

NOTICE TO ADVERTISERS.

In order to ensure changes being made in advertisements copy must reach this office not later than 9 a.m. on the day of publication.

The Daily Mail

THE WEATHER.

Maritime—Moderate westerly to southerly winds fair and a little mild.

VOL. XX NO. 66 FREDERICTON, N. B., WEDNESDAY, MARCH 25 1914 TWO CENTS PER COPY

GOVERNMENT DODGES PERTINENT QUESTIONS

Hansard Report of Col. McLeod's Remarkable Speech on the Southampton Railway has not Been Laid Before the Executive--Road was Inspected by Government Engineer--St. John and Quebec Railway Company Applies for Increase in Bond Guarantee

The following enquiries were answered in the Legislature on Tuesday by Premier Flemming.

Hon. Mr. Flemming in answer to Mr. Dugal's inquiry said:

Q. 1. Was there any inspection of the Southampton Railway before the company was given the first portion of Guaranteed Bonds?

Answer. Yes, by the chief engineer of the Public Works department.

Q. 2. Was there any inspection before the remainder of the first bond issue was guaranteed?

Answer. The inspection was made at three different times. Before the guarantee of the first fifty thousand dollars, before the guarantee of the second fifty thousand and before the guarantee of the remaining fifty-five thousand dollars.

Q. 3. Was there any investigation to learn the reasons for an additional bond guarantee of \$2,000.00 per mile, as made by Mr. Pinder, were good and sufficient and correct in every particular?

Answer. The Government were satisfied that the Southampton Railway was fairly entitled to the additional bond guarantee of \$2,000 per mile and when the bills were presented to the Legislature it was unanimously approved.

Q. 4. If so, who made these inspections and investigations? Were the reports made formally? If so, how were they worded?

Answer. Answered by answer to number three.

Q. 5. Is the government aware that Hansard, the official report of the Debates in the House of Commons, when F. B. Carvell, M. P. of Carleton County brought up the question of the right of the Southampton Railway Company, to the double subsidy, it has received from the Dominion treasury, reports H.F. McLeod now representing the County of York, but formerly a member of this government and Provincial Secretary of the province, when the Southampton Railway was given its additional bond guarantee of \$26,000 as addressing Mr. Speaker of the said House of Commons and using the following language which has been reported in full by many newspapers of this province and through Canada generally?

I think I ought to say to the House that I am familiar, very familiar with the facts laid before the House by Mr. Hon. friend (Mr. Carvell) I ought to say also that I fully concur in many of the statements he has made. He has not been able to bring it home to the government. I do not think he has attempted to do so, that any wrong has been done or has been attempted to be done by the government. I do not think my Hon. friend attempts even to insinuate that Mr. Johnson the engineer, has been guilty of deliberate wrong. But I think I ought to say, that Mr. Johnson, the engineer, in the case, when he made such a report as he did make, made it having been deceived as to the actual facts of the case. I believe that that report is not in all details, a correct statement of the cost of the specified items that went into the construction of that road since its inception but I do say from my own knowledge gleaned by living on the spot and by talking to the men whom my Hon. friend has cited tonight as having given evidence in the case of Stewart vs. Southampton Railway Company, I am in a position to know that these items are padded items, and those items which Mr. Johnson has accepted and upon which very proper the Department of Railways accepting his statement paid the subsidy are not true and correct statements of fact in regard to what sent into the construction of that railway. "Mr. Pinder is not a good business man, my Hon. friend will admit that. Mr. Pinder built that road in a slipshod way. He did not take advantage of the economic conditions to build that road in the most economical way in which it should have been built." I have said these few words frankly and fairly not wishing to take the part in this debate, but simply wishing to place myself as a representative of the County of York, New Brunswick in a proper position in regard to the matter, so that my constituents may take notice of the fact that I do not countenance anything of a public nature that I know to be wrong.

Answer. Hansard containing the (Continued on page five.)

MUTINY OF ARISTOCRATS

Action of the Government Comes in For Severe Criticism

Labor Men and Radicals are Outspoken in Regard to the Tory Interference With the Army

London, March 24—Westminster continues to be a seething caldron over what the Liberals now denounce as the "mutiny of the army aristocrats" against democratic government.

The fact has been established from all obtainable evidence that General Hubert Gough and the other officers of the Third Cavalry Brigade demanded and obtained written assurances, which had been drafted by a lawyer, and they would not be ordered to fight Sir Edward Carson's volunteers, and that these assurances were obtained largely through the personal intervention of the king.

