

NOTICE TO ADVERTISERS.

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

The Daily Mail

THE WEATHER.

Maritime—Fresh south west and west winds, mostly fair and warm.

VOL. XX NO. 85

FREDERICTON, N. B., TUESDAY, MAY 19 1914

TWO CENTS PER COPY

GOVERNMENT TO BUILD THE RAILWAY BRIDGES

Full Text of Measure of Great Interest to New Brunswick Now Before Parliament -- Government Promises an Amendment Whereby Work May Begin Without Delay---The Terms Under Which the Bridges Will be Leased

Ottawa, May 18—The bill by which the dominion government decides to pay for and build the Valley Railway bridges will have to be amended on its second reading unless the work is to be postponed for a year. The bill follows the lines suggested by F. B. Carvell, M.P., in taking the whole thing out of the hands of Mr. Gould and his company and making the dominion government itself build the bridges.

As will be seen from the bill, the last clause, unless changed, would mean that nothing could be done until the New Brunswick legislature had met again. Mr. Carvell pointed out this when the bill was being discussed and the government promised to make the change on the second reading in order to permit of the work being commenced this year. A copy of the bill follows here:

An act to amend the Saint John & Quebec Railway act.

Whereas, The Saint John & Quebec Railway act, Chapter 49, of the Statutes of 1912, his majesty was authorized to grant assistance to a company in the said act named the Bridge Company, to aid the said company in building three railway bridges in the province of New Brunswick, one across the St. John river at or near Andover, in the county of Victoria; one across the said St. John river at or near Mistake, in the county of Kings; and one across the Kennebecasis river at or near Perry Point; in the said county of Kings; and

Whereas, the assistance authorized to build the said railway bridges and

Whereas it is deemed advisable that his majesty should build the said railway bridges:

Therefore his majesty, by and with the advice and consent of the senate and house of commons, enacts as follows:

1. The governor in council may build the said three railway bridges, including all necessary approaches and appurtenances; and the said bridge approaches and appurtenances shall belong to and be the property of his majesty.

2. The Minister of Railways and Canals of Canada may enter into an agreement with the government of the province of New Brunswick and the Saint John & Quebec Railway Company, under which agreement it shall be provided:

(a) That for fifteen years after the completion of the said bridges no charge shall be made by his majesty in respect of the cost of the construction of the bridges; and

(b) That after the said period of fifteen years his majesty shall be entitled to the gross earnings of the bridges, being such proportion of the said gross earnings of the railway (exclusive of the bridges) and of the bridges as the cost of the bridges bears to the combined cost of the railway (exclusive of the bridges) and of the bridges.

3. The provisions of sub-section one of section 10 of the said The Saint John & Quebec Railway act, and the provisions of the agreement referred to in the said section are hereby confirmed subject to such changes as are necessary in consequence of the building of the said bridges by his majesty and of the agreement authorized by the section, immediately proceeding.

4. The whole of The Saint John & Quebec Railway act, except sub-section one of section 10 and the schedule, is repealed.

5. This act shall come into force upon a day named in the proclamation to be issued by the governor in council after the passing of such legislation by the legislature of the province of New Brunswick, as may be necessary in the premises.

PRESBYTERIANS AT CHICAGO

126th Annual Meeting of the General Assembly in that City

Sessions Will be Held in the Most Beautiful Presbyterian Church in the World

Chicago, Ill., May 19—A large proportion of the eight hundred commissioners to the 126th annual meeting of the General Assembly of the Presbyterian church, which opens here on Thursday, have already arrived in town, and the remainder are expected tomorrow. Accompanying the delegates are hundreds of visitors, representing the clergy and laity of the Presbyterian church throughout the country.

The sessions of the assembly will be held in the new \$750,000 edifice of the Fourth Presbyterian church, which is said to be the most beautiful Presbyterian church in the world. The pastor of the church is Dr. John Timothy Stone, who is the retiring moderator of the general assembly.

The most important business of the opening day will be the selection of a new moderator. The choice is still a matter of speculation but it is certain to fall upon a cleric, prominent in favor of bestowing this signal honor upon a layman not being sufficiently advanced. Because of the precedent established last year in the election of Dr. Stone as moderator from the floor of the assembly, without any preliminary electioneering, no regular campaigns for the office have been inaugurated this year.

The reports of a score or more of committees are to be presented to the assembly, and the members of these are hard at work today completing their labors. These reports will cover the missionary, educational, publication and other activities of the church and the presentation of some of them is expected to be followed by lively discussion.

One of the matters that is expected to stir up considerable trouble is the interpretation of the report of the board of home missions presented last year. Advocates of the development of the churches in the rural districts interpret the report as authorizing the maintenance of the department of church and country life as long as there was need of urging pastors in country districts to become closely related to the every day life of the rural districts. On the other hand, many hold that the report favored the discontinuance of the department, that the funds might be used in the mining districts of the west and other sections of the country.

Inasmuch as there is a wide diversity of opinion concerning the proposals, looking toward the efficiency of the home mission board, even among the members of the missionary committees of the presbyteries, it is not expected that these will be accepted without a lengthy controversy. The feeling growing around the matter is more intense than has been the case in any other wide question for a number of years.

EAGLES FROM EIGHT STATES

Charlotte, N.C., May 19—A great band of Eagles, nearly 3,000 in number flocked to Charlotte today and will continue to move this their roosting place until next Friday. The occasion of the gathering is the annual southeastern district convention of the Fraternal Order of Eagles. Represented at the convention are the lodges of the order throughout Virginia, Tennessee, Alabama, Mississippi, Florida, Georgia and the Carolinas.

