

NOTICE TO ADVERTISERS.

In order to ensure changes being made in advertisements, copy must reach the office not later than nine a.m. on the day of publication.

The Daily Mail

THE WEATHER.

Maritime — Strong winds, shifting to northerly and north westerly; local snowfalls at first, then fair and continued cold.

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VANDERBILT CUP RACE TO BE RUN TOMORROW

Dare Devil Drivers are all Ready for the Great Event--Will Pulled off at Los Angeles in California--Classic Vanderbilt Cup Race Promises to be Very Exciting --Expected That all Speed Records Will be Broken

Los Angeles, Cal., Feb. 20—With cars running at top speed for the final try-out before the Vanderbilt Cup and International Grand Prize races, the dare-devil drivers who are to strive for the premier honors in auto racing, made circuit after circuit on the Santa Monica course today, perfecting their acquaintance with the track and shaking their engines down to their fittest form for the great tests of speed and endurance.

The Vanderbilt Cup race will be run tomorrow and the International on Monday. Both events will be contests in which the drivers will flit with death at every turn, contests of speed and endurance, with the victors, according to advance predictions, covering the distance at eighty miles an hour or better.

At present all interest is centered in the classic Vanderbilt Cup contest, the oldest and most famous racing event of its kind in the western world. That the event tomorrow will be as exciting and interesting as any of its predecessors appears a certainty. It will be a wonderful demonstration of ingenious devices constructed for speed, for power, for strength, driven with all the daring and skill of men trained for just such record-breaking events. On the eve of the contest the experts refuse even to predict a winner, although every man is more than willing to assert that there will be thrills aplenty for the thousands of spectators who gather to witness the hair-raising contest.

That faster time than ever before may be expected in both the Vanderbilt Cup and International Grand Prize contests is quite probable, for the course is one of the fastest in the world. Races have been held over the course since 1909, thirteen contests having been staged upon it. Laps have been made as fast as ninety-three miles an hour, and the world's road race record was established over

this course two years ago when Retzlaff averaged 78.72 miles per hour.

The course is situated within half an hour's ride of this city. It skirts the Pacific and winds in and out among the gardens and palms and pepper trees. It is not only one of the fastest but one of the safest auto racing courses in the world. There has never been a serious accident on it. There is only one right angle turn and this has been made as wide as possible.

All of the drivers who will take part in the Vanderbilt Cup contest are pilots of international reputation. Ralph De Palma, the present holder of the cup, will defend the trophy. He will drive a Mercedes—the same car in which he won the last Vanderbilt Cup race and the 1912 Elgin race. Other well known drivers in the race will include Harry Grant, who won the cup in 1909 and 1910; Barney Oldfield, Spender Wishart, Gil Anderson, J. B. Marquis, Frank Verback, Earl Cooper, Edwin Pullen, Omar Toft, W. H. Carlson, T. Japetta and G. Joerrimann.

The officials selected for the race are: Referee, George Purdy Bullard, attorney general of Arizona and founder of the Los Angeles-Phoenix road race.

Judges, C. H. Cobb of Fresno, A. B. Daniels of Los Angeles and John F. McLain of San Francisco.

Chief scorer, E. W. Leslie of Los Angeles.

Starter, Fred J. Wagner of New York.

Enormous crowds of people are expected to congregate along the circuit, and the handling of these is the most difficult matter the promoters of the contest have had to face. It has been arranged to have the circuit thoroughly policed and it is believed that the careful preparations will prevent any accidents such as have marred nearly all of the great races for the cup in past years.

THE N.T.R. SCANDAL HUNTERS WERE LOOKING FOR POLITICAL CAPITAL

Ottawa, Feb. 19—All the facts brought since the report of the National Transcontinental scandal hunting commission which was tabled on Tuesday have tended to show with increasing emphasis the inconsistencies and the misrepresentations made for partisan purposes by Messrs. Gutelius and Lynch-Staunton.

Returns tabled in the house yesterday show that the economies which the government had ostensibly wished effective in the construction of one road as an excuse for the charge that millions were being wasted, included very serious changes in the standard of construction against which repeated protests had been made by the Grand Trunk Pacific.

Returns tabled today give further evidence of the effects of the commissioners and government to break the agreement with the Grand Trunk Pacific and to deliberately misrepresent the real facts of the case. One of the returns tabled today conclusively answers one charge made by the commissioners that \$4,500,000 of the alleged \$40,000,000 waste had been in connection with the construction of the Transcona shops at the western terminus of the National Transcontinental.

