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FREDERICTON, N. B., MONDAY, MARCH 27, 1911

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FLEMMING'S OWN STATEMENT

At the public meeting at Meductic on Saturday evening, Hon. J. K. Fleming, Provincial Secretary, stated that the Hazen government has no intention of proceeding with the Valley Railway project along lines such as are laid down in Part 2 of the Valley Railway Act and will not consent to Intercolonial operation of the road.

Mr. Hazen said further that if the Hazen government ever does enter into a contract for the construction of a road down the Valley it will be under Part 3 of the bill, a contract for a low standard road running only from Andover on the Canadian Pacific to some other point on the Canadian Pacific.

Moreover, he said that he hoped to see the road well under construction in — when? FIVE YEARS!

Mr. Fleming's statement has cleared the air. It puts the issue definitely before the people. Let us examine it.

Part 2 of the act is made up of the sections which provide for the construction of a high class competing road from Grand Falls to St. John connecting with a transcontinental line at Grand Falls. These sections provide also for operation of the road by the Intercolonial.

Part 3—the part under which Mr. Fleming says the Hazen government will act, if it acts at all—provides for the construction of a road of low standard; provides no guarantee whatever of trunk line connection, no guarantee even of operation after the road is built; and contains a provision that the road, if it should become a reality under Hazen efforts and if it should be operated at all may be operated as an electric trolley line.

We are examining, it should be remembered, the official statement of the Provincial Secretary of the Hazen administration. The Mail has given the gist of Mr. Fleming's statement at Meductic and is examining it in the light of what is in the Hazen legislation.

Mr. Fleming's statement has made the issue clear cut before the people of York and the other Valley counties. If the people continue to repose confidence in the Hazen government they MAY SOME DAY, certainly not before five years, according to Mr. Fleming's own statement, see a branch line running through part of the Valley. They may see a road built and never operated for, as stated above, Part 3 of the Hazen Act has no previous ensuring the operation of the road if it should be built. They may see a road built, and operated as a branch of the Canadian Pacific. They may see a road built and operated as an electric branch of the Canadian Pacific. They CANNOT hope to see a road running the length of the Valley, making direct transcontinental connections at Grand Falls, entering the Winter Port of Canada and operated as a part of the Intercolonial system. This they CANNOT have under Part 3 of the Hazen Act since that portion of the act contains specific, hard and fast provisions which make a high grade road from Grand Falls to St. John impossible. Yet it is under this part of the act that Mr. Fleming said at Meductic the provincial government HOPES to proceed.

On the other hand, it is under Part 2 of the act that the Dominion government has definitely offered to operate the proposed road as a part of the Intercolonial. It is under Part 2 of the act that the Quebec and New Brunswick Railway Company has offered to enter into a contract to build the road, giving the necessary security for the completion of its contract, and hand over the road when finished to the Intercolonial for operation. It is under legislation such as this that the road would be built from Grand Falls to St. John—a portion of a trunk line system, not merely a branch of the Canadian Pacific. It is under such legislation that, according to the statement of the Chief Engineer of the Hazen government's Valley survey, the road of the best standard would be secured.

The Valley Railway question is now before the people of York in the most definite form in which it has ever been before them. They must make their position plain.

The construction of the road as a line with direct transcontinental connections at Grand Falls means the construction of a road which will be more than a local branch. It will mean the construction of a road that will be of a standard to give service of the highest grade for both freight and passenger traffic and will prove a paying proposition which will safe-guard the province against having to meet the interest charges on the bonds.

More than this, the construction of such a road and its operation by the Intercolonial will mean LOW FREIGHT RATES and LOW PASSENGER RATES as against the HIGHER RATES WHICH ARE CHARGED ON THE CANADIAN PACIFIC AND OTHER COMPANY CONTROLLED ROADS. It will mean a road operated in the interests of the people and NOT IN THE INTERESTS OF DIVIDEND-SEEKING SHARE-HOLDERS. It will mean COMPETITION in the place of the monopoly which now exists in parts of the Valley.

The issue is before the people of York. Their own interests are at stake. They will vote on Thursday for or against the Hazen government's electric-trolley-branch-line policy.

