

Robinson Tells of Government's Extravagance

Leader of the Opposition Discusses Flemming's Budget-- Instead of a Surplus the Government Had an Enormous Deficit

Over Expenditure Rampant in Every Department --The Broken Pledges of the Administration Exposed--Misleading Returns Brought Down by the Government

Yesterday was an important day in the House. The routine proceedings of the afternoon brought out several important facts concerning the manner in which the affairs of the province is conducted by the present government. It has been asserted many times that the territorial revenue of the province is collected up to the last dollar. Yet according to a return brought down by Hon. Mr. Grimmer there is still outstanding on account of stumpage \$2,548.44 up to date. Unfortunately for this return it has not been made up with much regard for accuracy. For instance the amount of uncollected stumpage due Oct. 31, 1908, is given as \$7,460.94. Of this \$2,185.44 was collected in 1909, leaving a balance of \$5,275.50 still unpaid. The uncollected stumpage of 1909 is stated at \$3,829.25. This added to the uncollected balance of 1908 makes a total of \$9,104.75, of which there has been collected to date \$1,250.81. Therefore if the return can be relied on there is still an uncollected balance of \$7,813.94. Yet in reply to the question "What is the total amount of stumpage uncollected and for what years?" the answer is 1907, \$454.94; 1908, \$279.75; 1909, \$3,094.56, a total of \$3,829.25, which is exactly the amount stated as due on the cut of 1909, as given in answer to a direct question as to the year. Somebody has evidently made a very large mistake or a very considerable amount of stumpage has been off-written.

Another return laid before the House by Mr. Grimmer in reply to an enquiry by Mr. Tweeddale shows a somewhat peculiar method of doing the business of the country. The Auditor General's report shows that \$518.54 was spent on roads to settlement lands in the County of Victoria. This work was placed in charge of W. W. Melville, who has figured, in the public accounts on more than one occasion recently. As foreman of the work he was allowed \$3.50 per day, and travelling expenses. For these services he drew \$250.54, while the men whom he engaged at \$2 per day got the rest. Mr. Melville worked 59 days, according to the return, but for nearly half the time he had no one but himself on the work to take charge of. One man was employed for 33 days, another for 19 days, another for 16 days and the rest for from 2 to 11 days. This is certainly a rather remarkable way to get rid of the public money.

The provincial secretary brought in three important answers to enquiries yesterday. One referring to the new loan showed that \$10,269.84 had been added to the cost of the new loan. It has been remarked that the government had little to say regarding this new loan save the assertion that it was floated at 102, the same terms obtained by Ontario. When all the facts have been learned it is seen that the new loan has netted the province \$7,000 less than par, and is without doubt the most expensive transaction of the kind the province has as yet indulged in and in striking contrast with the Tweedie loan which was floated at 3 per cent. and netted the province 96. True this was the best loan ever floated by a colonial government, but this did not prevent the present government when in opposition, from denouncing that government as extravagant and incompetent.

Still another reply on the part of Mr. Flemming brought out the information that notwithstanding the statement made in the House and out of it that the books of the province were closed on October 31, 1908, the government had kept the account open until November 10 of that year and had collected \$17,958.98 on revenue, which had been added to the receipts of 1908. In extenuation of what he had done Mr. Flemming adds to his reply that the former government in 1907 placed among the receipts of that year the sum of \$101,429.34. He did not, however, state that the principal part of this sum was the increased subsidy from the

Dominion government, which was due in July, but which was not paid until December, because of delays at Ottawa.

The principal event of the day was the speech of Hon. Mr. Robinson on the budget. Mr. Robinson had moved the adjournment of the debate on Friday at the conclusion of Hon. Mr. Flemming's address. The speech of Mr. Robinson was an able criticism of the financial policy of the government and one of the best speeches since the beginning of the present legislature. Mr. Robinson is thoroughly at home when discussing financial questions and the provincial secretary will not soon forget his scathing criticism of the many very doubtful acts on his part during the past year. The statements put out by the government show on their face many glaring inaccuracies and bear evidence of most careful manipulation in order that there might be some show of surplus. Mr. Robinson made short work of the subterfuges resorted to by the government and laid bare the methods by which this so-called surplus were secured. The extravagance and incompetence of the government were brought into the limelight. He reminded them of their pre-election promises and showed how every pledge had been broken and every promise violated. It was not pleasant for the government to listen to such an arraignment of their misdeeds and they showed their disapproval in their looks. The failure of the Audit Act to prevent over-expenditure and the willingness of the government through the treasury board to set aside the decision of the auditor and continue their saturnalia of extravagance--to spend wherever and whenever they liked, with or without legislative authority, was a theme on which Mr. Robinson discoursed for some time.

