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The Daily Mail.

THE WEATHER.
Maritime — Fresh northwest winds, fair and cold today and on Saturday

VOL. XVI NO. 70

FREDERICTON, N. B. FRIDAY MARCH 22 1912

TWO CENTS PER COPY

WASTE AND EXTRAVAGANCE IN EVIDENCE EVERYWHERE

More Startling Evidence of Government Incompetency and Favoritism Brought out Before the Public Accounts Committee--Structural Supt. Wilkin's Sott Snap in Kings County--Chairman Pinder is Angry over Exposures made in Newspapers

In the Public Accounts Committee this morning the wharves of King's County for which Mr. Robert J. Wilkins figures as structural Superintendent during the last fiscal year, and in fact ever since this government came into power, were under discussion. Mr. Wilkins has since September 21 gone to a higher reward though it is doubtful if it is a more lucrative one. He is now paymaster for the Public Works Department of the Dominion of Canada and has an office all his own in the Custom House in St. John, from which he dispenses the best kind of rewards to the well intentioned of the party.

A GOOD BOOK KEEPER

But during his sojourn in King's county it is quite evident from the accounts that Mr. Wilkins proved himself not only energetic but enterprising. He seems also to have been an excellent book-keeper so far as his own time and expenses went and in one account he actually broke all the precedents and enclosed a voucher of \$2 for horse hire. Judging from what was shown up in the committee Mr. Wilkins was a very busy man, for example during October 1911, he spent every working day at the wharf at Whitehead. He was a little dilatory getting that account in. It amounted to something like \$100 and like many others in the Department of Public Works were kindly held over until after the close of the fiscal year. It had, however, to go into this year and the whole account shows that

the payst on this small Whitehead wharf amounted to \$372.60 and that out of that account Mr. Wilkins drew for his superintendence \$120.30. Then there were the wages of the foreman amounting to \$50 making a total of \$170.30 for paying the gentlemen who look on just to satisfy the bosses. The men who really did the work get the balance. The people around Whitehead wharf may be surprised to learn that he spent every week day of October with them and the workmen on the wharf when they read this will certainly imagine that their memories have gone astray.

A RIDICULOUS CHARGE

There were also a few repairs needed at Gondola Point wharf and the whole cost of that was \$247.94 a most ridiculous charge for the amount of work that was done. But how can it be otherwise when Mr. Wilkins puts in a bill for 16 days spent there and for this he is paid \$3.50 a day and quite a tidy little sum outside for expenses. The wages of the foreman also amount to considerable, some \$40 so that it will be seen that for superintendents, expenses and inspection between forty and fifty per cent of the whole cost are accounted for. Mr. Wilkins was certainly past master in the art of making time. The little steamer approach along side of the Gondola Point wharf cost something like \$100 and of this amount Mr. Wilkins time and expenses runs to twenty or thirty per cent.

(Continued on page five.)

Mr. Sweeney Concludes Address on the Budget

Sham Reformers of the Flemming Government Put in Their Proper Places--Buoyant Territorial Revenue Due to an Increased Cut on Lands Belonging to the Crown--Present Administration did not Discover New Brunswick--Audit Act a Delusion and a Snare

Hon. Mr. Sweeney resumed his address on the budget in the Legislature Thursday afternoon and for an hour held the undivided attention of the House with one of the most vigorous and eloquent speeches that it has been the pleasure of the members and the spectators in the galleries to hear for some time.

