

DOMINION PARLIAMENT GIVES FIRST READING TO BILL FOR I. C. R. OPERATION OF VALLEY LINE

MEXICAN WAR ALARMS HAVE BEEN SETTLED

Taft's Attitude Depends on Secret Reports From Government Agents in the Insurrection--No Japanese War Scare in Official Circles in Washington--The United State Only Fears Japan in a Commercial Sense.

(Canadian Press.)
Washington, March 21.—The soft pedal was put on the Mexican situation today and the war alarms which had been current during President Taft's absence, were still. The situation on the border, however, is still receiving the main attention of the administration and President Taft's attitude in the future depends in a great measure on the secret report which has been received from government agents in the insurrection. Most pretensions today was the rumor that the administration was preparing to send the United States army across the border into Mexico, but they will not leave United States soil without special authority from Congress. There is no Japanese war scare in official circles in Washington. If Japan is negotiating secretly with Mexico for a naval base on the Gulf of California, preparatory to an invasion of the United States, the officials of the administration do not know it. The president has let it be known that the United States does not fear Japan, but only in a commercial sense. Mexico City, March 21.—Provisional Governor Chirull of Yucatan, proposes making numerous reforms to satisfy demands in that state. Among other acts, it is said he will presently set at liberty or lighten the penalty of many political prisoners.

EX-ALD. LEWIS DEAD AT ST. JOHN

St. John, March 21, 1911.—Ex-Ald. Wm. Lewis died here this morning at the advanced age of 83 years. He was a member of the County Council for many years and was at one time Deputy. He was a native of Northumberland Co.

CORPORATIONS COMMITTEE IN SESSION THIS MORNING

The Corporations Committee met this morning, Mr. Slipp in the chair, and considered the bill to incorporate the Atlantic Trust Co. Messrs. J. M. Robinson and W. H. Harrison of St. John appeared on behalf of the bill. After some slight amendments the bill was agreed to. The following bills were read: To amend the act incorporating the Maine & New Brunswick Electrical Power Co., Ltd.; to incorporate the St. John Boat Club and to change the name of the Women's Christian Union of the Town of Portland to the Women's Christian Temperance Union of St. John North, were also agreed to.

Judge McLatchy of Campbellton is at the Queen.
Mr. P. Campbell of St. John is registered at the Queen.

IMPORTANT RAILWAY BILL BEFORE COMMITTEE

(Special to The Mail)

Ottawa, Mar. 21.—The Railway Committee of the Commons this morning reported Mr. Carvell's bill extending the time of the Quebec and New Brunswick Railway Co., for the construction of a line from Levi to St. John.

Mr. Crockett made an effort to bind down the company to expend 15 per cent. of the proposed capital within one year instead of two years which is generally allowed, and likewise to stipulate that 15 per cent. be expended on that section between Connors and St. John. He moved an amendment to that effect.

Mr. Carvell raised an objection. He claimed that the company be allowed to decide where the money was to be expended. He said that there was a probability of the line being taken over by the Canadian Northern Railway Company. Mr. Crockett's amendment was put and declared lost.

Upon the invitation of Mr. Carvell Mr. Crockett moved that the capital of the company be increased from \$900,000 to \$2,000,000. This was agreed to.

Mr. W. H. Harrison of St. John is at the Barker House.
Mr. P. O. Souils of Halifax is in the city.
Rev. J. H. Anderson of St. John is at the Queen.

OPPOSITION MEETINGS

Tuesday, March 21, Durham Bridge, Good-speed Hall, Messrs. Brown and Phinney
Tuesday, Gibson, Speakers to be announced
Tuesday, French Village, McKinley's Hall, Speakers to be announced
Tuesday, Hammondville, Speakers to be announced
Wednesday, March 22, Taymouth, Mr. Brown and others
" Royal Road, School House, Speakers to be announced
" Springfield, Mr. Burden and others
" Canterbury, Speakers F.B. Carvell and others
" Cork,
WATCH FOR FURTHER ANNOUNCEMENTS

Ottawa Parliament Passes Resolution That Dominion Should Lease and Operate Road When Built--Bill Then Introduced and Given First Reading--Pugsley and Carvell Vigorously Work for Project--Crocket Tries to Block Things But is Voted Down--If Hazen Accepts Malcolm's Offer the Road Will Come--York County Will Vote For or Against the Railway Next Week.

Ottawa, March 21.—The early beginning of the Valley Railroad in New Brunswick appears to be assured.

