

The Borden Government Is Put on the Defensive

The Report on the Transcontinental Shown to be a Grossly Partizan Document--Government Does not Believe in It and is Daily Violating Findings of Commissioners--Hon. Mr. Graham Concludes Able Speech--Mr. Carvell Takes a Hand in the Debate

Ottawa, March 25—"The main object I had in view has been higher than a mere party reason. Canada has suffered from this unfounded and untruthful document. I have sought to show that these men should never have been appointed, that one was against the policy and that the other was against the project. I have shown that the government does not believe their findings, that it will not act upon them, that it is violating them every day. I have tried as faithfully and as earnestly as I know how, to appeal to the highest conception of responsibility and right on the part of the government, that the attack of this report, not upon the Liberal party, but on Canadian enterprise throughout the whole dominion, shall not go unanswered and unchallenged. I have spoken in the interests of the people of Canada rather than in the interests of party."

That was part of the eloquent and compelling peroration of Hon. George P. Graham in concluding at 6 o'clock tonight a speech which, lasting over seven hours, comprises the convincing and complete reply to the two years of effort on the part of the government and of the \$60,000 partizan advocates, Messrs. Gutelius and Lynch-Staunton to discredit the National Transcontinental Railway and the Liberal party, regardless of facts, fairness, logic or national consequences.

PUTS TORIES ON DEFENSIVE.

It was a thorough and finished production and even the ministerial members admit that it is the commissioners and the government which are now on the defensive rather than the Liberal party and the men who evolved the conception of the finest transcontinental line on the continent and who, up to the end of 1911 had carried it through honestly and successfully.

The responsibility of establishing the statements of its commission and of justifying the circulation in Canada and Great Britain of charges calculated to work serious injury to the credit of Canada and of the new transcontinental system, rests with the government. The party advantage which the government hoped to gain by the publication of the report, has, in the light of the facts, presented by Mr. Graham, vanished. The more serious task remains of remedying the injury already done.

Today Mr. Graham devoted the principal portion of his remarks to a consideration of the business rather than the political end of the "scandal report." He presented authoritative figures to show that if the road were completed as originally planned and not degraded, as was now being attempted, it would be a profitable investment both to Canada and to the Grand Trunk Pacific. It had cost the country much less than the C.P.R., it could be operated more economically, and it was owned from Moncton to Winnipeg by the people who would receive a due return for their investment.

RESOLUTION OF CENSURE.

Mr. Graham concluded with a resolution of censure upon the government for accepting and endorsing a report wilfully partizan and misleading and without regard to the serious consequences to the country or to this great national undertaking.

W. S. MIDDLEBRO.

Guested by hearty cheers from the government benches, W. S. Middlebro rose to reply to Hon. George P. Graham at the commencement of the evening sitting. He pointed out that

there were five questions which must be answered in the present issue. What was the object of the N.T.R.? What were the representations as to its cost? What was its cost? What were the reasons for the excessive cost? Had the railway accomplished its object?

Dealing with the first question, the speaker quoted Sir Wilfrid Laurier's speeches in which he had represented this road as one which would reduce freight rates. As to its cost--this road which was now admitted even by the opposition to have cost \$181,000,000--Sir Wilfrid had time and again said it would only be \$13,000,000, the interest on the cost of construction for the seven years when the Grand Trunk Pacific was not required to pay interest on the line.

As to the cost of the road itself, Sir Wilfrid had said the money for it would be borrowed at three per cent. and the Grand Trunk Pacific would pay three per cent. rental and in this way what the government gave with one hand it would take back with the other.

In Mr. Middlebro's calculations, however, he explained that he intended to use four per cent. since the interest on loans made on the national debt for years was about 4-10 per cent.

F. B. CARVELL.

Following Mr. Middlebro, F. B. Carvell, Carleton, N.B., first made some vigorous comments upon the bias and partizanship of Messrs. Gutelius and Staunton and their lack of qualifications for the work of commissioners.

Mr. Staunton, he said, "was known as a hide-bound Tory partizan who had staid in Ottawa, in the presence of gentlemen now in Ottawa, that it did his Tory heart good to have a chance to injure the Grits."