Messrs. Gutelius and Lynch-Staunton in their report say that this expenditure was "in our opinion not authorized by law." As opposed to this expression of legal opinion, the files of the Transcontinental Commission show explicit opinions from their own law clerk, K. Atkinson, from the deputy minister of justice, Mr.

Newcombe, from the former minister of justice, Sir Alan Aylesworth, and from Sir William Whyte the arbitrator appointed to fix the rental to be paid by the G. T. P. for the use of the shops, all declaring that the commission was in duty bound and was quite within its legal rights in constructing the shops.

The issue was raised early last year by Mr. Lynch-Staunton who asked for an opinion on the point at issue and who in his communication signed himself as an independent investigating commissioner, but as counsel for the National Transcontinental Railway Commission. The issue was referred to the justice's department again, although it had been previously dealt with in 1911.

Mr. Newcombe the deputy minister in giving an opinion, said he could see no reason for changing the conclusions which the justice department had previously arrived at. In forwarding the opinion to Major Leonard, Mr. Atkinson, the law clerk of the commission says:—

"I understand this opinion is approved by the present minister of justice, Hon. Mr. Doherty, himself."

IGNORED ALL OPINIONS.

Yet despite all these authoritative opinions to the contrary the investigating commissioners calmly assert in their report that the construction of the shops was without authority in law. So much for the one charge of "waste" of \$4,500,000.

(Continued on page five.)

JERRYMANDER IS LOOKED FOR

Hon. Bob Rogers and Pelletier on the Redistribution Committee

It Looks as if the Dice Will be Loaded Against the Liberal Members

Ottawa, Feb. 19—The personnel of the committee named by Premier Borden in the House of Commons this afternoon to work out the details of the redistribution bill makes it very evident that the intention of the government is to put through a Jerry-mander, if it is at all possible to do so.

The Conservative majority on the committee includes Hon. Messrs. Rogers, Pelletier and Reid, the three men in the government whose chief recommendations for "statesmanship" are their knowledge of the arts of practical politics. The appointment of these three ministers to the committee makes it apparent that the dice will be loaded against anything like fair play or justice to the Liberals from the start.

The other feature of the day in the House was Hon. George E. Foster's lame explanation that the much-heralded boast of the Borden administration to bring about a reduction of ocean freight-rates had for the present at least, proved abortive. The whole question has gone the usual way of dealing with matters of vital national importance, under the present administration. It has been referred to a commission, and the government has been obliged to temporize with the excuse that "it has no jurisdiction," despite the claim for credit that was made a year ago when it was announced that vigorous and effective action was being taken following the Liberal "inaction," alleged by the government.

The excuse, however, did not go down even among the government's own supporters, and W. F. McLean, Conservative member for South York charged the government with paying too much attention to the corporate interests and with being apathetic where the public interest was concerned.

QUERIES ANSWERED.

Ottawa, Feb. 19—A number of questions were asked at the opening of the House this afternoon. Several of these had reference to the G.T.P. and the N.T.R.

The minister of railways told Hon. Geo. P. Graham that the Grand Trunk Pacific had not approved of the change of grades made on the N.T.R. since the new government came into office.

Mr. Cochrane also informed Mr. Graham that the cost of the mountain section of the G.T.P. was estimated at \$97,055 per mile by the government's chief engineer and at \$102,775 per mile by the chief engineer of the railway. The cost per mile of the prairie section was estimated at \$45,180.

THE FINANCIAL SKY IS MUCH CLEARER

New York, Feb. 18—The New York Tribune, referring to yesterday's market, says that the financial sky rained bonds and stocks, and later in the article referred to the application of the New York Central for authority to issue \$70,000,000 of bonds to refund notes; also the Great Northern proposed stock issue of \$19,000,000 and the further rumor that the C. & O. would sell \$25,000,000 of bonds to pay off notes maturing in June. Along with the above, was the official announcement of the sale of \$1,000,000 interboro Rapid Transit five. The latter was accompanied by the encouraging statement that this covers one-half of the total authorized issue of these interboro bonds, and is highly gratifying as showing the attitude of investors towards them.

C. J. Osman, ex-M.P.P., of Hillsboro, is registered at the Queen.

Mrs. H. C. Deedes and family of Woodstock, arrived in the city today.

McLeod-Guthrie Combination won York By-election

Were Well Herled With the Resources of Civilization--Estimated That the Fund Was Close to \$14,000--Candidate Scott Fought a Clean Election and Put up a Splendid Fight Against Great Odds--Col. McLeod got a Black Eye at Canterbury--Guthrie Drew a Blank at Nortondale

P. A. Guthrie, Conservative machine candidate, was elected over James M. Scott, Independent Conservative candidate, by 630 votes in the York by-election yesterday. Boodle, the amount of which is variously estimated from \$10,000 to \$14,000, was the source of the machine majority. Mr. Scott's vote was the result of a straight expression of opinion on the part of the electors.