By voting for Dr. Morehouse, the Hazen candidate, they would declare that they were willing to wait five years for the road and that they were willing that if the road should be built under the Hazen ministry it should be an electric branch of the Canadian Pacific, since this is what Mr. Fleming's own announcement at Meductic has set forth.

A vote for Dr. Morehouse, the Hazen candidate, would be a vote in the interests of a corporation and a vote against the interests of the people of York.

By voting for Mr. Burden the people will declare in favor of the immediate acceptance of the Quebec and New Brunswick offer and the consequent early construction of a high-grade, competing, transcontinental road with operation by the low-tariff Intercolonial.

A vote for Mr. Burden will be a vote against the interests of a powerful corporation which seeks to control governments for its own purposes and a vote in favor of the interests of the people who want and MUST HAVE a high-grade competing road operated under a system on which the LOWEST FREIGHT AND PASSENGER RATES CHARGED ON ANY RAILWAY SYSTEM IN THE DOMINION WILL BE IN FORCE.

It is the people's own interests that will be at stake on Thursday, March 30th.

CARVELL DROVE FLEMMING INTO OPEN AT LAST

Provincial Secretary Admits Hazen Government Has no Settled Valley Railway Plan—Ministry Favors C. P. R. Electric Branch Scheme if it Favors Anything—"Hopes" to do Something in Five Years!—No Trunk Line with Western Connections and I. C. R. Operation if Hazen and the C. P. R. Have Their Way—People's Interests at Stake on Thursday.

Meductic, March 25.—At the joint meeting held here this evening by Mr. F. B. Carvell, M.P., and Hon. J. K. Fleming, Provincial Secretary in the Hazen ministry, the latter gentleman admitted that the Hazen ministry is opposed to Intercolonial operation of the proposed Valley Railway and admitted also that the ministry has no definite plan for the construction of any road down the river though he and his associates are hopeful of bringing about the building of a road in FIVE YEARS, under Part 3 of the Hazen Act, a part under which an electric branch of the C.P.R. can be constructed.

The meeting, which was addressed by Mr. G. F. Burden, the Opposition candidate, as well as by Messrs. Carvell and Fleming, resulted in the greatest exposure that has yet been made of the manner in which the Hazen government has played the game of politics and the C.P.R. with this momentous Valley Railway question. Mr. Fleming's ride in Sir William Van Horne's private car at the time when the Valley delegation went to Ottawa to interview the federal authorities came in for considerable attention, while the Provincial Secretary writhed and squirmed unable to contradict the facts which Mr. Carvell brought out in his well-known forceful way.

Mr. Fleming, in his address, attacked Mr. Carvell and the federal ministry. He also condemned recidity. But he DID NOT EXPLAIN WHY THE HAZEN GOVERNMENT HAS DONE NOTHING TO BRING ABOUT THE CONSTRUCTION OF THE VALLEY ROAD AND NOW IS ABLE TO OFFER THE PEOPLE NOTHING MORE THAN "HOPES" THAT PERHAPS IN FIVE YEARS THE GOVERNMENT MIGHT BE ABLE TO ACCOMPLISH THE BUILDING OF AN ELECTRIC LINE FROM ONE POINT ON THE C.P.R. TO SOME OTHER POINT ON THE SAME SYSTEM.

The meeting was attended by a large number. Messrs. Hurd Edwards and George Oils acted as joint chairmen. The only unpleasant feature of the evening came at the close when Mr. Carvell rose for his rebuttal speech after Mr. Fleming had taken his seat. Some imported sympathizers of Mr. Fleming's, brought in from Carleton county, created disorder, which prevented Mr. Carvell from being properly heard during the fifteen minutes which, according to the agreement with Mr. Fleming, the M.P. was to have had in consideration of his action in allowing the Provincial Secretary to speak fifteen minutes longer than he himself did in his opening speech. But Mr. Carvell really needed no chance for rebuttal, so completely did Mr. Fleming fail to meet the arguments advanced in the Carleton M.P.'s opening speech.