The speech was carefully listened to and will long be remembered as one of the most severe gruellings a government of New Brunswick was ever compelled to listen to.

The House met on Monday at 3 o'clock, Mr. Pinder taking the chair in the absence of the Speaker.

Hon. Mr. Hazen introduced a bill to amend the Registry Act which he explained was to permit of the revision of the salaries of registrars of deeds in much the same manner as was now done in the case of registrars of probate.

Hon. Mr. McLeod presented the petition of F. B. Edgecombe and others in favor of the Fredericton Street Railway bill.

Mr. Young presented the petition of T. G. Loggie and others in favor of the Bill relating to the Presbyterian Church.

Mr. Woods introduced a bill relating to innkeepers which he explained gave them a lien on the property of their guests in respect of their charges and also limited their liability for any such property as might be missing to \$40 unless deposited in the innkeeper's custody when liability would be incurred for the full value.

Hon. Mr. Flemming presented the petition of Ed. A. Brittain and others in favor of the Hartland and Miramichi Railway company's bill.

Hon. Mr. Grimmer presented the petition of the St. Andrews Land Co. in favor of a bill to confirm a grant to the said company.

Dr. Sormany gave notice of enquiry relating to settlers at St. Isidore.

Mr. MacLachlan gave notice of motion to suspend rule 79 in favor of the bill to incorporate the N. B. Auxiliary of the Canadian Bible Society.

Hon. Mr. Hazen moved that the time for the introduction of private bills be extended for one week.

THE BUDGET DEBATE

Hon. Mr. Robinson began his speech in reply to the provincial secretary by contrasting the tenor of the speech of Hon. Mr. Flemming with that gentleman's speeches when in opposition. In those days the hon.

SIR WILFRID LAURIER MAKES GOOD

He Makes the Same Promise to the Valley Railway Co. he Made to Mr. Carvell

The following correspondence which explains itself has been exchanged between Mr. C. Fred Chestnut, president of the St. John Valley Railway Company and Sir Wilfrid Laurier. It removes the last objection of Mr. Hazen:

Ottawa, 5th March, 1910.

Dear Sir:—
In answer to your favor of the 1st instant, addressed to me in your capacity as president of the St. John Valley Railway Company, I beg to enclose copy of a letter addressed by me to Mr. F. B. Carvell, M. P. This letter contains a clear exposition of the policy which we intend to follow with regard to the St. John Valley Railway.

Yours very sincerely,
(Sgd.) WILFRID LAURIER.
C. Fred Chestnut, Esq.,
Pres. St. John Valley Rail. Co.,
Fredericton, N. B.

Fredericton,
March 1st, 1910

Right Honorable Sir Wilfrid Laurier,
P. C., Etc., Etc., Ottawa.

Dear Sir:—
I have the honor to request that you forward a duplicate of your letter of the 28th of January, to Mr. Carvell, addressed to myself as President of the Saint John Valley Railway Company.

Our reason for asking for this letter is that certain persons have objected to the fact that the Company has as yet, received no direct communication as to the intention of the Dominion Government.

Yours obediently,
(Sgd.) C. FRED CHESTNUT,
President

Prime Minister's Office, Canada,
Ottawa, 25th January, 1910.

My Dear Carvell:—
Having reference to the representations made to me recently by yourself and all the other Liberal members from New Brunswick, as to the importance of securing the early construction of a railway down the Valley of the St. John River, I can only repeat what I stated to the members of the delegation, whom I and some of my colleagues had the pleasure of meeting in April last, that I am very strongly impressed with the importance of this undertaking and it will afford me great pleasure to do what I reasonably can to secure the early commencement of the work.

I would point out to you that on the 19th of June last, my colleague the Minister of Public Works, addressed a letter to the Secretary of the Saint John Valley Railway Company, asking for definite details as to the character of the road which it was proposed to build. A copy of that letter is herewith enclosed for your information, and I now beg to assure you that I entirely approve of the terms thereof and of the request which was made to the Company at that time.

If the Provincial Government, or the Company with its approval, furnish the Federal Government with the details asked for by the Minister of Public Works, and make a definite proposition for the construction of a railway from Grand Falls to Saint John up to the standard suggested by Mr. Pugsley, and provide for its initial equipment, this Government will be prepared to ask Parliament for authority to take it over upon a long lease for operation as a part of the Intercolonial system on the basis of paying over to the province or to the Company 40 per cent. of the gross earnings as proposed.

Believe me,
My dear Carvell,
Yours very sincerely,
(Sgd.) WILFRID LAURIER.
F. B. Carvell, Esq., M. P.,
House of Commons, Ottawa.