He returned again to the discussion of that oft-repeated assertion and stock in trade argument of the government and its supporters that with only sixty per cent. of as much cut on the Crown Lands of the province as in the days of the old Government they were able to collect more stumpage and that this was because of their superior honesty. Mr. Sweeney said that he had only to take the figures of the honorable Provincial Secretary himself to prove that his argument was faulty and his promises wrong. That gentleman in his speech of Wednesday had given figures of the trans-Atlantic shipments for some years past, and he had stated that those trans-Atlantic shipments from the north shore ports of the province indicated fairly what the cut was upon the crown lumber lands. Taking his own argument, which was that with lesser shipments under this administration than in the days of the old government, there was a larger revenue, what must be said when it is known that the shipments of 1911 were forty-seven million feet less than in 1910 and yet there was never such a territorial revenue as there was last year. That of itself shows that the basis of the argument against the old government was all wrong; but it was made said Mr. Sweeney, to reach unthinking people. It was made to make the public believe that the Crown Lands of the province were not properly administered under the old administration. The Provincial Secretary was very careful not to make any mention of the shipments from the North Shore to the United States. He was very careful also not to speak of the lumber held over, of the millions of feet lying upon the wharves along the Miramichi. He did not even say that there was a far greater area of lumber land under license every year and that because of this there was a greater revenue. Why should there not be more stumpage? he asks. They were cutting upon the Blue Bell tract which had never been exploited under the old government, and they had a large revenue from it. More than that, they were receiving almost double the upset prices that had been received by the former administration. He thought that was all right. He believed that the prices should have been higher in former years.

A TORY BLUNDER

He thought that a great mistake had been made when the vast territories of New Brunswick forest lands were handed over to the New Brunswick Railway. That was done by a Tory government before the Blair government came in power, and it is ancient history and he had no right to go back and impute motives to those gentlemen who had done what was considered best and right in their opinion for the welfare of the province. But he urged upon his opponents from the government side of the House that when they discussed the question of territorial revenue, they should be honest with their opponents and honest to the people of the country. The real result for the increase of the revenues from this source were that there was more cut upon the crown lands, that a greater area was being cut over, that better upset prices were being received, and because of the double stumpage upon the undersized cut. He referred to this latter phase of the question at some length, stating that because of the system that prevailed of the reduction in the size of the sawing, that the Crown Lands of the province were being cut faster than they were growing, and then in the clear-cut terms he stated that the old government had always taken pains to preserve the forests and that it was a tribute to their policy that the lands under lease had been held at so high a valuation that the owners of the leases were able to sell out at a very high price and make fortunes by the transaction. That would not

have been possible had not the policy of preservation been persevered in. He had stated before and he wished to emphasize that statement that nothing stands between the people of the Province of New Brunswick and direct taxation but the Crown Timber Land and unless they were preserved unless a different policy is adopted, from that pursued by this present government, the results will be serious indeed.

THE PUBLIC CREDIT

The credit of New Brunswick, Hon. Mr. Sweeney said, was good before this government took charge of its affairs. They came into power on the rosy ways and they had failed to make the most of their opportunities. In spite of all these Heaven born statesmen said, the province had made considerable progress before the people intrusted them with the charge of their affairs. In former days when the old government had charge the raising of wheat had been encouraged and practical assistance given to the farmers to obtain flour from their wheat by the bounting of flour mills. They could not forget also how butter making had been improved by means of instruction, assistance to creameries and other methods. This was also true of cheese factories. The former government did not neglect any of these things. They encouraged the sheep industry, the cattle and horse industry, by importation of pure breeds. They had farmers' institutes, a provincial institute, illustration orchards and many other practical ways of encouraging the Agricultural industry. It was quite true that they did not have so many highly paid officials, but under their

regime real progress and improvement were made so far as the farmers and his industries were concerned.

CREDIT WHERE CREDIT IS DUE

The speaker referred also to the largely increased revenues from the game and fish licenses. All of these are higher now. Only yesterday at a sale of some fishing privileges, the prices realized were far in excess of those that had been received when they were in power. But who made that possible? Who protected the game in the old days? Who made the regulations? No one but the old government.

That same old government had started the development of the coal areas. It was their policy that made it possible for a new railway to be projected into the coal district almost solely for the purpose of bringing out the coal mined in the areas discovered and encouraged under the policy of the old government. That same policy assisted in the discovery and testing of the oil and iron deposits and yet in spite of that, in spite of what the old government had done the gentlemen upon the government side of the House claim all the credit for themselves. Among other things they claim credit for the Audit Act which had proved a farce, a delusion and a snare--that Audit Act about which so much was boasted, gave three members of the executive the power to do what only seven members could do in the old days. They had the power even to over-ride the Auditor General which was plainly evidenced in the report submitted last year, where in spite of the Auditor's protest expenditures were (Continued on page five.)

