall Canadians that creates concern in Washington, and that has transferred the seat of government temporarily to Albany. The President's desire to meet Mr. Fielding is not lest Canadians should be hurt in this swinging of tariff clubs. His action is a blazing acknowledgment that by the imposition of the United States maximum tariff against Canada the people of the United States would themselves be injured, and that it is desirable that it should not be imposed. Some one has said that the Payne-Aldrich tariff is the last extreme protectionist measure that will ever be passed by Congress. The occurrences that are passing beneath our eyes furnish strong confirmation of the diagnosis.

If it be a fact, then, that the United States is moving towards the gospel of freer trade it should have an influential bearing on whatever may be done to meet the situation that has now arisen. It may be doubted if there are the same arguments for a Reciprocity Treaty that there once were. If the two countries are of one mind that freer intercourse would be better for both, would it not be as well to trust to the independent action of the legislatures of both countries? There are whole classes of exchanges, the duties on which are of little value for revenue purposes, and which if promoted, would be good for both countries. The best kind of Reciprocity Treaty would be one effected by independent and yet almost concurrent legislation. Speaking for the Canadian Parliament, it may be said with certainty that any such loosening of the chains across the border would be promptly met. There are articles which the two countries produce which find their natural and almost their only market in the other. Concessions on these ought not to be difficult, and could readily be met by action of Congress and Parliament.

MULE KICKED BEAR TO DEATH

Huntingdon, Pa., March 22.—Daniel Shawley, a local farmer is the authority for this bear yarn. Taking his double barreled gun he started on a hunt and had not gone very far before he was charged by a black bear that took both barrels, but kept on and closed with Shawley. Shawley whistled for Maud, his favorite mule. According to Shawley, Maud galloped to the scene of the struggle and lay fly with both heels, killing the bear. Shawley exhibits a dead bear weighing 292 pounds to prove his story.

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4 Funny Comedies 4

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March 22nd 1910

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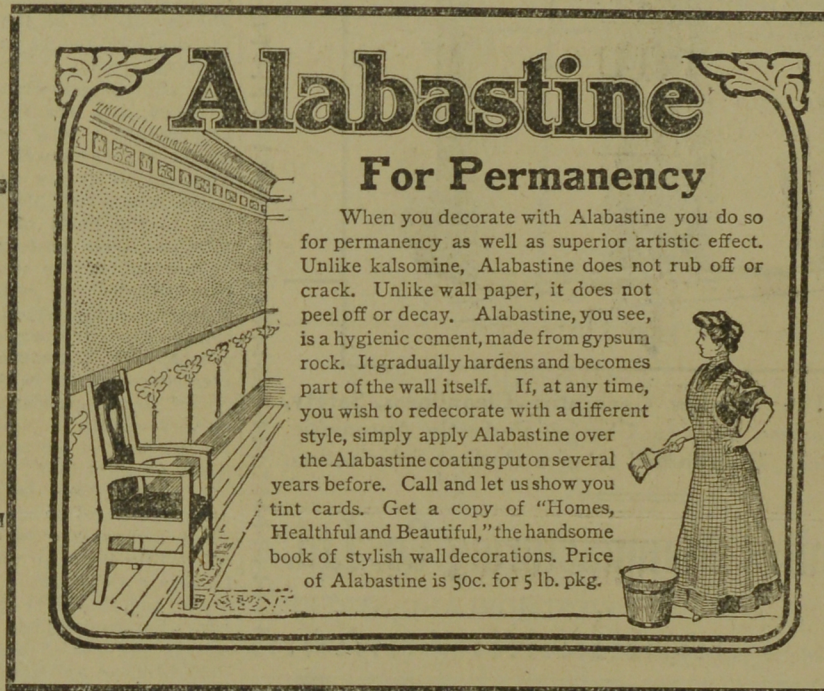
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