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FREDERICTON, N. B., WEDNESDAY, MARCH 29, 1911

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## POOR DR. LANDRY COULDN'T MEET COPP'S STATEMENTS

### THE CASE OF FREDERICTON

The City of Fredericton is vitally interested in the construction of the Valley Railway.

Side-tracked on a branch line of railway for many years the city has not made the progress it should have made. Its industries have made progress which has been gratifying under the circumstances, but progress which has been almost as nothing compared with what might have come had the city been on a direct line of railway. The city has not grown as its citizens would have to grow. It has gone along as a prosperous, pleasant place of residence, but it has not become the centre of industrial activity which it well might be, ought to be.

And Fredericton will not have its full measure of progress and prosperity until it is served by a direct line of railway. Its young people will not really have a fair chance until this city is served by a direct line of railway with through connections. Progress will be side-tracked in this city, despite the best efforts of our citizens, just as long as the city itself is side-tracked in respect to railway facilities.

This is why the people of Fredericton have a vital interest in the Valley Railway project. Who can estimate the wonderful benefit which would come to this city, of which every citizen is rightly proud, if it was served by a high grade, competing line of railway making direct western connections? Who can accurately picture the city as it would be from an industrial point of view if the stimulus were given to industrial activity which always comes from the provision of proper transportation facilities? Who can say what limit there would be to the increase of residents in the city as the development of industries provided new opportunities for employment? Who, moreover, can foresee the limit which there would be to the increase of tourist traffic which would result from the provision of increased railway facilities which would make Fredericton more easily accessible from some other parts of the provinces and would bring those parts of the province nearer to this city?

The foregoing paragraph indicates some of the reasons why the people of Fredericton are vitally interested in the construction of a road down the St. John Valley. THAT ROAD WOULD AFFECT THE VERY LIFE OF THE CITY FOR WITHOUT GROWTH LIFE HAS NOT ITS FULL MEASURE OF SUCCESS EITHER FOR CITY OR INDIVIDUAL. Fredericton cannot grow as it should unless it is properly served by railway facilities.

Because of the importance of this project to them the people of the city should carefully consider the case before casting their votes on Thursday. THEY MUST HAVE A SERVICEABLE RAILWAY. How can they obtain the benefits which that railway would bring?

To be of full benefit to them the railway must be A COMPETING LINE WITH DIRECT WESTERN CONNECTIONS. Such a road will open up business opportunities which no other road could develop. It must be A HIGH GRADE ROAD capable of handling expeditiously, in winter storms as in summer, all the business which offers. AN ELECTRIC ROAD CANNOT DO THIS. It should be a road which THE LOWEST POSSIBLE FREIGHT AND PASSENGER RATES are charged. It is under intercolonial operation that such rates will be in force. On a road running, as Premier Hazen proposes, from Andover on the C. P. R. to some other point on the C. P. R. down river, company rates would be in force. AND COMPANY RATES ARE VASTLY DIFFERENT FROM THE RATES CHARGED ON THE PEOPLE'S ROAD, THE INTERCOLONIAL.

AN ELECTRIC BRANCH OF THE C. P. R. WOULD NOT GIVE FREDERICTON ADEQUATE SERVICE. It would NOT give COMPETING service. It might serve THE INTERESTS OF THE C. P. R., but it would not meet the needs of the people of this city in the way in which they should be met.

IT IS THIS SCHEME OF AN ELECTRIC BRANCH OF THE C. P. R. WHICH THE HAZEN GOVERNMENT FAVORS, AND DR. MOREHOUSE IS THE CANDIDATE OF THAT GOVERNMENT.

On the contrary, the Opposition party, whose standard-bearer is Mr. George F. Burden, stands firm for a high grade road from Grand Falls to St. John; a competing line connecting with a great transcontinental system at Grand Falls and running right to Canada's Winter Port, not stopping at some point on the C. P. R. twenty or thirty miles from the ocean front. THE OPPOSITION PARTY ALSO STANDS FIRM FOR INTERCOLONIAL OPERATION OF THE ROAD SINCE INTERCOLONIAL OPERATION MEANS THE LOWEST OF FREIGHT AND PASSENGER RATES.