HON. MR. GRAHAM EXPOSES GOVERNMENT DUPLICITY

Claims that Figures Showing the Cost of the Grand Trunk Pacific Railway were Deliberately Cooked with the Object of Influencing the Vote in South Renfrew --Government will have the Best Road on the Continent--Cochrane Made Lame Defence

Ottawa, March 21--The reason the Borden government feared the return of Hon. George P. Graham to Parliament was made manifest in the House tonight, when the administration stood convicted of misleading the public and misrepresenting the facts in connection with the statement recently issued, purporting to give the cost of construction of the National Transcontinental Railway.

In a speech of nearly an hour, punctuated by Liberal cheering, the minister of railways tore the veil from the government duplicity, and demonstrated that the figures presented to the public for the use of the South Renfrew bye-election were willfully misleading and energetically "cooked."

There was practically no defence, and no attempt at contradiction of Mr. Graham's charges by any member of the government, from the premier down.

At the conclusion the minister of railways admitted that the figures were not those of the cost of construction, but of the entire cost of the railway, including interest charges of all kinds, and estimate for interest on rental during the seven years, while it was provided no rental should be charged.

"I have no fault to find with the building of the road," was all the minister had to say, "but I still maintain that it cost too much."

A "COOKED" REPORT.

"I say this," declared Mr. Graham, in his summing up, "and I defy any contradiction from hon. gentlemen opposite, that the statement sent out by this government a few weeks ago as to the cost of construction of this road was absolutely misleading and untrue; that over \$46,000,000 was put into it that any business man would take out at one stroke; that the cost per mile was inflated in a manner which no railway man or no financial man would have permitted or tolerated, and I charge that these wholly inaccurate figures were designed and prepared to be touted by the government and its supporters on every platform in South Renfrew; that they were designed to be unfair and misleading to the people of Canada generally, and more, that they were calculated to do our country untold injury by misleading capital and investors in the old land."

"It's the job of this government to mislead the people if they can," put in Mr. Wilson of Laval.

"Well, they didn't mislead the people."

ple of South Renfrew," responded Mr. Graham, amid renewed Liberal cheering.

In opening, Mr. Graham stated that Mr. Cochrane's figures were inaccurate both as separate entities and as a combination statement. The engineers of the department had completed an estimate of the cost of the entire construction last year, which Mr. Graham presented to the House. In less than a twelve month these estimates had been increased by over \$26,000,000. Increases were made in the estimates for grading, right of way, bridges, steel superstructure, car shops, terminals, rentals, headquarters, expenses and salaries, etc., all of which were presented in detail.

The government Mr. Graham pointed out, was face to face with two conditions. Either the estimates had been changed within a twelve month for the purpose of "padding" the cost of construction for the sake of South Renfrew, or, after all its previous criticism as to the expense of the work, the new government found that it was unable to continue it as cheaply as its predecessors. The figures were for the future and not for the past.

BEST ROAD ON THE CONTINENT.

The country was getting the very best road on the continent, one whose engine haul would average double the average of other roads, and whose fixed charges for interest on capital cost would be based on about \$56,000 per mile, as compared with an average of \$58,000 per mile for railways in the United States; \$62,000 per mile for the Intercolonial; \$83,000 per mile for the government owned roads in Russia, and \$272,000 per mile for the British railways.

Hon. Mr. Cochrane, in his usual laconic manner, contented himself with the assertion that the revised estimates of total cost, as previously given to the House, were reliable. He made no attempt to reply to any of Mr. Graham's figures or arguments in detail.

The House then proceeded to pass the rest of the minister of railways' estimates for the National Transcontinental and the Hudson Bay Railway.

In response to a question by Mr. Emerson, the minister said the government had yet reached no conclusion as to whether the latter road would be operated by a private corporation or by a government commission, as promised by Mr. Borden in the west last summer.

A SLIGHT DECLINE SHOWN IN STOCK MARKET TODAY

(By direct private wires to J. C. Mackintosh & Co., 604 Queen Street, Fredericton, N.B.)