Mr. Burden was the first speaker and received a great ovation as he rose to address the meeting. In opening he said he had been nominated by the largest convention ever held in Fredericton. He believed in upholding that which offers the greatest good to the greatest number. HE WAS FOR A STANDARD ROAD DOWN THE VALLEY FIRST, LAST AND ALWAYS. HE WOULD GIVE THE PEOPLE A CHANCE TO SPEAK FOR THEMSELVES AND WAS WILLING TO ABIDE BY THE DECISION. If there had been no election on there would have been no Valley Railway cry from the Hazen government. The Solicitor General had referred to him as sitting in the House in former days like a graven image, but he had always done his duty as he saw it. He was willing to compare his record in the House with the Solicitor General's. A vote for Burden meant a vote for the Valley Railway. He thanked the electors for their kind attention, and sat down amid storms of applause.

Mr. F. B. Carvell wasted no time in preliminaries and for an hour and a half held the audience with his

presentation of the Valley Railway scheme. He was glad Mr. Fleming was present. Perhaps he (Fleming) could explain some of the "blocking" tactics of the Hazen administration. He himself had no apology for being here. The election interested the whole population of the St. John Valley from St. John to Grand Falls. He was working in the interest of the people who wanted the Valley road, and no matter what happened the people were going to know the facts of the case.

He had been accused by the Conservative papers of trying to "block" the Valley road. He was here to show the people who the "blockers" were. When the committee from up river went to Fredericton to interview Mr. Hazen, he sent them to Ottawa with the assurance that if the federal government would take over the road on its completion and operate it as a part of the I. C. R. the Hazen government would guarantee the bonds. This was the bald proposition, no mention of standard nor of grades, whether the road be steam or electric. When Mr. Pugsley inquired from Mr. Hazen information regarding the proposed road he was put off, and the local house prorogued in 1909 without passing any legislation regarding the railway. Mr. Hazen expected the federal government to take over and operate a road of which they had not the slightest information, and pay the province of New Brunswick 40 per cent of the earnings. When the committee met in the Russell House, Ottawa, Mr. Fleming told them plainly that HIS GOVERNMENT WOULD NOT GUARANTEE THE BONDS OF THE ROAD ABOVE CENTREVILLE AS IT WOULD THEN BE IN OPPOSITION TO THE C. P. R.

On February 24, last the federal government brought down legislation accepting the Hazen government proposition in full, if plans are up to the standard of the N. T. R. in New Brunswick. This would give the Valley road a 1 per cent grade going to Centreville.

This legislation was passed in spite of Mr. Crockett of York, who tried by every means in his power to block it. When Mr. Malcolm wrote that letter to Mr. Hazen offering to build the road he did not know that there was going to be an election. Mr. Malcolm is ready to sign a contract to build the road and put up money as a guarantee of good faith.

"Why does not the Hazen administration accept this offer? They claim he has not the necessary financial backing and that he is bluffing. WHY DO THEY NOT CALL THE BLUFF?" (Voice The C. P. R. won't let

them.) "THEY DARE NOT BECAUSE MR. HAZEN AND MR. FLEMMING KNOW THAT MR. MALCOLM IS BACKED BY A MAN WHO HAS LOTS OF MONEY, A PROMINENT ONTARIO CONSERVATIVE AT THAT. They know if they accept Mr. Malcolm's offer the road will be built, and this they do not want."

"The facts are these. Mr. Malcolm's company is ready to build the road and has the financial backing to do so. What is Mr. Fleming going to do about it? WHAT ARE THE ELECTORS GOING TO DO ABOUT IT? YOU HAVE IT IN YOUR POWER TO HAVE A GOVERNMENT ROAD, ONE OF THE BEST IN AMERICA, OR A CHEAP TROLLEY LINE. WHICH SHALL IT BE? VOTE FOR MR. BURDEN AND FORCE THE HAZEN GOVERNMENT TO GUARANTEE BONDS, AND YOU'LL GET THE VALLEY ROAD."

Mr. Carvell's remarks were frequently interrupted with loud applause, particularly his reference to that Fleming ride in Van Horne's private car, and he was cheered lustily as he sat down.