Before they left London yesterday they sent telegraphic messages to their brother officers in Ireland that they had found support "from the highest quarters." On their arrival at Curragh camp today they were welcomed by a guard of honor with cheers, and related the outcome of their summons to the war office.

THE KING CRITICIZED

The Throne, which has traditionally kept out of party controversies, both because of aloofness and as a point of honor with public men and newspapers, is involved in the discussion as it has never been before during King George's reign or that of his most diplomatic father. A section of the Liberals who opposed what they denounce as a surrender to the military are criticizing the king with the greatest freedom. They resent his action in summoning to the palace, Field Marshal Lord Roberts, who in his speech, advised the officers that they might properly refuse service in supporting the Ulster intransigibles and criticize his majesty for dealing personally with Field Marshal Sir John French, chief of the general staff, and General Sir Arthur Paget, commanding the forces in Ireland, who should have been dealt with, they think, only by the secretary of war, in accordance with the customary official routine.

The government's two spokesmen, Col. Seely secretary of war, in the House of Commons, and Viscount Morley, of Blackburn, in the house of lords were confronted today by persistent demands for explicit information. They were asked as to exactly what assurances the government have the military officers, and whether they were written or verbal. Both refused to answer any questions before the papers were presented to the house.

MAY SPLIT LIBERAL PARTY

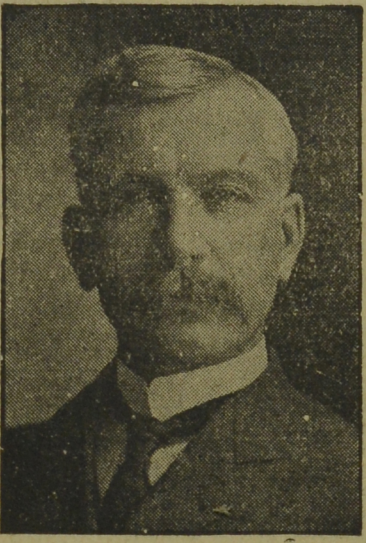
If these papers disclose that the government surrendered to those who refused duty in Ulster, Premier Asquith's administration will face great danger from rebellion in its own ranks. The most reliable parliamentary writers will make this statement in the morning papers.

The labor party members, who throughout Mr. Asquith's administration have been criticized by many for the rank and file of their party for seeming to be docilely chained in his chariot wheels, are in open revolt. They harp upon the fact that Tom Mann was sent to prison for six months for inciting the soldiers to refuse to fire upon strikers when ordered, and demand to be informed as to whether there is to be one law for aristocrats with commissions and another for plebeians in the ranks when it comes to matters of conscience and obedience to orders.

John Redmond, the leader of the Irish Nationalists, in a statement to The Associated Press today declared that the question is whether the atmosphere of the aristocratic London drawing rooms or the will of the majority of the people should prevail.

The House of Commons witnessed a telling demonstration this afternoon of how the land lies. It showed where not only the Irish home rulers and Laborites who made Premier Asquith's majority and hold the balance of power, in the house, stand, but that many Liberals are opposed to what, from their present information, they consider a surrender to the army officers.

Transcontinental Report Discussed in Parliament



HON. GEORGE P. GRAHAM.

STOCK MARKET UNSETTLED

New York, March 15—The opening was active and about the same or higher from yesterday's closing figures. With the exception of C. P. R. which opened 1/4 lower but this issue strengthened up slightly, after a few minutes trading selling around 108 1/2. Union Pacific opened at 159 1/2 but during the first hour sold gradually off with rest of market. Steel still holds well with very narrow fluctuations, opening at 64 1/2 and selling off 1/4 of a point only. Perhaps the weakest feature of the first hour was Northern Pacific which sold off almost a full point from opening, up to noon, there is no news to account for this sharp reaction.

MONTREAL MORNING SALES.

In the Montreal market this morning Brazilian and Dom. Iron seemed to be dominating features. The former opening at 80 1/2 and selling up to 81 1/2, closing at noon at 81 about 1200 shares changed hands. Dom. Iron opened at 31 1/2 and sold up to 32 1/2 over 800 shares being transacted in. Rumors that something will be done for this industry when the budget is brought down caused strength in this issue. Balance of market was dull with weakness in R. & O., which sold down from 103 1/2 to 102 1/2. MacDonalds sold for 16, Quebec 15, Toronto, 139. Bank stocks were somewhat more active, Merchants selling 189, Commerce, 210, Union, 145 and Royal, 223.