Yesterday the Commons declared that the Intercolonial should undertake its operation as soon as built, and pay as rental forty per cent. of the gross receipts. The resolution was put through in the face of strenuous opposition from Mr. Crockett of York, Dr. Daniel of St. John, and R. L. Borden, leader of the Opposition.

Their attitude gives color to the charge which was boldly made by Hon. Dr. Pugsley and Mr. Carvell, that Mr. Hazen and his government do not want to make good their undertaking to guarantee the bonds of the road to the extent of \$25,000 a mile, but that they have been all along bluffing as to their desire for the conditions for the guarantee to prevent a contract for construction being entered upon.

Mr. Crockett sought to carry this line of action boldly into the federal house by introducing an amendment providing that the federal government should undertake the initial equipment of the road with rolling stock.

Mr. Graham, Dr. Pugsley and Mr. Carvell pointed out that this would provide the New Brunswick government with the excuse they were looking for to get out of the promise of aid they have given, as the provincial aid declared that the initial equipment should be undertaken by the construction company and the province could not give the aid unless this was done.

It was pointed out that the Crockett resolution was a quibble, as the initial equipment would cost only \$1,000 a mile, and to make it certain that the Intercolonial would have to bear the future great burden of equipment, Hon. Mr. Graham changed the resolution to specify the declaration that after entering on the lease of the line and the initial rolling stock, the government would provide rolling stock for increase in the service for ninety-nine years.

That the government of Canada desires the construction of this line for the purpose of developing New Brunswick and giving the remainder of Canada a new line to St. John and an outlet to Europe, was shown by the attention which the prime minister gave to the debate. During all the debate Sir Wilfrid was in his seat.

Mr. Graham moved a resolution declaring that as the New Brunswick legislature had passed an act providing a bond guarantee of \$25,000 a mile on a railroad from St. John to Grand Falls, on condition that the guarantee could not become effective until the Dominion government made an agreement with the New Brunswick government "For the leasing of the railway when completed with its appurtenances and rolling stock, and for the operation, maintenance, up-keep and repair by the government of Canada as a part of the government railway system for ninety-nine years and for payment by the government of Canada to the New Brunswick government each year of forty per cent. of the gross earnings of the railway as rental, the rental to be applied in payment of the interest of the bonds so to be guaranteed, and the surplus, if any, to be paid to the company, it is expedient that the federal government should be authorized to enter into a contract for leasing the railway with its appurtenances and rolling stock, when completed and equipped with rolling stock, and for the operation, maintenance, up-keep and repair by the government of Canada as part of the government railway system for 99 years and pay as rental 40 per cent. of the gross earnings, provided it is built to the general standard of the National Transcontinental through New Brunswick."

It is also provided the lease may be taken for sections of the line:
1. From Fredericton to Woodstock
2. From Fredericton south a distance of fifty miles.

NO JUSTIFICATION.

"The record of the old government is no justification of the Broken Promises and Unfulfilled Promises of the new"—Mr. J. P. Byrne, M.P.P., in the House on Monday.

Each twenty-five miles thereafter, until the line be completed and equipped from Grand Falls to St. John.

In moving the resolution Mr. Graham said in part:

"I wish to advance this resolution in order to get the matter before the house in the form of a bill. The resolution refers to a proposed line of railway 207 miles long running from St. John to Grand Falls. One of the first deputations I listened to after becoming minister was a large one which asked aid for the construction of a railway through the St. John Valley and a promise of the usual subsidy was given.

Several attempts have been made to get the project launched, but so far they have not been successful. However, so much has the need for the line impressed itself on the minds of the Dominion and Provincial legislatures that they desire to arrive at an agreement to provide the long sought for accommodation. The provincial government has framed an act guaranteeing bonds to the extent of \$25,000 a mile for construction if the Dominion will undertake its operation.

A company has offered to undertake the construction of the road, on the lines prepared in the provincial legislature. This line will extend from St. John to Grand Falls to connect with the National Transcontinental a distance of about 207 miles. It will then follow the river St. John to Fredericton, a distance of 74 miles and thence go to Woodstock a distance of 62 miles. From that point to a short distance below Andover it leaves the river going between the river and international boundary, a distance of 45 miles. Then it is proposed to cross the river, going on the eastern side from Andover to Grand Falls, a distance of about 25 miles.