The people of Fredericton will tomorrow vote FOR OR AGAINST THEIR OWN BEST INTERESTS. A low standard road cannot give that service which will make for Fredericton's full measure of industrial and commercial growth. A LOW STANDARD ROAD, OPERATED BY A MONOPOLISTIC CORPORATION, WILL MEAN HIGH FREIGHT AND PASSENGER RATES, HIGH AS COMPARED WITH THE INTERCOLONIAL TARIFF.

If the people of this city vote for Dr. Morehouse they will be declaring in favor of such a road.

If the people of this city really desire Fredericton to forge ahead industrially; if they want to see new opportunities of profitable employment for persons already here and for scores of others who will settle here when the wave of progress makes itself felt; if they want this to be not a side-tracked city but a main-line, growing centre of activity—then BY VOTING FOR MR. BURDEN THEY WILL BE DECLARING IN FAVOR OF SUCH A LINE AND BRINGING ITS CONSTRUCTION AND THE DAY OF RAPID PROGRESS THAT MUCH NEARER.

All that is needed to bring about the construction of this high-grade competing road and to secure intercolonial operation is to protest to the Hazen government against any other policy being followed.

A vote for Burden will make your position clear.

A VOTE FOR BURDEN AND THE RAILWAY POLICY HE SUPPORTS WILL BE A VOTE FOR A BIGGER AND BUSIER FREDERICTON—A MAIN-LINE CITY OF OPPORTUNITIES.

### BROKE UP WITH CHEERS FOR BURDEN

Mr. T. A. Hartt and Mr. Donald Munro, M. P. P.'s spoke at Penniac last night in the interests of Dr. Morehouse's candidature. There was a good audience, but the majority of those present were supporters of Mr. Burden. Mr. Hartt actually gave the old government credit for establishing these factories and bonusing flour mills. He claimed to be the father of the government's school book policy.

Mr. Muoro devoted himself chiefly to the Valley Railway project and frankly admitted that it had been made a football by his party. He also claimed that the same was true of the Liberal party.

At the close of the meeting the chairman announced that it was customary to cheer for the candidate but they would depart from the usual custom on this occasion and sing the national anthem. After the singing somebody proposed three cheers for Burden and they were given with a will.

Hon. Mr. McLeod has been trying too hard to explain that he knows nothing of any "deals." The people know the facts. But, anyway, mark this down: Mr. Burden has been in no "deals." No Opposition man has been able to say of Mr. Burden that he "betrayed the honor" of the party.

### Medical Commissioner of Agriculture Failed Completely at the Marysville Meeting---Copp's Unanswerable Arraignment of Hazen Record---A Great Speech Last Night---Independent Member From Northumberland in Sharp Attack on Ministry Last Evening---The Opposition Rallies

A large audience which practically filled Hatt's Hall, Marysville, last night heard a very interesting debate on provincial issues in which the opposition party was represented by Mr. A. B. Copp, M. P. P., of Sackville and the government party by Hon. D. V. Landry, commissioner of Agriculture, in which it was generally conceded that the government representative had the better. The meeting was under the charge of joint chairmen and excellent order prevailed, both speakers being given a very attentive hearing. In sym-

those present for their attention and thought there were still a few warm hearts in Marysville for the name of Gibson, (Cheers) He had always done his best for the people of the town. He would make an urgent plea for votes for Mr. Burden. (Cheers.)

Mr. Pond then made a few remarks in favor of the government candidate.

Mr. Copp followed with a brief address in which he said that he had no doubt that good order would be kept while both speakers were delivering their addresses.