As for Mr. Gutelius, noted Mr. Carvell, he had held a position of

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THE MARKET IS LARGELY PROFESSIONAL

Montreal, March 26--Market this morning showed fractional losses, with the exception of Brazilian, which opened strong at 82 1/2, a gain of a full point from yesterday's close. It sold up to 83 but gradually worked to about opening price. Strength of this issue was due largely to rumors of Rothschilds making a loan to Brazilian government of \$20,000,000. are advised by Montreal, that although this stock may have slight reactions, it is on the upward trend. Dominion Iron showed strength around 32 1/2, about two hundred shares being traded in. Power opened 22 1/2 but lost 1/2 of a point in next few transactions. Shaw's was weak, selling down from 137 to 135 1/2. Bank stocks were active, Royal at 22 1/2; Union 14 1/2; Commerce 210 and N. S. 26 1/2.

New York, March 26--It was little consolation to traders when the market was dull and uninteresting at the opening and during the first hour, to predict that the worst was yet to come, but the fact that they did so, showed lack of interest was the worst trouble with the market, at the present time. Little attention was paid to developments in the bituminous labor difference, which has made it evident that there would be no suspension of work in that industry on April 1st.

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

Copper	7 1/2	76
Tobacco	250 1/2	352
C. P. R.	207 1/2	206 1/2
Lehigh	148 1/2	148 1/2
Northern Pacific	114 1/2	114 1/2
Penna	111	110 1/2
Southern Pacific	95	94 1/2
Union Pacific	159 1/2	159 1/2
U. S. Steel	64	63 1/2
Sales to 12 o'clock, 100,000.		
Call money 1 1/2 per cent.		

RESUMED BUILDING.

The boarding which has enclosed the upper story of the new post office building since work was suspended on account of the cold weather, has been torn away and preparations are being made to resume building operations.

AN ESSAY ON NEW BRUNSWICK PAST AND PRESENT

(By Clara Mae McCarty, East New-bridge, Carleton County.)

A few few lines about New Brunswick, the province in which I live--the largest of those down by the sea.

Long years ago, our forefathers lived far away beyond the ocean in Europe. New Brunswick was inhabited by Indians--the ancestors of those who come to our houses today to sell baskets. They had no fine houses, towns, cultivated fields, gardens, or orchards; but they lived by hunting and fishing and dwelt in rude wigwags. The whole country was then a dense forest the home of moose, caribou, bear and other wild animals.

King Francis I of France sent some of his countrymen across the turbulent waters of the Atlantic Ocean to discover a waterway to distant India; one bright day when Spring was merging into a glorious Summer in the year 1534 over one hundred mariners from St. Malo with Jacques Cartier as their leader, in two small vessels, landed on the eastern shore of New Brunswick. They were the first white men of whom we have any record that stood on the shores of our province. The only one of the many names which Cartier gave to different parts of New Brunswick that still remains is Bay Chaleur.

In 1603 Henry IV of France gave to Sieur De Monts the right to colonize Acadia, which then included New Brunswick, Nova Scotia and Prince Edward Island and the east-

ern part of Maine. He was to be the ruler of this new country and he owned the sole right of the fur trade. In return for these rights De Monts was to colonize the country, and teach the savage Indians and his followers the Roman Catholic religion.

The King sent Samuel de Champlain with De Monts to map out and write an account of this new colony; they sailed from France April 7th 1604 in May they entered and explored the Bay of Fundy, which De Monts called La Baye Française. On June 24th they discovered the St. John river. At the mouth of this river where now stands the city of St. John with its large buildings, beautiful parks and streets, at that time the green spires of God's first temples raised aloft their cone-like tips while the surrounding hills were crowned with pines and fir, intermingled with the verdant tints of deciduous trees, which had awakened from their winter sleep, made a scene which charmed the eye of the spectator.

In the latter part of June the band of Frenchmen sailed westward along the shores of New Brunswick until they came to another river, up which they sailed six miles and coming to an island they decided to make their home for the winter; the branches of this river resembled a cross, so De Monts called the river and the island both St. Croix; the winter was so severe that thirty-five men out of seventy-nine died of dis-

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METHODS ARE SLIPSHOD

Members of the House Ignore rules in Transacting Business

Commodore Stewart Takes Them to Task and is Supported by Hon. J. A. Murray

The House met on Wednesday at 3.25 p. m.