Winnipeg, Mar. 8.—John Hoerner, aged 26 years, shot himself through the heart yesterday with a revolver. Hoerner was a postal clerk in the employ of the Royal Mail service. He had been dead about eight hours when the body was found last night.

PHILADELPHIA STRIKE STILL ON

Business Men are Making Another Effort at Settlement--No Progress Made

Philadelphia, March 8.—All Philadelphia hopes that the city-wide movement begun yesterday by the United Business Men's Association to bring to a quick end the labor conflict that has kept the city of "brotherly love" in a turmoil for more than two weeks will meet with more success than the effort made last week by the same body of men.

The organization asked the Philadelphia rapid transit company and Reyburn to arbitrate the difference existing between the company and the men, but was given no satisfaction. Now this association, which includes practically every business man of any standing in Philadelphia, will enlarge its movement by taking in other organizations that stand for the progress of Philadelphia, and will make a united attack on the warring element in the interest of peace and the general welfare of the city.

Business especially in the central part of the city, has suffered to an extent not known in years, and it is feared that the heavy spring and Easter trade will be seriously disturbed if an end is not soon brought to the industrial war.

Although it is now three days since the general strike order of all unions in connection with the fight of the carmen's union against the street car company, went into effect, it is still impossible to accurately state the strength of the movement. Widely different claims continue to be made by both sides in the controversy. The union leaders say that the 125,000 workers they had anticipated would walk out, are all on strike and have been joined by at least 20,000 men and women who heretofore were unorganized. The leaders say they have been so busily engaged in organizing these recruits to the cause of trade unionism that they have not had time to compile any table or other data showing exactly the number affected in each line of industry.

The Rapid Transit Company appears to be meeting with increased success in the operation of its cars. There appeared to be more cars in service today than at any time since the railway strike started. It was also noticeable that there were more learners on the trolleys under the instruction of regular men. A great many cars are running without police protection.

ANNUAL MEETING OF VALLEY RY. CO.

The annual meeting of the St. John Valley Railway Company was held last night in the office of the secretary-treasurer, J. J. F. Winslow. Directors were elected. The letter from Sir Wilfrid Laurier to F. B. Carvell, M. P., concerning assistance from the Dominion in the construction of the line, was read and discussed. Officers are to be elected at a meeting of the directors to be held later.

Those present at the meeting last night were, President C. F. Chestnut, F. B. Edgecombe, John Palmer, A. R. Slipp, George P. Jones, E. F. Smith, A. D. Holyoke, J. N. W. Winslow, George E. Balmain, Joseph Hawker, E. W. Mair and Secretary-Treasurer J. J. F. Winslow. E. A. Savage, Edgar R. Teed and Chas. L. Smith were represented by proxy.

The new directorate is composed of the following gentlemen:—C. F. Chestnut, Fredericton; W. E. Foster, St. John; A. R. Slipp, Fredericton; B. F. Smith, Florenceville; E. R. Teed, Woodstock; Henry Wilmot, Belmont; J. T. Allan Dibble, Woodstock.

The meeting was a lengthy one, discussion taking up much of the time. His Worship Mayor Chestnut, and A. R. Slipp, M. P., are the only Fredericton men on the board of directors.

It is always easier to weep over the wanderer than to keep him at home. Words are wise men's counters, but the money of fools.

Mr. Carvell Replies to Premier Hazen

Tells Again What the Dominion Government Will do to Aid the St. John Valley Railway

Advantages of Intercolonial Operation are Pointed out and Compared With What Would Follow C. P. R. Ownership Throttling Competition for all Future Time

Ottawa, March 7.—F. B. Carvell, M. P. for Carleton, has addressed the following open letter to Premier Hazen:

Ottawa, March 5.

Hon. J. D. Hazen, Fredericton,
(N. B.)

Dear Mr. Hazen.—I am in receipt of your valued favor of 28th ultimo, which I have read over with considerable interest, and I must confess that I have been more impressed by the facts omitted than by the information contained therein. In the first place, you reiterate the pusill statement that Sir Wilfrid admitted to the delegation which waited upon him last April that their proposition was "a definite one." Consider for a moment the circumstances under which this offer was made and see if you, as an intelligent man, could sincerely maintain such a statement. A delegation composed of gentlemen from Grand Falls to St. John, without a written document of any kind in their possession from either your government or the company, made a verbal request upon the government asking them to agree to operate the proposed road as a branch of the Intercolonial, and pay to your government forty per cent. of the gross earnings without a word either written or verbal from you as to the character of the road required, as to the grades, curvature or anything else to show the Federal government whether the road when completed could possibly be run as a paying investment or not. I do not know from what source you have obtained such a ridiculous statement excepting that as the Hon. Mr. Flemming made this statement in Woodstock I think I am justified in assuming that he is your author. It is quite certain no other member of the delegation would put himself in such a ridiculous position. At the meeting held in Woodstock a few weeks ago, at which Mr. Flemming attended late in the evening, for reasons better known to himself, before he appeared I read your letter to the railway company, written some time during the summer in which this statement appeared and not only characterized it as false myself but called upon four of your prominent supporters in the town of Woodstock who had been members of the delegation and present at the interview and who were invited any one of them to stand up and say that any such ridiculous statement was made. Of course they refused. It remained for Mr. Flemming, who as I said before, came to the hall later in the evening, to repeat this statement, not knowing, of course, that his friends had earlier refused to do so. I think further comment on this ridiculous proposition is unnecessary.