#### HON. DR. LANDRY

Hon. Dr. Landry introduced his address with complimentary reference to Marysville and the Gibson family. He said he wished to avoid personalities and immediately followed the remark with the statement that Mr. Copp had not had enough sporting blood in him to speak first and allow the speaker to follow. Dr. Landry claimed that as the meeting had been Mr. Copp's, his own proposition should have been accepted.

The speaker continued, saying that he would give the old government all that was coming to it. Taking the question of revenue, he stated that the old government had the same sources of revenue as had the present. The Eastern Extension claims payment according to Dr. Landry, should have been used to pay the debt of the province. The freshest of 1903 had been no greater than that of any other year. However only \$138,000 had been spent on repairing the damage of the freshet. The remaining \$11,000 had been put in current revenue.

Dr. Landry then charged the old government with not collecting the stumpage as it should have been collected.

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GEORGE F. BURDEN  
Opposition Candidate in York

#### SOME POINTS IN THE HAZEN RECORD

Doubled Highway Taxes  
Debt Increase of \$800,000  
Expenditure Increase of \$400,000  
Interest Increase of \$63,000  
Spent for Commissions, \$20,000  
Bridge Supervision, \$50,000  
"No Tender" System  
Two York Families Get \$3,900  
Over-expenditure, 1910, \$105,000  
Central Railway Loss, \$21,000  
Many Jobs for Party Healers  
An M. D. for Bridge Inspector  
A Lawyer for Bridge Foreman  
York Bridge Superintendent, \$1,200 a year  
Increased Salaries for Ministers  
Valley Railway Bluff

#### TWO CHAIRMEN

On motion, Alexander Gibson, Jr., and Bradford Pond were appointed chairmen.

Mr. Gibson introduced the speakers. He was pleased to see so large an audience and hoped good order would be kept. He said that during the week he had been through the county and had observed a strong current of feeling in favor of Mr. George F. Burden, the opposition candidate. (Applause.) He thanked

lected and claimed that Hon. Mr. Robinson, while premier, had said that the stumpage had not been half collected.

Dr. Landry then discussed the Highway Act, claiming that expenditure on roads and bridges had been increased by the Hazen government on account of the poor condition in which they were. The Highway Act of the Robinson government had provided so unsatisfactory that its makers had decided to repeal it.



MR. JAMES LOWELL, M. P. P.

#### BRIDGE EXPENDITURE

Dr. Landry discussed the matter of superintendent's fees, quoting from the report of the Auditor General, which he said was the best ever prepared in the history of New Brunswick.

The Auditor General's report showed that in 1909 bridge superintendents had got \$10,422.86 and foremen \$10,006.18, that in 1910 \$11,465.17 had been paid to superintendents and \$11,286.19 to foremen. Mr. Copp had said superintendents had been paid \$50,000.

Discussing the school book question Dr. Landry said the old government in 1901 had signed a contract which had bound the province hand and foot to the Floods of St. John. The Hazen government had cut the price of school books in half.

Dr. Landry quoted from the Auditor General's Report to the effect that the travelling expenses of members of the present government were less than those of the old government. The speaker defended the retention of the office of Solicitor General.

Speaking of the criticism of the appointment of a medical doctor to be Commissioner of Agriculture, Dr. Landry said he should be judged by the results of his work and not by his title. He claimed that the number of agricultural societies had been increased. The value of dairy products was increasing. Dr. Landry advanced the claim that the importation of Kentucky horses had been beneficial. The stock importation of the Hazen government had been made at a smaller cost than had the old government made theirs.

#### A. B. COPP, M. P. P.

Mr. Copp when he arose to speak received a hearty reception. According to his friend Dr. Landry, he was one of the greatest wind-mills in the province. (Laughter) However Dr. Landry ran him a close second. He regretted that a bye-election had been called upon so soon after the death of the late Thomas Robinson. The argument had been advanced by Premier Hazen that York should not lack a representative. However for the last three weeks the county had no representative in the House except Mr. Young, whose attendance was hindered by illness.

