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The Daily Mail

THE WEATHER.
Fresh north west winds, fair and cold.

VOL. XX NO. 75

FREDERICTON, N. B., SATURDAY, APRIL 4 1914

TWO CENTS PER COPY

TAXATION OF RAILWAYS DISCUSSED IN HOUSE

Since Confederation the Province Has Paid to Railway Companies in Subsidies and Guarantees Over Three Million Dollars--Old Tory Government's Big Grant of Land to N. B. Railway Company--Changes Made in the Game Law

Fredericton, April 3--The House met at 3.45.

Mr. Dugal gave notice of inquiry regarding mileage paid to members.

Mr. Guthrie referred to the petition which he presented yesterday from the Municipal Council of York of taxation of the property of railway corporations. He said that since presenting the petition he had come to the opinion that legislation, such as was asked for, could not be introduced by a private member, but must be made a government measure. For this reason he asked that the petition might be read so that the government might be made fully aware of what was sought.

Hon. Mr. Flemming said that the matter of railway taxation was most important to everybody. When the act exempting railway companies from taxation was passed a few years ago, it was pointed out that there were no logical reasons for such exemptions. The railways were taxed in other provinces and why not in this? As far as Nova Scotia was concerned, however, most of the railways in that province were government roads--the Intercolonial, and that road had considerable mileage in this province, also in other provinces substantial taxes were put on the railways, which added materially to the revenue. In Ontario, the tax was as much as \$60 per mile of track, while other provinces taxed the railways from two to three per cent. on their gross earnings. All this taxation went to the benefit of the provinces, practically none of it to the municipalities. There was a reason for this, because in most cases the provinces had contributed largely by subsidies and otherwise towards the cost of construction, while the municipalities did not.

New Brunswick to help railway construction up to the time of confederation had spent the amount charged up to the province in the adjustment at that time with the Dominion, which cost the province interest at five per cent. to the amount of \$323,327.23 per annum. Since that time the province has paid in subsidies and guarantee of bonds to different railways a total of \$3,353,439.17. This at four per cent. interest amounts to an outlay of \$134,197.56 yearly. Notwithstanding the fact that \$310,500 of the province's money went in subsidies to the Canada Eastern, when that railway was taken over by the Dominion government not one single dollar was allowed the province for all the money which they had put into it, and the province will be paying interest for all time on that money without any compensation whatever. In addition to all these sums paid out in subsidies there was a large area of crown land given as well as 1,000 acres per mile to the New Brunswick Railway Company, for the Fredericton branch, and 1,600,000 acres for what is known as the Gibson Branch. These were some of the best timber lands in the province, which would

produce a revenue of at least \$100,000 a year, but this was now lost to the government.

Hon. Mr. Flemming moved that the fee paid by the St. John Hydro-Electric Company on introduction of the bill be refunded.

Hon. Mr. Flemming introduced a bill respecting foreshores, which, on the ground of urgency, was read a second time.

GRAND FALLS RAILWAY.

The bill to incorporate the Grand Falls Railway Company was then taken up.

Mr. Carter explained that the bill was to grant a franchise for a railway from the Town of Grand Falls to the Maine border and also later to other points in the counties of Victoria and Madawaska.

Hon. Mr. Flemming said this would give an entrance for the Bangor & Aroostook Railway into Grand Falls from Limestone, Me., a distance of seven or eight miles. The province had a big interest in a railway to be built into the town of Grand Falls, and in the event of development taking place at Grand Falls as projected, the traffic which would be created would perhaps by means of this charter, be diverted to this corporation, he had mentioned, in a foreign country.

Mr. Carter said that the more railways coming into a town the better it would be for the town and he didn't think that even for the protection of a government-owned railway, a town's development should be sacrificed even if the carrying out of such a project as this should result in creating some business for a foreign corporation. The object of those interested in this bill was to secure a franchise under which they could build an electric railway in the event of the expected development taking place at Grand Falls.

Hon. Mr. Clark said the revisions of the bill were all right for an electric railway but some were objectionable for a steam railway and upon his suggestion the bill was to amend as to make the franchise for an electric railway only.

Hon. Mr. Clarke drew attention to the fact that the bill gave the company authority to construct and operate wharves, docks, elevators, etc. which he thought were unreasonable things to be asked for in a street railway franchise.

Mr. Carter said that the bill seemed to be evidence of a rosette optimism on the part of the incorporators as to the future of Grand Falls.

Mr. Pinder said that the bill seemed to him to be a measure which would tie up certain rights at Grand Falls in the future for speculative purposes. There should be some provision made for work to be started and completed within a certain time otherwise the franchise to be cancelled.