Mr. Fleming was well received. He started in at once to try to explain the facts of the now famous "private car" ride. With a voice trembling with emotion he begged the people to believe him an honest man. He grew eloquent and with hands raised to heaven, he vowed that in all his life he never, even for the fraction of a second, talked with any C. P. R. official regarding the Valley Road. He evaded the main issue and switched off on the Malcolm letter. Waving an envelope on high, he assured everybody that it was marked private. THE LETTER ITSELF HE DID NOT SHOW.

He wanted the electors to understand that the Hazen administration is not going to be forced to sign bonds to build the Valley Road. The standard, he claimed, is too high and THE GOVERNMENT SIMPLY WOULD NOT BUILD IT. He believed that in five years under the Hazen administration the Valley Road would be under construction. He said THE GOVERNMENT DOES NOT WANT A GOVERNMENT OPERATED ROAD FROM GRAND FALLS TO ST. JOHN. WHAT THE HAZEN GOVERNMENT WANTS, AND WHAT THEY ARE TRYING TO GET IS A LINE FROM QUEBEC CITY THROUGH THE STATE OF MAINE AND NEW BRUNSWICK via Andover.

He next switched off to reciprocity and declared that if the resolution passed Canada would be gobbled up by the United States. Canada is all right. He talked of loyalty to the

(Continued on page four)

MR. FLEMMING'S STATEMENT

At the meeting in Meductic on Saturday Hon. Mr. Fleming admitted that if the Hazen government has its way:—

The Valley Railway will not be operated as part of the Intercolonial.

It will not be completed for five years.

It will be built, if built at all, under Part 3 of the Hazen Act which provides for an electric railway. The Provincial Government will not act with the Dominion Government, even after making the proposition that the road should be a part of the Intercolonial.

The road will not begin at Grand Falls and go to St. John, but at Andover, which is a station on the Canadian Pacific, and, under Part 3 of the act, may go to Westfield or Welsford, also on the Canadian Pacific.

VICTORY FOR BURDEN NOW SEEMS ASSURED

Revolt Against Hazen Government and Extends to All Parts of the County—Electors Anxious to Administer a Well Deserved Rebuke to the Blundering Solicitor General—Opposition Meeting Well Attended—Hon. Mr. Robinson Spoke at the Committee Rooms.

The supporters of the Hazen government, who openly boasted that they would elect Dr. Morehouse in York by an enormous majority, have completely changed their tune. The vigorous campaign being put up by the opponents of the government and the great revulsion of feeling against the administration in evidence on every side, has thoroughly frightened them, and they are already beginning to look about for a chance to retreat. No less than six members of the government have been on the stump and the seventh member, Hon. W. C. H. Grimmer, the autocrat of the Crown Land Department, was advertised to speak at McAdam on Saturday evening, but failed to keep the engagement. No less than fourteen of Mr. Hazen's supporters in the Legislature have been barnstorming in the country in favor of Dr. Morehouse, the list comprising Messrs. Murray, Hart, Pinder, Allain, Dickson, Jones Woods, McLaughlin, Sheridan, Slipp, Wilson, Munro and Sprout. It is likely that Mr. Glasier, Dr. Bourque and Mr. Cyr will be called into service before the campaign is over. Mr. Hatheway, the labor champion is unfortunately in poor health and the mechanics of Fredericton will therefore be deprived of the opportunity of hearing his views on the Hazen government policy of employing a medical doctor to inspect a bridge.

As before stated, the tide is running strongly in favor of the opposition candidate and moderate men of both parties admit that he stands more than a fighting chance to win. Former Hazen supporters in every parish are flocking to his standard and he stands to gain votes in every polling district of the county. The government heeled have become aware of the great revulsion of feeling and are getting desperate in the efforts to stem the tide. All sorts of canvasses and threats are being resorted to but it will avail them nothing. Scores of moderate Conservatives have made up their minds to vote for Mr. Burden. Many of them take the ground that a strong opposition is necessary in the interests of good government and that Mr. Burden's presence in the Legislature would be a check on the three members from the county supporting the government, and might possibly restore harmony among them. Many Conservatives are only awaiting the opportunity to administer a well deserved rebuke to Solicitor

General McLeod. "We are going to clip his wings," was the way one hitherto rabid Tory expressed it on Saturday.