"The necessity of the line is acknowledged by everybody, but the question is how to work the line practically. It is proposed that the government should have power to enter into an agreement to operate this line, retaining sixty per cent of the gross earnings and handing over forty per cent to the provincial government or the company. It is assumed that a certain standard of road will be required. That standard is outlined in the resolution as the general standard of the National Transcontinental through New Brunswick. That might mean a great deal and it might not mean very much. One part of New Brunswick might be very difficult for railway construction and another very easy. At one point I believe the construction of this line will not be very heavy. I am told that surveys have been made recently and the estimate runs from \$31,000 per mile to \$49,000. We must lay down some standard and as this will form part of the Transcontinental before many years it ought to be built to a fairly good standing at least.

"I think there will be no difficulty in coming to terms for a standard to be adopted for that particular section. Although there is four-tenths of one per cent on east bound and six-tenths of one per cent on west bound trains, it might be necessary to have a grade of one per cent more than one per cent in some parts of this line.

"When we say, therefore, the standard of the Transcontinental, it does not mean that we must adhere strictly to a four-tenths of one per cent on the east bound traffic or six-tenths of one per cent on the west bound, because the physical conditions might make that impracticable if not impossible.

"The other point is the initial equipment. It will be necessary to put in the contract something as to the initial equipment, but the initial equipment in a road of that kind need not be such an extravagant item. The initial equipment—roughly speaking, will cost probably \$250,000.

"There is another point in this connection. There is a road now recently constructed through a territory that ought to produce good traffic. I refer to the International Railway, which runs from St. John to St. Leonards on the St. John River, twelve miles from Grand Falls. This line, now completed, will be within twelve miles of the St. John Valley road, when the latter is completed. It might be assumed that running rights could be secured over this line from the G. T. P. for that twelve miles.

"The question has been considered also of the International Railway being operated as a government railway. If this should be done the government railway would have a line from Campbellton through to St. John, in addition to the other. The government railway would then have one loop line all around New Brunswick. That would be a good thing for the government railways.

"These are the main features. I am not proposing this as a great money maker, but rather as a means of providing the people of the St. John Valley with the railway communication for which they have been asking for so many years."

Mr. Crockett of York attacked the Dominion government for its position on this question and went on to say that the standard provided for the Valley road by the federal government was higher than any road in Canada, except the National Transcontinental. With such specifications no man could be found who would undertake the construction.

MR. CARVELL—WHAT IS THE USE OF SAYING THAT, WHEN A RESPONSIBLE MAN HAS MADE THE OFFER AND IS ANXIOUS TO BUILD ON THE VERY TERMS WHICH MR. CROCKETT SAYS ARE IMPOSSIBLE CONDITIONS.

In view of the high cost of the road under the restrictions imposed by the government, Mr. Crockett did not believe that the offer of the Quebec & New Brunswick Railway Company, as recently made by Mr. Malcolm, was a bona fide one. He had no hesitation in saying that the offer of Mr. Malcolm was a pure and palpable bluff.

HON. MR. PUGSLEY.

Hon. Mr. Pugsley said: "Mr. Crockett says it is unfair for this government to require the company to provide the initial equipment but the provincial government is requiring the same thing. The provincial government has tied its hands and provided by statute that it cannot guarantee these bonds until the company provides the initial equipment, and then it is the railway and the rolling stock, which are to be leased to the government of Canada. "Whatever rolling stock the government of Canada puts on the road after the initial equipment is its own rolling stock, but a section of the New Brunswick act provides that the company is to lease its rolling stock with the road to the government, and that if, of course, the initial rolling stock which is to be provided by the company.

"Mr. Crockett said that the provincial legislature had required certain things and has excused itself for making these stipulations because of a letter which I wrote to the president of the railway company, and which was afterwards confirmed by Sir Wilfrid Laurier. But Mr. Crockett should have called attention to the fact that in that letter which I wrote to the president of the company I stated that IF THESE TERMS CANNOT PROPERLY BE AGREED UPON BY THE PROVINCIAL GOVERNMENT, THEN A CONFERENCE SHOULD BE HELD AND A MODIFICATION CONSIDERED. I HELD OUT A

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THE CAMPAIGN IN YORK IS GOING WITH A SWING

People in All Sections of the County are Up in Arms Against the Government--Opposition Candidate Meeting with Wonderful Success in His Canvass--Rousing Meetings Held Last Night at Every Point.