(Quotations by J. M. Robinson & Sons, Bankers and Brokers, Fredericton, N.B.)

Copper	76 1/2	76 1/2
Smelters	70 1/2	69 1/2
C. P. R.	208 1/2	207 1/2
Tobacco	252	252
Great Northern	127 1/2	127 1/2
Lehigh	148 1/2	148
Northern Pacific	112 1/2	114 1/2
Penna.	112 1/2	110 1/2
Reading	166 1/2	165 1/2
Union Pacific	159 1/2	159
U. S. Steel	64 1/2	64 1/2
Sales to 1 o'clock	94,000.	
Call money	2 per cent.	

The Lynch-Staunton Gutelius Document Subjected to a Merciless Dissection by Hon. George P. Graham--Some Hard Knocks for the Tory Scandal Hunters--Findings of the Commissioners Were not Based on Facts--Deliberate Misrepresentation is Charged

Ottawa, March 24—It was not a defence, it was an attack. By the time Hon. George P. Graham got through, shortly before midnight tonight, with a complete and exhaustive analysis of the Gutelius-Lynch-Staunton report on the National Transcontinental Railway, there was not a finding of the partizan investigators that had not been riddled, nor a criticism of the late government or of the National Transcontinental Commission that had not been shown to be unjust and scarcely a point in the whole report that was not turned against its own authors and against the government which had inspired it.

From the opening of his speech in which he convicted the acting minister of railways at the very outset, of a deliberate misrepresentation, to the extent of \$41,000,000, calculated to seriously injure the credit of the G.T.P., to the end of his four-hours' analysis, Mr. Graham exposed in a trenchant and absolutely compelling manner the deliberate disregard of facts common sense and national or prejudicial considerations marking almost every paragraph of the report.

A SEVERE INDICTMENT.

Two notes, he said, ran all through the report. One was to discredit the whole undertaking, thus play the game of rival railway interests. The other was to injure the Liberal party. The former motive, Mr. Gutelius, the ex-C.P.R. man, never forgot. The latter motive Mr. Lynch-Staunton, the partizan Conservative lawyer, ever remembered. Between the two it was a compilation of partizan views prepared for partizans, for party purposes. Intended for an attack on the late government, it ended with a criticism of the present government, of parliament, of the people of Canada and what was in reality a criminal attack on the G.T.P.

This latter phase of the subject, with its far-reaching consequences not only to the railway itself but to the general financial interests of the country, was emphasized by Mr. Graham in all its seriousness. The conduct of the investigators and of the government, which endorsed its findings and gave them publicity both in Canada and Great Britain, was characterized as nothing less than criminal.

He noted that the moment Mr. Gutelius was selected as special advisor to the minister of railways, marked the beginning of the effort to lower the standard of the people's road.

CONVICTED OUT OF THEIR OWN MOUTHS.

Both in point of law, in point of fact, and in point of accepted railway practice, Mr. Graham convicted the commissioners and the government out of their own mouths. Even the government, as Mr. Graham put it, "disowned its own offspring."

Time and again Mr. Graham specifically challenged Premier Borden and the other ministers to say whether certain parts of the commissioners' findings were true to the facts. Each time he paused for a reply, and each time silence from the government benches gave assent to his criticism.

He told of suppressed reports on the official files which contradicted the statements made by Gutelius and Lynch-Staunton. He noted that not a single charge of graft or of dishonesty had been found, as a result of the whole two years' investigation.

The alleged "waste" of \$40,000,000 was not substantiated, even according to a sympathetic interpretation of the commissioners' own arithmetic while according to the facts every item of this alleged waste stemmed down to a question of national policy in regard to the standard of construction of the road. That policy had been deliberately adopted by parliament and by the people of Canada, and had been carried through efficiently and honestly up to the time the present government came into power.

Then, a start was made on the degrading of the road, the right of the Grand Trunk Pacific were ignored, the interests of rival organizations were favored and the success of the whole undertaking, as a medium of reducing freight rates between the east and west, were endangered.

His speech throughout was punctuated with Liberal cheers, while every interruption from the government benches was turned by Mr. Graham to the discomfiture of the interrupter. The ex-minister of railways was never in better form and at midnight when he asked leave to finish his criticism tomorrow, he received a great ovation from the Liberal members.

Hon. Dr. Reid, the acting minister of railways, in opening the debate at the beginning of the sitting this afternoon, announced his surplus of \$300,000 on the operations of the Intercolonial Railway for the present fiscal year, justified the increase in rates on the road on the score of increased operating expenses, said that the new Welland Canal would be completed within the estimated cost of \$50,000,000; that the Hudson Bay Railway would be ready for operation in 1916 and that the Conservative opposition to the National Transcontinental project had been justified by the results.