(Continued of Page Five)

STOCK MARKET IS SLUGGISH

A General Weakness is Shown in Many Leading Stocks Today

Canadian Pacific is off Nearly Two Points From the High Level of the Week

New York, April 4--The opening was extremely dull and prices lower all around. The market however had good undertone as was shown by way stocks held up under dullness.

During the first hour there was were about same or about a higher practically nothing done and prices than opening. C.P.R. was dull only appearing twice during whole hour. It was reported that short interests are leading a movement to break the list in order to cover their short commitments, but evidently they are not very successful. With a favorable bank statement today, prices should look up during coming week.

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

| | Open | Noon |
|----------------------|---------|---------|
| Amal Copper | 76 1/2 | 76 1/2 |
| Atchison | 96 1/2 | 96 1/2 |
| Brooklyn | 92 | 92 1/2 |
| C. P. R. | 207 1/2 | 206 1/2 |
| Lehigh | 144 | 144 |
| Penna. | 110 1/2 | 110 1/2 |
| N. Y. Cent. | 91 | 90 |
| Reading | 165 1/2 | 165 1/2 |
| Union Pacific | 159 1/2 | 159 1/2 |
| U. S. Steel | 62 1/2 | 63 1/2 |
| Great. Nor. | 126 1/2 | 127 1/2 |
| Total sales, 64,000. | | |

MONTREAL MORNING SALES

Union Bank, 5 @ 144 1/2.
Merchants Bank, 10 @ 188.
Commerce Bank, 11 @ 210.
Tuckett, 25 @ 39 1/2.
Shaw's 30 @ 136.
Shaw's Rights, 75 @ 1 1/2.
R. & O. 50 @ 102 1/2.
Penmans, 2 @ 53.
Paint Bonds, 5,000 @ 101.
Ottawa Power, 25 @ 151.
Mont. Cot. pfd, 30 @ 100 1/2.
Pulp, 135 @ 187 1/2; 100 @ 188.
Macdonalds 45 @ 14.
Iris, pfd, 100 @ 93.
Dom. Textiles 4 @ 81 1/2; 50 @ 81 1/2.
Dom Iron, 125 @ 32; 275 @ 32 1/2; 375 @ 32 1/2, 435 @ 32 1/2, 10 @ 32.
Iron pfd, 5 @ 89.
C. P. R., 50 @ 206 1/2, 50 @ 206 1/2; 25 @ 206 1/2.
Brazilian, 150 @ 82.
Cement pfd, @ 92.
Car, 15 @ 61.
Can Cot pfd, 5 @ 75 1/2.

FOR CITY AND TOWN DEVELOPMENT

Boston, Mass., April 4.--In response to a call issued by Governor Walsh delegates from nearly every county of Massachusetts met in conference here today to discuss community development, city planning and civic advancement. John H. Tabey, president of the Chamber of Commerce of the United States, presided and among the speakers were Governor Walsh, Prof. Thomas N. Carver of the Rural Organization Service at Washington, and Dr. B. M. Eastall of the Bureau of Municipal Service of New York.

THE CONSOLIDATION OF RAILROADS

Wichita Falls, Texas, April 4--The consolidation of the Wichita Falls Railway, the Wichita Falls and Southern, the Wichita Falls and Northwestern of Texas, and the Wichita Falls and Wellington Railways with the Missouri, Kansas and Texas Railway of Texas was consummated here today at a meeting of the stockholders of the various Wichita Falls lines. The consolidation is in compliance with the recent agreement entered into with the state in settlement of the Missouri, Kansas and Texas merger suit.

Mr. and Mrs. J. D. Phinney, have gone to Cincinnati, to visit their son, Dr. Frank Phinney.

A TERRIBLE DISASTER

Feared That Whole Crew of Southern Cross May Have Perished

The Number of Victims in Newfoundland Disaster Now Reaches Seventy-Seven

St. John's, Nfld., April 3--As the hours went by tonight without word from the sealing steamer Southern Cross, fear grew that her crew of 170 men had been added to the toll of Tuesday's blizzard, in which many men of the sealer Newfoundland lost their lives.

The number of the Newfoundland's dead was placed definitely at 77 late today, with the further possibility that several of the 112 who were rescued would succumb to the effects of the forty-eight hours exposure. Arrangements were made tonight for the reception of the rescue ship Bella-venture, which is expected to arrive tomorrow bringing most of the dead and many of the survivors.

In an effort to solve the mystery of the disappearance of the Southern Cross, the Newfoundland government asked the American revenue cutter Seminole to leave the ice patrol and search for the missing steamer. The coastal steamer Kyte, which has a wireless equipment, was fitted out here for a cruise along the southeastern coast, off which the Southern Cross was last seen on Tuesday morning, a few hours before the three days blizzard set in.