New York, N.Y., March 22.--The market opening was firm with a fair volume of activity. Bulls contended that Thursday's selling had been absorbed and that the market was in stronger position than before. American Smelting and Amalgamated Copper were firm, being helped by a rise of 11s. 6d. in price of copper metal in London. Reading and Lehigh Valley each opened at a gain of 1/8. Action of these stocks tended to strengthen the belief that the strike of anthracite miners would be averted. Stocks advanced sharply in the first fifteen minutes, but were then supplied in sufficient quantity to check the rise. Traders still favored a reaction and possessed sufficient courage to put out short commitments, on strong spots.

Quotations from direct private wires of J. M. Robinson & Sons, Bankers, St. John, N. B., Members of Montreal Stock Exchange

Open Noon
Copper, 77 1/2 78
Atchison, 108 1/2 107 1/2
Brooklyn, 81 1/2 82 1/2
Smelters, 80 1/2 82 1/2
C.P.R., 233 1/2 233 1/2

Great Northern, 133 1/2 134
Pennsylvania, 124 1/2 124 1/2
Reading, 158 1/2 158 1/2
Southern Pacific, 111 1/2 112
Union Pacific, 169 1/2 170
U.S. Steel, 67 1/2 68
Virginia, 53 1/2 54 1/2

MONTREAL MORNING SALES.

Bank of Montreal, 1 @ 244 1/2, 5 @ 244, 10 @ 242.
Royal Bank, 10 @ 223 1/2.
Union Bank, 120 @ 162.
Bank of Commerce, 10 @ 213, @ 220.
Merchants Bank, 15 @ 195 1/2, 25 @ 194 1/2.
C.P.R., 25 @ 233 1/2.
Iron Corporation, 125 @ 56 1/2, 'S @ 56 1/2.
R. & O., 50 @ 120 1/2.
Detroit, 25 @ 60 1/2, 25 @ 60 1/2.
C.P.R., 200 @ 233 1/2.
Woods, 43 @ 122.
Ogilvie's, 25 @ 129 1/2.
Coal, pld., 25 @ 112.
U.S. Steel, 30 @ 94.
Cement, pld., 25 @ 89.
Toronto Street, 1 @ 133 1/2.
Spanish River, 25 @ 41 1/2, 25 @ 42 1/2.
Paint, pld., 50 @ 94 1/2.
Soo, 25 @ 187.
Crown Reserve, 50 @ 320.
Quebec Railway, 5 @ 47.

MINIMUM WAGE BILL PASSES IMPERIAL HOUSE

London, March 21--Arthur J. Balfour's motion for the rejection of the minimum wage bill was defeated and the government bill passed its second reading in the House of Commons to-night by a majority of 123--a larger majority than the ministerialists themselves had hoped for. The vote stood 348 to 225. The Laborites and Nationalists voted with the government.

The prime minister formally moved the second reading of the bill and then immediately yielded the floor to Mr. Balfour, who, in moving its rejection, temporarily assumed the leadership of the opposition. The debate on the bill was interesting in character and served to dissipate much alarm which was created by the announcement last night that the Unionists intended to oppose the passage of the measure. It is now evident that the Conservative leaders had no idea of upsetting the government, but that they merely desired to wash their hands of responsibility for the bill, and had no wish to assume office themselves.

The debate showed that the Labor leaders were in a more reasonable mood. Although they tabled a number of amendments, one for the inclusion of their schedule of minimum wages, it is believed that they now will be satisfied with what the government will be willing to concede, the inclusion of the five shilling and two shilling minimum.

Although the tension has been greatly relaxed, and although the debate may be carried into next week it would not be surprising if the government's original program was carried out, and the bill become a law by Saturday.