The independent candidate carried thirteen polls, being particularly strong along the St. John River and in the Parish of Southampton. Guthrie's election was won practically by the combined majorities at Marysville, Fredericton, Nashwaak, Cross Creek, Taymouth, Peniac, Nashwaak Village and New Maryland, which together gave him a majority of 703.

MADE GOOD FIGHT.

Mr. Scott and his forces made a splendid fight against great odds. With a short campaign and little organization the independents made great inroads in the Conservative strongholds. H. F. McLeod, M.P., stood at the Canterbury Station poll where Mr. Scott also stood. At that poll Guthrie was beaten by thirteen votes. At Gibson the majority for Guthrie was only twenty-four. Southampton polls went strongly for Scott.

IN THE CITY.

In Fredericton the boodle cut a big swath, Guthrie carrying both polls. A large amount was invested in votes at both polls but in many instances, although Guthrie money was paid, the ballots were cast for Scott. Five election drunks were arrested by the police, two after resisting. Apart from this the contest was quiet. Bands were out last night to greet both the successful candidate and H. F. McLeod.

LIGHT VOTE POLLED.

Everywhere a light vote was polled. About three thousand voters did not cast a ballot. In Fredericton a two-thirds vote was brought to the polls.

The Scott forces think a very creditable showing was made considering the influences arrayed against them. At the Fredericton Court House a particularly strong fight was made, but at the City Hall lack of efficient organization was observable.

Scott Guthrie	
No. 1—Fredericton, City Hall	377 406
No. 2—Ft. York, Court House	256 403
No. 3—New Maryland	23 52
No. 4—Kingsclear	47 133
No. 5—Cork	17 10
No. 6—Brookway	7 4
No. 7—Harvey	96 102
No. 8—Blaney Ridge	19 39
No. 9—Prince Wm. Front	55 45
No. 10—Dumfries	56 34
No. 11—McAdam	72 147
No. 12—Modeste	43 34
No. 13—Canterbury Station	137 124
No. 14—North Lake	14 53
No. 15—Nashwaak Village	16 56
No. 16—Taymouth	36 96
No. 17—Gibson	165 139
No. 17½—Marysville	121 175
No. 18—Peniac	20 50
No. 19—Nashwaak	52 111
No. 20—Burt's Corner	80 99
No. 20½—Mouth of Keswick	42 29
No. 21—McNitt's Mills	25 58
No. 22—Lower Hainesville	31 89
No. 22½—Bright Back	24 25
No. 23—Keswick Ridge	83 39
No. 24—Queensbury Back	39 46
No. 25—Upper Queensbury	17 42
No. 25½—Bear Island	57 55
No. 26—Southampton Front	86 40
No. 27—Temperance Vale	92 48
No. 28—Nortondale	19 0
No. 29—Millville	71 27
No. 30—Bloomfield	33 55
No. 31—Stanley Village	55 93
No. 32—Cross Creek	59 108
Total	3101 2471

SOUTHAMPTON FOR SCOTT

The Guthrie campaign managers sent a plethora of rum and money to the Parish of Southampton in an effort to destroy the influence of Mr.

Pindre. The poll workers got rid of the money in some way but the goods were not delivered. Millville gave Mr. Scott a three to one vote, Temperance Vale, Mr. Pinder's home poll, went two to one and Southampton front did fully as well. The Parish of Southampton gave Mr. Scott a majority of about 150.

A MEN CANVASS

At the Nortondale poll in the Parish of Southampton Guthrie did not get a single vote while Scott took nineteen. This poll established a reward for the entire county. If Guthrie had such a thing as an agent at this poll he was not able to poll his own vote. If every parish had done as well for Mr. Scott at Southampton he would have been a winner by a majority of fifteen hundred.

In Dumfries where Mr. Scott formerly resided the story was industriously circulated that he had deserted the Liberal party. This yarn together with a large wad of money which was placed in the hands of an ex-Councillor several days ago was the means of securing thirty five votes for Guthrie out of ninety polled.

The same canvass used at Dumfries was made to duty at Blaney Ridge, where it was expected Mr. Scott would have a majority. The sinews of war were used by the Guthrie forces at this poll to good advantage.

BLACK EYE FOR McLEOD.