The political campaign in York is going along merrily and every day sees the chances for the success of the Opposition candidate growing brighter. There is evidence on every hand which goes to show that the right thinking men of both parties are heartily sick of the Hazen government with its shameful record of broken promises extravagances and misrule. The people of York are tired of seeing men elected to represent them in the Legislature, quarreling among themselves over the spoils of office and neglecting the interests of the county in order that their selfish personal ends might be served. It is little wonder that Mr. Burden's candidature is being everywhere received with the greatest enthusiasm and that many electors who assisted in putting Hazen in power three years ago are rallying to his support

At the conclusion of the speech making, organization work was proceeded with and strong committees were appointed to take up the work of the campaign.

Mr. H. C. Mackey was elected chairman of the down town committee and Mr. Moses Mitchell chairman of the up-town committee. Mr. Charles K. Palmer will have charge of the organization in Wellington Ward, Mr. A. H. VanWart in St. Ann's Ward, and Mr. John Palmer in Carleton Ward.

The committee rooms will be open each week day evening from now until the close of the campaign. All those in sympathy with the candidature of Mr. Burden are invited to attend.

SUCCESSFUL MEETINGS

Mr. George F. Burden, the candidate, and Mr. G. W. Upham, M. P. P., and Hon. W. P. Jones, addressed a large audience at Millville last night. The candidate came in for a very cordial reception and there is no doubt that Millville will do its duty on the 30th inst.

The issues of the campaign were placed squarely before the people, and the speakers were frequently applauded.

The meeting at Pennic last evening in Mr. Burden's interests was the largest and most enthusiastic ever held in that place. The speakers were Messrs. N. W. Brown and C. N. Goodspeed. In vigorous addresses they exposed the maladministration of the Hazen government and were applauded to the echo.

At Douglas Mr. E. H. Allen and Mr. Walter Limerick spoke to a good sized audience in the Temperance Hall. Mr. Eden Waugh occupied the chair. The remarks of the speakers were followed with great interest and at the close of the meeting three hearty cheers were given for Candidate Burden.

AT BURTT'S CORNER.

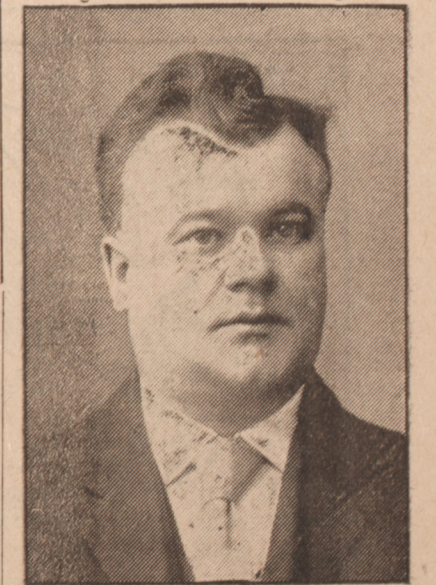
Five meetings in the interests of Mr. Burden were held last evening in different parts of the county and the city committee rooms were formally opened. All of the meetings were well attended and the greatest enthusiasm was manifested.

Another very successful meeting in the interests of Mr. Burden was held last evening at Hanwell. Mr. J. F. Tweeddale, M.P.P., and Mr. Peter J. Hughes were the principal speakers. They spoke with great vigor and made a crushing exposure of the Hazen government in control of provincial affairs, and were cheered to the echo. Hanwell is part of the Parish of Kingsclear and will assist in rolling up a record breaking majority for Mr. Burden in that parish

COMMITTEE ROOMS OPENED

The electors of the city assembled in large numbers in the committee rooms in the Pitts building and made a good start with the work of organization. Ex-Mayor C. Fred Chestnut was called to the chair and brief addresses touching upon the issues of the campaign were delivered by Mr. Moses Mitchell, Mr. A. A. Sterling, Mr. A. H. VanWart, Mr. E. A. Barry and Mr. H. C. Mackey. The Valley Railway project was touched upon by the several speakers, and they were very enthusiastic over the bright prospect of having a road operated as part of the government railway system.

Mr. Sterling, in the course of a vigorous speech referred to the hostile attitude of Premier Hazen when in opposition against the proposal to instal a sewerage system. In this connection he pointed out that it was Hon. C. W. Robinson, the present leader of the opposition, who came to the rescue of the city.



MR. A. B. COPP, M. P. P.

Hall was crowded to its utmost capacity. Mr. A. B. Copp, M.P.P., was the first speaker, and delivered an able and trenchant address in condemnation of the Hazen government. He touched upon the principal issues of the campaign and was heartily applauded as he scored point after point against the Hazen government.

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