Although the vessels of the so-called wooden-walled sealing fleet, of which the Southern Cross was one, have bucked the fies with impunity and are regarded as very staunch ships, sealers say her cargo of 17,000 seal pelts would be an active danger during a storm on account of its instability.

LARGEST GRAIN CARRIER LAUNCHED

Port Arthur, Ont., April 4--The steamship W. G. Morden, built for the aCanada Steamship Lines and said to be the largest grain carrier in the world, was successfully launched today at the local yards of the American Shipbuilding Company. Lady Williams-Taylor performed the christening ceremony. Prominent among the invited guests of the occasion were Earl de la Warr and Sir Montagu and Lady Allen.

SPECIAL FEATURES BOOKED AT THE GAIETY

The Gaiety Theatre has secured for Monday and Tuesday of next week a thrilling two-part Vitaphone feature, entitled "The Master of the Mine." A strong cast of recognized stars will be seen in this special attraction, which shows a thrilling explosion in the mines, the heroic rescue of the entombed miners and many other startling incidents, with which is interwoven a very pretty love story, making the entire offering unusually interesting. Another feature worthy of special mention is "The Van Nostrand Tiara," a Biograph Raffles society drama in which the notorious crook, Raffles, and his female accomplice, plan to steal the famous tiara, the property of the Van Nostrands. How the crooks were frustrated in spite of their clever ruse, is highly dramatic and adds another laurel to the famous Biograph productions. The matinee will start at three o'clock as usual.

PERSONAL

W. H. McDougall of Toronto, is at the Barker House.
J. M. McCormick of Winnipeg is in the city.
E. C. Featherston of Toronto is at the Barker House.
C. C. Taylor of Louisville, Ky., is registered at the Queen.
Dr. A. P. Crockett of St. John is a guest at the Queen.
J. E. Rutherford of Toronto is at the Queen.

GREAT OVATION FOR PREMIER ASQUITH

Was Cordially Greeted at Many Points While en Route to His Constituency to Seek Re-election--Lord Roberts is President of the British Covenanters--Carson Says There Will be Bloodshed if Ulster is not Excluded

Coupar-Angus, Scotland, April 3.--Premier Asquith, accompanied by Mrs. Asquith and their daughter, arrived here at eight o'clock this evening after a triumphal progress from London. Mr. Asquith received deputations of Liberals at Grantham, York, Newcastle, Berwick and Edinburgh during the day and at each place delivered a brief speech of thanks. These speeches, however, were without special reference to politics. The premier tonight is a guest of Sir James Low at Kilmarnock Castle.

The only incident of the journey was an attempt by a suffragette to board the premier's train at Newcastle. Her attempt was frustrated by the police.

Mr. Asquith will make his first speech in his campaign for re-election to the House of Commons at Ladybank, eight miles southwest of Coupar-Angus, tomorrow afternoon. The Unionists threaten that this speech is provocative in the sense of raising the army question as an electioneering device they will rescind their decision not to oppose the premier's re-election.

LEAGUE OF BRITISH COVENANTERS.

London, April 3.--Lord Roberts tonight was elected president of the

League of British Covenanters at a meeting held in Carlton Hall. Resolutions were adopted pledging the covenanters to do all in their power to prevent the establishment of home rule in Ireland without the sanction of the nation and the support of the people of Ulster in "their gallant struggle to maintain their constitutional rights."

Speeches were made by Walter Long, former chief secretary for Ireland; Lord Milner and Sir Edward Carson.

Sir Edward said the government either would have to exclude Ulster from their bill or make up their minds that they would have bloodshed and coercion.

UNIONISTS TO DECIDE TODAY

London, April 4--Today there will be another important speech by Premier Asquith at Ladybank, the place where his famous overtures were first made last fall. While the premier is absent, London will hold another large demonstration at Hyde Park today against the coercion of Ulster. The gathering promises to be one of the most impressive protests ever launched against the government of the day.

The East Fife Unionists will finally decide today whether or not they will make the election a great national contest.

BLUENOSE MEMBERS ENGAGE IN WAR OF WORDS AT OTTAWA

Ottawa, April 3--An interim supply bill for \$52,253,007 was passed in the Commons this afternoon and sent over to the senate to receive the approval of the deputy governor. The bill included \$1,891,661 for the year just closed and \$50,361,346 for the current year. The vote for the current year consists of the estimates already passed and one-sixth of the total of the main estimates to keep the government machinery running for the first two months of the fiscal year.