Mr. H. F. McLeod, M.P., stood at the Canterbury Station poll yesterday in the interests of Guthrie and came in for a severe drubbing. He was well healed with the resources of civilization and resorted to the most desperate methods to carry the poll, but all to no purpose. Candidate Scott was also there and the sturdy electors of the parish stood nobly by him. He carried the poll by thirteen majority, which, while not large, was a splendid personal tribute to his worth as a man from people who have been intimately associated with him in the past. It was a cold crack for McLeod and had he been well advised he would have boarded the train for Ottawa instead of returning home to take part in the jubilation over Guthrie's victory.

A poll which made a splendid showing for Mr. Scott was Bright Front, which takes in Keswick Ridge and Macnaquae, one of the finest farming districts in York County. It gave more than a two to one vote in favor of Scott. Mr. Charles D. Richards, a promising young barrister of this city, spoke in Mr. Scott's behalf on the night preceding the election and represented him at the poll. It is evident that the local government party has lost caste in Bright Front.

ON THE NASHWAAK.

Along the Nashwaak where Mr. John Young and other Guthrie supporters promised a five to one vote for their candidate, the goods were not delivered. Cross Creek went two to one for Guthrie while Stanley Village did not do as well. At Taymouth, Nashwaak Village and Peniac the Guthrie vote was somewhat larger.

MARYSVILLE A SURPRISE.

The vote in Marysville must have been very disappointing to the Guthrie forces. They boasted that Scott would not get a look-in but all the same 121 sturdy electors cast their ballots for him against 175 for Guthrie. The registered vote of the town was all polled with the exception of six, which is a most remarkable showing.

Mr. Scott had a loyal band of workers at the Gibson poll and they succeeded in keeping Guthrie's majority down to twenty-four. They put up a splendid fight against tremendous odds.

Notwithstanding the boasting of Guthrie and his friends of the wonderful things that the Parish of Monmouth-Sutton was going to do for them Scott carried the parish by a majority of five. He was six behind at Harvey and Brockway and Cork gave him a lead of eleven. At the last

local election this parish gave a government majority of over one hundred.

Mr. John Young, Coun. Sterling and Dr. Mullin campaigned in Bloomfield in behalf of Guthrie but they failed to accomplish anything very wonderful. Of the eighty-seven votes polled Mr. Scott secured thirty-three, which is a remarkable good showing, all things considered.

In Kingsclear the Guthrie forces appeared to have things pretty much their own way. This poll gave Guthrie his largest majority in proportion to the vote cast.

McAdam Junction, where C.P.R. influence is very strong, also gave Guthrie a large majority.

THAW'S PETITION TO BE HEARD TODAY

Concord, N.H., Feb. 19—Final preparations were made tonight for the hearing of Harry K. Thaw's petition for a writ of habeas corpus and for admission to bail tomorrow. Chief interest centered in the question of bail, for whatever the decision in the matter of habeas corpus, the question will be taken to the United States Supreme Court.

Most of the legal advisers of Thaw in his fight against being extradited to New York on a charge of conspiracy in connection with his escape from Matteawan, were here tonight. Former Governor Wm. A. Stone of Pennsylvania, chief of his counsel, spent many hours in consultation with his New Hampshire associates. Mr. Stone will probably make the arguments tomorrow, for the defendant. It was not known tonight who would argue for the State of New York, although it was believed that William T. Jerome, who has been acting for New York officials, would be in charge.

Mrs. Mary C. Thaw, Harry's mother, came from Pittsburg today.

GREAT DAMAGE FROM STORM IN CALIFORNIA

Los Angeles, Cal., Feb. 19—Two lives were claimed and damage estimated at from \$500,000 to \$1,000,000 was wrought by the storm which sent a record rain to six Southern California counties in the last few days. At several points near Los Angeles a precipitation of from six to eight inches was recorded between midnight Tuesday and eight o'clock this morning.

The three trunk lines entering Los Angeles, the Southern Pacific, the Santa Fe and the Salt Lake Railroad, were compelled to route all trains over a Santa Fe branch line. Santa Barbara and towns in the foothill region were still cut off, although communication was expected to be regained late tonight.

At Covina, in the fruit growing section, the storm wrought damage estimated at \$100,000. Orange orchards there were washed out. The body of Herold Seitz, a rancher drowned, was recovered. The body of Emmet Osterman, the thirteen-year-old boy drowned at Santa Barbara, was believed to have been swept out to sea.

Many residences were destroyed in this city and in the low-lying section in Orange County, hundreds of acres being inundated. The homes of thirty Mexican families in that district were swept away.

At Venice, a report on the ocean shore, the canals flooded the town, and a motorboat cruising through the streets collided with an automobile in which Mayor Holbrook was making a tour of inspection.

The storm was most severe in the territory surrounding Los Angeles, within a radius of two hundred miles.