London, Mar. 22--Premier Asquith in the House of Commons this afternoon, refused to accept the miners' amendment to the minimum wage bill providing a minimum of \$1.25 and 50 cents as the daily wage for men and boys respectively. Enoch Edwards, labor member of parliament, and president of the Miners' Federation of Great Britain, at once

announced that the premier's rejection of the miners' amendment closed the door to an immediate settlement. The House had just entered upon the committee stage of the minimum wage bill when the miner's amendment was moved and Premier Asquith's announcement the gravity of which was immediately recognized because it is practically certain to bring about another deadlock, caused a sensation among the members. In opposing the miners amendment the premier said that he was inclined to think the figures reasonable ones, but said that it was most undesirable to insert in the bill any specific minimum wage or to establish the precedent of fixing the rate of wages by act of parliament. It would be pointed out be peculiarly dangerous to the men themselves because if parliament once expressed its judgment that \$1.25 was a fair minimum wage the sum would be bound to be treated as the maximum Enoch Edwards the miners' leader, who seemed to be surprised at the government's action declared that the decision announced by the premier had shattered his hopes that the final form of the bill would commend itself to the good sense of both sides. The refusal of the amendment meant the closure of the door which yesterday appeared open to a settlement.

Andrew Bonar Law, the official leader of the opposition sided with the government, which he said could not have taken any other course.

Despite the decision of the unions, there is already, particularly in Scotland, a steady trickling of the miners back to the pits.

Even with a general resumption however, the mines will not be in working order again before Easter, and some of the smaller ones which have been flooded, will never be reopened.

Some of the larger coal owners today, declare that it will be impossible to work their pits, if the minimum rate of wages is granted.

(Continued on page four.)

REAL ESTATE FAKIR WORKED MONTREAL PEOPLE

Mysterious Financier had Bought Property I-Ga-lore and Palmed off Bogus Checks--Said to Belong to This City

Montreal, March 21--Negotiations for the sale of \$2,000,000 worth of Montreal real estate collapsed completely last night with a number of local real estate agents, when it was discovered by the management of the Windsor hotel that "George H. Harrison, of Boston," the mysterious financier who bought the Grey Nuns' property on St. Catharine street last week for nearly \$1,500,000, was a man from Fredericton (N. B.) by the name of Rowe.

Rowe, alias Harrison, left the hotel unexpectedly yesterday afternoon, for getting to pay his bill or claim his meagre baggage.

As a result of Rowe's disappearance, and the discovery that his capital amounted to a few hundred dollars instead of a few millions, the Grey Nuns' property on St. Catharine street reverts to an Ottawa man who holds an option on it, and the present owner of Dominion square Methodist church has to find another buyer.

The first gentleman has for his pains a worthless \$10,000 check, but the second managed to rescue his plans from "Harrison's" room in the Windsor last night.

His last appearance at the hotel was at noon yesterday. By evening there were four detectives in the house looking for him--two of Chief Carpenter's men and two from a private agency. The result of their joint endeavors and those of the hotel management was the discovery that the bird had flown. His baggage was a negligible quantity.

Harrison was recognized by one of the night clerks of the Windsor as one Rowe, of Fredericton (N. B.). Letters addressed to him as Rowe were found in his room.

EFFORTS TO SAVE RICHESON FROM DEATH PENALTY

Friends of the Confessed Murderer of Avis Linnell Hope for Commutation to Life Imprisonment

Boston, March 21--Efforts to save Clarence V. T. Richeson, the confessed murderer of Avis Linnell, from death in the electric chair, began today with his counsel, William A. Morse, conferred with Governor Foss. The date set for the former clergyman's execution is May 19.

While Attorney Morse did not present a formal petition for commutation of sentence, he assured himself that such a petition would be received by the governor, and that it would probably be submitted to the pardon committee of the executive council for action. It is optional with the governor whether he shall submit such a petition to the council. Mr. Morse said that no petition for commutation would be sent to the governor for two weeks at least, and he further intimated that the matter would not be pressed until the date of the execution was less than a month ago.

Richeson's friends hope to obtain a life sentence for him.

BIG MAJORITY FOR UNION

Toronto, Ont., March 22--Almost four hundred Methodist quarterly boards have voted on the question of School Union. The official figures recorded are:

For Church Union on the present proposed basis, 6,115; against, 884. Eight Presbyteries of the Presbyterian church have voted 17,914 for, and 7,512 against.

The vote of proposed basis was 12,280 for and 5,671 against.

Mr. J. B. Stevenson of Arthurette, is at the Barker House.