Other than this, if I correctly understand your letter, you attempt to shirk responsibility and dodge the proposition made by you a year ago under the flimsy pretence that Sir Wilfrid has not written directly to either you or the company; and second, that eleven months were allowed to elapse by him before giving you an answer even through as humble a source as myself. As to the first, surely you do not hope to convince the people of New Brunswick that you have not received an answer which the Federal government would be compelled to carry out. If you do, then it is, I think, a hopeless task to try to argue the matter with you along logical lines; but for fear of the impossibility of convincing you and the immediate members of your government (because you must be the only persons unconvinced) of Sir Wilfrid's bona fides, I feel satisfied that the letter which Sir Wilfrid has already addressed to the president of the railway company will remove the fears of even the doubting Thomases of your government. As to the second, you will remember that on the 28th day of April last, in reply to a telegram received by me from the secretary of the company, I sent to Mr. Winslow a telegram which was immediately placed in your hands, as follows:

Ottawa, April 28th, 1909.
J. J. F. Winslow, Fredericton, N. B.

"Before the Dominion government can give a positive answer they require information as to the details of proposition. They suggest the local government pass legislation authorizing guarantee subject to conditions that Dominion government make satisfactory agreement to operate."

(Sgd.) "F. B. CARVELL."

My object in sending this telegram was to save a year's time and place your government in a position to carry out your promise and throw the responsibility on the federal government if they failed to do their share. I felt, in view of all the circumstances at that time that the federal government were placid themselves entirely at your mercy, as they were inviting you to guarantee the bonds surrounded by any conditions which you thought necessary as to the satisfactory operation by them after completion of the road, and all you had to do was to impose impossible conditions and then throw the burden upon their shoulders if the undertaking was not carried out. However, you did not see fit to do your part of the work but immediately commenced correspondence with the sole purpose of delaying, if not altogether defeating, the project. And, even granting for the sake of the argument your contention that eleven months elapsed before receiving your answer, the answer was received before your legislation met, and nothing could have been done in the mean time. Therefore I fail to see why so much energy and printers' ink should be wasted by you and your friends in trying to prove that Sir Wilfrid has been dilatory in giving you an answer. It is probably unnecessary to remind you of this fact because the people as a rule are intelligent and are able to draw their own conclusions, but I felt it only fair to point out to you the ridiculous position in which you are placing yourself by repeating these absurd statements. Some time in the month of July last I learned through a very reliable source that your government had agreed to guarantee the bonds of a road from Millville to Hawshaw, and it became very apparent that you did not intend to carry out the larger proposition because no sane business man would have anything to do with that branch if he intended to build the main line. Later I learned from two very responsible gentlemen of the county of Carleton that Mr. Flemming had told them that the government felt disposed to build, or assist in building the road from Woodstock to Centerville and also the Millville branch, to be afterwards handed over to the C. P. R., to be operated on the basis of 40 per cent. of the gross earnings. I then became convinced that your government was not playing this game in good faith, and my first act in coming to Ottawa in November was to hold a caucus of the Liberal members from the province, the result of which was that he waited upon the government in a body and pressed for a definite answer, although we all considered that in all reason it was up to your government to make a written proposition to this government telling them what you were willing to do and what you wanted them to do, but on account of the gravity of the situation this government felt that some action must be taken, and after considerable negotiation the letter which Sir Wilfrid wrote to me, and which is referred to in your letter was written and passed through council and forwarded by me to the president of the railway company. I have it from the very highest source possible that you had proposed and practically agreed to guarantee the bonds and build a cheap railway from Fredericton to Westfield, from Fredericton to Minto, and Millville to Hawshaw, and possibly from Woodstock to Centerville, all to be operated by the C. P. R. on a 40 per cent. basis; and I think it fair to assume that the two propositions before the country are, first, a line from Grand Falls to St. John, to be operated by the I. C. R., as

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