AT COMMITTEE ROOMS

At a well attended meeting in the committee rooms Saturday evening, Hon. Mr. Robinson made a brief energetic speech in which he pointed out how important it was to the city of Fredericton to have a trunk line part of the Intercolonial passing through the capital. Fredericton would then be as much a railway centre as Moncton, with all the increase in population that always accompanied such railway connections. "I tell you candidly, I do not believe Mr. Hazen is sincere in his efforts to have the government operate the line." When he said these words he had no idea that Fleming was blurring out the truth at Meductic that it was not intended to build the road under part two of the act, and not intended for operation as part of the Intercolonial. Mr. Robinson said further that Hazen had not taken advantage of opportunities presented to him by the federal government, had not consulted with them in order to carry out the wishes of the people. If the Liberals had been in power in Fredericton they would have settled this matter easily and satisfactorily. They would have sat down with their federal friends and the Valley railway would have been in the course of construction by this time. The leader of the opposition received a hearty welcome from the crowd present and there were many expressions of confidence as to the result.

OTHER MEETINGS

At Myhrall Settlement Messrs. W. J. Osborne and H. F. S. Paisley addressed a well-attended meeting covering thoroughly the issues of the campaign. Wm. Illingworth was chairman. The indications are that Myhrall Settlement will give the Hazen government a hard jolt on Thursday.

Mr. N. W. Brown was the speaker at Bloomfield where he addressed a large and enthusiastic gathering. Mr. S. B. Hatheway spoke at Upper Magaquadavic where there was a rousing meeting. Mr. George Upham, M. P. P., and the candidate, Mr. George F. Burden were the speakers at Pokio, where Mr. Burden is assured of a substantial majority.

MANY BODIES HAVE BEEN IDENTIFIED

New York, March 27.—Eighty six bodies of one hundred and forty one victims of the fire in the ten story building on Washington Place Saturday night, have been identified. Sixteen of the bodies were of men. There are 12 injured in the hospitals.

District Attorney Whitman started an official investigation today to fix the responsibility for the horror in which several hundred shirt-waist makers, mostly women, were entrapped by fire on the three top floors. Some sought escape from the flames by leaping to the street because iron doors that led to the floor below and to safety, were said to have been locked. No arrests have been considered by the district attorney of any person connected with the fire and none will be made until the facts disclosed in the investigation give sufficient evidence.

Mr. J. S. Leighton, I. C. R. claims agent of Moncton is in the city.

Mr. James Haines of Toronto is at the Queen.

Mr. Elwood Burt, of Burt's Corner, who was seriously ill with pneumonia, is improving rapidly.

WHY? PERSONALS

Vanconver News-Advertiser—Mr. Tweeddale, son of Mr. J. Fletcher Tweeddale, M. P. P., of Victoria Co., N. B., arrived here on Thursday and expects to remain permanently.

Chief of Police Rideout of Moncton, arrived here Saturday night and spent Sunday in the city.

Mr. Seth Jones of Sussex Inspector of Poultry Raising is at the Barker House.

Mr. S. P. Gerow was in the city over Sunday.

Mr. T. J. Gunn of St. John is at the Barker House.

Ifeut. Governor and Mrs. Tweedie arrived from St. John this morning where they attended the Sheffield Chor concert Saturday night.

Mr. R. S. Barker private secretary to His Honor the Lieutenant Governor returned from St. John this morning.

Mr. J. Fraser Gregory of St. John is in the city.

CHATHAM RESIDENTS CALLED AWAY

Chatham, March 27.—Mrs. Howbald widow of Capt. Charles Howbald, died at the hospital here yesterday, aged 89 years.

Michael Hickey, a well known merchant, died here last night, aged 69 years.

RAILWAY ACCIDENT AT TRACY STATION

St. John, March 27.—A freight train of seventeen cars left the rails at Tracy Station this morning. The rolling stock suffered considerable damage but nobody was injured.