Hon. Mr. Hemming moved that the order for the third reading of the bill to amend the General Mining Act be passed and the bill referred back to the committee of the whole.

Mr. Munro presented the report of the Municipalities Committee.

Mr. Cutbrie presented a petition in favor of a bill to incorporate the New Brunswick Veterinary Association.

The House went into committee with Mr. Stewart (Rocky Mountain) in the chair and agreed to the bill to consolidate the Acts relating to the election of Mayor and Aldermen for City of Fredericton, with some amendments.

SLIPSHOD METHODS.

Mr. Stewart (Northumberland) said he desired to call the attention of the House to the fact that there was a growing tendency to disregard the rules. One of these rules required that the chairman of committee should not only read the bill section by section, but also the preamble, the enacting clause and the title. This had not been done with regard to the bill just considered. If the rules were to any practical purpose, they should be adhered to, otherwise let them be abolished.

Hon. Mr. Murray expressed his entire concurrence with the last speaker's views. The Legislature in years gone by had acquired the reputation for the very orderly and business like way in which its proceedings had been conducted, and he thought they should endeavor to still live up to that reputation. It was most important in the interest of public business that all the forms of procedure should be adhered to, as it not only facilitated the transaction of business but enabled it to be carried out with more decorum. He hoped the members would bear this in mind, and as he had said, live up to the reputation the House had gained.

The House went into committee with Mr. Witzell in the chair and took up several Moncton bills. That to provide for issuing debentures to pay for permanent streets was agreed to. The bill provide for Permanent Improvements was then taken up.

Hon. Mr. Flemming said that he was not aware of the provisions of this bill and it should be explained to the committee. There was too great a tendency for municipalities and provinces to get into debt.

Mr. Munro said that he regretted that the Municipalities Committee of which he was chairman, had not had the members of government attending its meetings this session so that the committee could be favored with their advice on the various matter before it. This bill had been promoted by the City Council, was along the lines of civic improvement legislation in the province of Ontario, and absolutely no opposition was offered to it before the committee.

Hon. Mr. Flemming said that it looked to him like dangerous legislation aroused which further safeguards should be thrown, and as he had said on previous occasions was excellent safeguard was to go back to the people for their vote before going ahead with an addition to the bonded indebtedness.

Mr. Munro said that the Moncton delegation suggested plebiscites on other bills but not on this one, there being no objection at all to this legislation.

Mr. Baxter also referred to the fact that there was striking unanimity among the Borden delegation in favor of this bill before the committee today. He did not agree with the Hon. Premier's suggestion in favor of a plebiscite; in fact he was opposed to plebiscites on financial matters, as they often resulted in retarding needed public works and meant the taking away from representatives of their responsibility and really the upsetting of the fundamental principles of representative government.

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A HEATED SESSION OF BRITISH HOUSE

Official Documents Presented in Regard to the Ulster Incident Shows that there Was a Comedy of Errors--Col. Seely, Tenders His Resignation But It is not Accepted--Strong Pronouncement by Premier Asquith Brought Cheers From His Supporters

London, March 25--The government published today its promised statement of the dealings with the revolted officers of the Third Cavalry Brigade and the house of commons held another heated and disorderly session. Between the documents presented and the various statements drawn from the cabinet ministers the vital facts of the affair were made clear. They reveal a comedy or tragedy of errors, perpetrated by Col. Seely, secretary of state for war and Sir Arthur Paget, commanding the troops in Ireland.

Col. Seely took all the blame upon his own shoulders. He frankly declared he had made a great mistake. His written assurance to General Hubert Gough that the government "must retain its right to use all the forces of the crown in Ireland or elsewhere to maintain order and support the civil powers in the ordinary execution of their duty but has no intention whatever of taking advantage of this right in order to crush political opposition to the policy or the principles of the home rule bill, was given without the knowledge of the cabinet and contrary to its policy.