In regard to the report of Messrs. Gutelius and Lynch-Staunton, he confined himself simply to a repetition of a few of their findings and generally sought to discredit the whole undertaking.

At midnight Mr. Graham suggested the adjournment of the debate, as he had still several phases of the question to deal with. Hon. Dr. Reid, who was leading the House, consented and the House adjourned.

Mr. Graham will conclude tomorrow.

HYDRO-ELECTRIC BILL GOES OVER UNTIL TUESDAY NEXT

The Corporation Committee met last evening and took up again the St. John River Hydro-Electric Co.'s bill.

T. F. Allen said he appeared in the interests of the Tobique Salmon Club, having represented them in the province for the last twenty-four years to oppose the bill. He had made a specialty of the protection of salmon and other fish and felt confident to speak on matters relating to it. The industry is valued from the head of the Tobique to the Bay of Fundy at \$80,000 annually. The Salmon Club pays annually from \$12,000 to \$15,000 for the sport they have taken with a fly.

With regard to fishways so few salmon get by dams that it would be no use whatever to pay for protection of fish up above the dam proposed. The many rivers in New England which were formerly good fishing rivers where dams had been erected and fishways provided, the fish had now all left them. If fish once found their way obstructed they would in a very short time leave the district.

J. J. F. Winslow said the Committee should know how much of the \$5,000,000 of stock had been applied for and paid for. No company could also issue \$3,000,000 worth of bonds. Some further particulars of the company's intentions should be forthcoming. Moreover the Act of 1912 provided for a deposit of \$25,000 which was cut out in the bill under consideration. This should be inserted with a further proviso that the act should be null and void if this \$25,000 was not deposited within a certain time after the passage of the act. None of the incorporators named had any part of the five million dollars worth talking about.

JOHN KILBURN FAVORABLE

W. H. Harrison called Mr. John Kilburn who said he thought the construction of the proposed dam would be an improvement to log driving conditions. There were bars in the river which obstructed the passage of logs and he would say that the construction of a dam would help to keep deeper water. He was interested in other things besides log driving and these other things needed cheap power.

Mr. Gregory said Mr. Kilburn was pretty nearly through lumbering and had now very little interest left in it, so that he did not care, that was why he was giving the testimony he was. Did not Mr. Kilburn think that the company putting the dam there should pay the charge of taking the logs through dead water and over the dam?

(Continued on page five.)

JOHN PALMER COMPANY HELD ANNUAL MEETING

Officers and Directors Reappointed--Successful Year's Business Done by Local Firm

The annual meeting of the John Palmer Company was held this morning at the company's office, Argyle street. The officers and directors appointed last year were reappointed. They are as follows:

President and Managing Director, C. K. Palmer.

1st Vice-President, John Kilburn.

2nd Vice-President, J. Fraser Gregory.

Secretary-Treasurer, W. M. Todd.

Directors, C. K. Palmer, John Kilburn, J. Fraser Gregory, W. S. Kilburn, George A. Kimball.

The report presented at the meeting showed that a good year's business had been done in spite of the fact that there was a period of general depression. For the ensuing year there is a bright prospect for business.

A. E. TRITES BOOMED TO COMPLETE VALLEY RY.

Effort Being Made to Take Work Away From A. R. Gould--Latter Now in City

St. John & Quebec Railway matters are attracting much attention at the present time and numerous rumors are current. A. R. Gould, president of the St. John & Quebec Railway Company, is in the city and has been in conference with the government on railway matters. The application of the railway company for an additional bond guarantee of \$10,000 per mile has caused trouble in the ranks of the provincial government party and there is strong opposition to the application.

A recent rumor which has occasioned much interest is to the effect that A. E. Trites is being boomed as the man to complete the line. His supporters are asking that the control be taken from St. John and Quebec Company and given to Mr. Trites. The latter has had considerable experience in construction of railways. His latest work was the construction of the Fredericton & Grand Lake Railway from Gibson to Minto. He also built a portion of the Bangor & Aroostook and a portion of the National Transcontinental Railway. It is understood that he is receiving journalistic support in the matter of the St. John & Quebec Railway.

POLICE MAKE SEARCHES.

James Humphrey's place at Morrison's Hall was searched by Detective Roberts and Policeman Saunders yesterday. Five bottles of gin were found in a woodpile. This morning, Long's Hotel was searched but no liquor was found.