#### THE GLEANER'S FALSEHOOD

Mr. Copp referred to an article which had appeared in the editorial (Continued on page 5)

## BORDEN WILL PROBABLY RESIGN THIS AFTERNOON

Tory Federal Leader Will Tender Resignation to Party Caucus This Afternoon---Much Dis-satisfaction---Liberals Watching Situation Closely.

Toronto, Ont., March 29.—An Ottawa special to this morning's World (Conservative) says:

R. L. Borden, leader of the opposition, will hand his resignation to the Conservative party today. It is understood that his determination to resign is fixed, but the party generally who are with few exceptions all behind him, are hopeful that they will be able to induce him to retain the leadership.

A petition was circulated last evening amongst the Conservative membership asking him to continue as leader of the party and was signed by all the members who are in town except six.

The situation is so crucial that the editors of some of the Conservative organs are in the city and have had conferences with him. It is understood that they, as well as the leading Conservatives in the House, have

pointed out to him that his resignation at this moment may mean the disintegration of the party he has led since 1900, for it is freely stated that if Mr. Borden definitely resigns several of the most prominent Conservatives now at Ottawa will not seek re-election.

It is hoped that the six Conservative members who have not yet attached their signatures to the "round robin" will be on hand this morning and that there will go to him a unanimous endorsement of his leadership. Meanwhile the situation is being closely watched by the government and it is current comment that if Mr. Borden resigns and the party is without a leader, a general election will be called immediately.

There was to have been a Liberal caucus today but this has been postponed until the developments within the Conservative party are known.

## MANY MEN WILL BE NEEDED SOON ON G.T.R.

Operation of Big Provincial Section of Transcontinental will Begin in May---Many Workmen will be Needed at McGivney's Napudogan and Other Places.

As has already been announced, it is expected that the operation of the National Transcontinental between Plaster Rock and Moncton will be begun early in May. This will mean noteworthy increases in activity at many points along the line.

At McGivney's and Napudogan, for instance, there will be a good deal to be done. At Napudogan, the divisional point, the yards will have to be fitted up and many other pieces of work put through. At McGivney's there will be similar activity and it is expected that at both places there will be a demand for many workmen. Employment is certain to be provided at both these points, and at many other points along the line, for scores of workmen whose services will be needed for months. In a very large number of cases, too, there will be permanent positions to be filled. The benefit which the people will reap merely through the demand for workmen that will be created

will be noteworthy indeed. It is reported that the appointment of several officials who will be at the head of this section of the Transcontinental will be made public very shortly. As soon as these appointments are announced the employment of the staff which will be needed will be proceeded with as quickly as possible.

VOTE FOR BURDEN AND PROTEST AGAINST THE MINISTERS WHO VOTED TO INCREASE THEIR OWN SALARIES.

Mr. A. M. Bouillon of St. John, is at the Queen.  
Mr. W. R. Gillin of Hartland, is at the Barker House.  
Mr. G. R. Burt, of Hartland, is in the city.

VOTE FOR BURDEN AND FAIR TREATMENT FOR BRIDGE WORKMEN.

### A DIRTY LIE EXPOSED

The unscrupulous \$20-a-day Gleaner insinuated yesterday that Hon. C. W. Robinson and Mr. A. B. Copp, M. P. P., had each been paid \$500 by interested parties for securing a legislative subsidy for the Beersville Railway.

At Marysville last night Mr. Copp publicly branded the Gleaner statement as a lie. Speaking to The Mail in the Queen Hotel after the meeting Mr. Copp confirmed his denial in emphatic terms.

When Hon. Mr. Robinson returned from Burt's Corner this morning he was asked by The Mail if the Gleaner statement had any foundation in fact. His reply was:

"It's an absolute and dirty lie."

## WATCH FOR A BIG GLEANER FAKE TO-NIGHT