The war secretary tendered his resignation to Mr. Asquith, but the resignation to Mr. Asquith but the premier refused to accept it. The government has withdrawn Col. Seely's guarantees according to the statement made by Viscount Morley, in the house of lords and Sir Edward Grey told the House of Commons that the government's decision would be made known to General Gough tomorrow. Thus the situation with respect to General Gough and his fifty nine comrades who sent in their papers is still in a state of suspense.

The most important revelations of the day were to the effect that the government did plan an important military and naval demonstration upon Ulster. Winston Churchill first

lord of the admiralty confirmed the report that he had ordered the Third Battle Squadron and a torpedo flotilla to Irish waters but explained that when the military arrangements had been successfully carried out he countermanded the orders by wireless--an explanation which the Unionists received with jeers.

The blunder General Paget made appeared to have been in giving a practical ultimatum to the officers of the cavalry brigade to say whether they would take active service in Ulster or accept dismissal.

SEELY'S ERROR.

The cabinet on Monday framed a general statement of the officers' position under the law and Col. Seely admitted that his error was in yielding to General Gough's demand for a written assurance that the army would not be used to suppress the covenanters.

ASQUITH'S FIRM STAND.

The refusal of Premier Asquith to accept the proffered resignation of Colonel Seely was followed by a strong speech by the head of the cabinet in which he told the house of commons that the government had taken a firm stand in regard to the position of public servants.

He said he would never assent to the claim of any body of men in the service of the crown to demand from the government assurances of a hypothetical character as to what should be done in circumstances which had not arisen. It would, he said be a new claim and would put the government at the mercy of the military and naval authorities.

The premier's pronouncement sent the supporters of the government wild. They climbed on the benches waving papers and handkerchiefs to the accompaniment of salvos of cheers which lasted several minutes.

SCARCITY OF SUPPLY TEACHERS IS ENCOUNTERED

The regular monthly meeting of the School Board was held in the office of the board yesterday afternoon with the chairman, Dr. VanWart, presiding. Among the other member in attendance were Mrs. Clark, Mrs. Lynch, Mr. Sterling, Mr. Weddall, Mr. Sharkey, Dr. Crockett, Mr. Le-mont and the secretary.

Owing to the prevalence in the city of scarlet fever and measles, the class-room work during the month of March was, in some departments, almost entirely lost and in order to allay the general fear of parents it was found necessary to close the several buildings and subject them to thorough fumigation. This work was done by the local Board of Health, under the personal supervision of Inspector McKay. Even after all this precaution, the recent excellent attendance of pupils is still broken.

ROUTINE BUSINESS.

At this meeting a number of communications were read and disposed of, but very little business, outside of routine, engaged the attention of the members and the session was a comparatively brief one.

A communication from the now prominent "Hands Across the Seas" organization, together with several circulars giving details of the proposed itinerary for the European summer trip for 1914, was received. Under the travel plan which is gotten up by the Winnipeg educational authorities, a cheap outing is offered to teachers in the Maritime Provinces.

A few weeks ago the trustee acknowledged the receipt of the several volumes of the report of the Royal

Commission on Industrial Training and Technical Education from the Department of Labor, Ottawa, and now Senator Thompson has thoughtfully supplemented this favor with a complete series of this valuable and much appreciated work.

APPLICATIONS RECEIVED.

An application for a position on the city teaching staff was read from Mrs. Jennie L. Simpson of Deer Island, and a like application from Miss A. A. Hanabry of St. Mary's, both of which names were placed on the applicants' book.

Mr. Sterling, from the audit committee, submitted a report to the effect that they found the accounts systematically and accurately kept.

PLANS OF NEW SCHOOL.

A letter was read from G. Ernest Fairweather, architect, informing the board that he has all the plans for the proposed Smyth Street School building about completed and would forward them at once. It is the intention of the trustees to hold an adjourned meeting of the board next Tuesday, when it is expected that the new building will be called for. At the adjourned meeting the question of the amount required for the annual assessment will then be determined.

In the event of a teacher's sickness the secretary reports considerable difficulty in procuring suitable supply. Through the kindness of Dr. Bridges,

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