Hon. L. P. Pelletier's resolution to raise the salaries of clerks in the city post offices was passed and the bill based on it was given a first reading. This bill raises the minimum salary from \$500 to \$600 per annum and provides that increases may be granted of \$100 per year up to a maximum of \$1,100.

The bill was given a second reading and referred to the agricultural committees, as was also Mr. Nantel's bill to amend the adulteration act by providing that only pure maple syrup may be so labelled.

FISHERIES ESTIMATES.

The evening sitting of the House was devoted to supply on the fisheries estimates. There was some discussion as to the monthly bulletin issued by the department giving statistics as to the fisheries catch in the Maritime Provinces.

Mr. Kyte, Mr. Turgeon and other Liberal members also complained of inaccuracies.

Hon. J. D. Hazen replied that the officials got their returns from the dealers and from the best sources available.

W. S. Loggie, Northumberland, drew attention to the fact that the fishermen of his constituency during February last sold 382 tons of smelts at \$15 per ton higher than they received in February of last year. The reason was, he said, because the United States duty had been removed.

A LIVELY TILT.

After drifting along in a calm and desultory discussion of fisheries estimates all evening, a sudden storm blew up in the House in the midnight watch. The word "liar" was flung

across the floor, it was charged that the chairman's ruling had been deliberately disobeyed, and it was suggested that the sergeant-at-arms be brought in to take charge of D. D. MacKenzie, the ex-judge from Cape Breton, whose "misunderstanding" with the chairman and the other side of the House was the cause of the whole row.

Mr. Fowler, the member for Kings-Albert, intimated that if he took the case in hand himself the sergeant-at-arms would not be needed. The whole incident occupied nearly an hour, but the story may be briefly told.

Mr. MacKenzie and Mr. Davidson of Annapolis, was discussing what happened in the recent provincial byelection in Victoria, N.S. Mr. MacKenzie charged that Mr. Davidson had in a speech there invited all the applicants for Fenian raid bounties to see him about it. Mr. Davidson promptly declared that Mr. MacKenzie was stating what was absolutely not true.

Mr. MacKenzie retorted that he could produce affidavits to show that it was true. Mr. Davidson, with some heat, called Mr. MacKenzie a "liar."

Chalkman Blondin intervened between the two heated controversialists and suggested that Mr. MacKenzie should accept the denial of Mr. Davidson. Mr. MacKenzie thought this was a very lop-sided decision and animated on the partially of the chair. He said that he could not withdraw what was true. Mr. Davidson said that he would withdraw the word "liar."

Mr. Fowler and Dr. Edwards of Frontenac, intervened to insist that the chairman compel Mr. MacKenzie to make an absolute withdrawal of his remarks concerning Mr. Davidson's statements in Victoria county, in view of the fact that the latter had said that Mr. MacKenzie had attributed words to him which he never said. Mr. MacKenzie thereupon said that there were certain rules of honor which applied to both sides of the House. If parliamentary rules required him to bury his convictions as to what really occurred then, of course, he was bound to comply with that parliamentary convention.

This did not satisfy the Conservatives. (Continued of Page Five)

SOCIETY EVENTS OF THE WEEK

There has been a decided lull in the social world the past week, with the exception of one or two informal parties. The coming of Easter and the spring season always brings a social lull.

The usual levee of the Governor and Mrs. Wood took place on Wednesday afternoon several ladies and gentlemen called to pay their respects and to say au revoir for the present season, as it is the last reception of the season. Mrs. Wood was assisted in receiving by her guests Miss DeSoyres of St. John and Miss Tait of Shediac. In the tea room Mrs. Theodore Roberts poured tea, wearing a gown of Mahogany charmeuse and Mrs. John Stevens poured coffee. Mrs. Stevens' gown was old rose satin with cream lace. The young ladies assisting with the refreshments were, Mrs. Edith Gregory, Miss Muriel Massey and Miss Jean Hodge.

Miss Hazen Allen entertained on Thursday afternoon at a very delightful drawing room tea in honor of Miss DeSoyres of St. John. Mrs. Allen received with her daughter and also presided at a prettily decorated tea table. Miss Jean Wilson and Miss Louise Sterling assisted in serving.

Miss Wood entertained at a bridge of four tables on Friday at the Queen Hotel in honor of her guests Misses Tait and Miss DeSoyres.

Mr. William Torrie's many friends here will be pleased to learn he has been appointed assistant manager of the Bank of Nova Scotia in Porto Rico, and left on Thursday for that place.

The many friends of Miss Minnie Crockett will be delighted to hear she is steadily improving at the Victoria Hospital where she underwent an operation for appendicitis.