PERSONAL

C. A. Denah of Glassville is at the Barker house.

C. Fraser MacTavish of St. John is in the city.

Mrs. C. A. Lindlow of St. Stephen is at the Barker House.

Ora Gilpatrick of Houlton Me., was at the Barker House last night.

Dr. and Mrs. Folkins of Stanley, are in the city.

G. M. Sherrard of Calais Me., is at the Queen.

F. B. Carvell, M.P. Hammers Canadian Northern Deal

Member for Carleton Declares That the Government is Becoming the Junior Partner of a Bankrupt Concern--Liberals Are a Unit in Opposing Iniquitous Measure--- Money to be Voted Will not Complete the Road

Ottawa, May 18—"The government would force Canada into partnership with a company which is absolutely broken, and more. It is a policy which is opposed to every Canadian interest. Instead the control of the stock of the Canadian Northern and its allied companies should be given into the hands of the dominion, the government should appoint the directors and give into the hands of expert railway men, not railway contractors, the task of operating this railway in the interests of the Canadian people."

With this emphatic declaration, F. F. Pardee, West Lambton, chief Liberal whip, brought enthusiastic applause from Liberal benches tonight in closing for the day the continued debate on the MacKenzie-Mann aid proposals.

"For every man, woman and child in Canada these men have received \$25 of assistance and now the government boasts of a beneficial come-back which is to be nothing more than \$5 of worthless stock, per capita, for the Canadian people," declared Mr. Pardee.

CARVELL'S COMPELLING CRITICISM

Equally outspoken was Frank Carvell, who spoke this afternoon.

"More than \$200,000,000 have been begged, cajoled and, in some cases, almost threatened from the people of Canada to make these two men millionaires," declared Mr. Carvell.

"Without putting one dollar of their private funds into the enterprise, without becoming responsible for the payment of a single dollar, without doing anything but begging money from whomever they could meet, these men have succeeded in getting this stupendous sum from the people of Canada."

Mr. Carvell was direct, forceful and convincing in his condemnation of the government's proposals. He was uncompromisingly hostile to the idea of junior partnership for Canada with men who had misled parliament and the country and had made a failure of the direction of Canadian Northern affairs save from their own standpoint.

"I admit that something must be done to ensure the completion of this railway," declared the New Brunswick member, but when I say that I do not say that I am agreeing at all with the scheme proposed by this government. Far from it. I am not in favor of granting a single dollar to MacKenzie & Mann but I am in favor of keeping the Canadian Northern as a going concern."

W. A. Buchanan of Medicine Hat, put the case thus:

"The people want to get some accurate and reliable information first as to the whole financial position of the company before they go into a junior partnership with men of the 'Get-rich-quick-Wallingford type.'"

LIBERALS A UNIT.

The clear-cut and unequivocal denunciation of the whole bargain by every Liberal speaker today emphasizes the fact that the Liberals are putting up a united and strenuous fight against the whole one-sided bargain.

E. M. MacDonald's motion of Friday last to reject the whole agreement was the voice of the party led by Sir Wilfrid Laurier. Stories of dissension and wavering circulated by the government press to offset the bolt of Messrs. Bennett and Nickle and the threatened bolt of other Conservatives are on a par with the repeated denials of the same papers earlier in the session that the government was going to do something more for the railway knights and millionaires.

A vote on the resolution stage of the proposals will be taken tomorrow. On the second reading the Liberals will put up a number of specific amendments and compel the government forces to go on record against every one of the proposals for safeguarding the public interests, as

opposed to the interests of MacKenzie & Mann.

Hon. Frank Cochrane's return after a two months' health trip in Europe, was greeted by cordial applause from both sides of the house. Mr. Cochrane's health is much improved by his trip, but he is under instructions from his physicians to be careful about over-working.

C.N.R. DEBATE RESUMED.

The debate on the C.N.R. aid resolution was resumed by W. M. German of Welland, and continued all day.

Mr. German declared that MacKenzie & Mann would be back again next session for further aid. Forty-five millions now proposed, he said, would not be half enough to bring the C.N.R. up to the required standard and to complete and equip the system.

A TORY DEFENDER.

J. E. Armstrong, Conservative, of East Lambton, said that if the C.N.R. was now forced into the receiver's hands, as the Liberals were apparently quite willing should be the case, the provinces would be compelled to pay interest on the bonds they guaranteed.

F. B. CARVELL.

F. B. Carvell commented at the outset on the absence of statements from ministers responsible for this resolution. Mr. Foster's face, he said, was a study during the speech of R. B. Bennett and there was unholy glee in the face of Hon. L. P. Pelletier. He noted that Hon. W. T. White was to follow him and he advised that hon. gentleman to have better evidence of his statements than he had last year when he assured the house that the subsidies of \$15,000,000 would complete the enterprise. He feared that Mr. White had been misled by Zebulon A. Lash, with whom he had been associated in the leadership of the "noble eighteen" who saved the empire in the reciprocity campaign.

Mr. Carvell said that the present situation was unique in the history of this continent. Over \$200,000,000 in cash or its equivalent had been "begged, cajoled, in some cases almost threatened" from the governments of the dominion and the provinces to enrich these men and make them millionaires. These men were called patriots in spite of the fact that they had "almost buccannered" this money out of the public treasury.

Mr. Carvell admitted that it was necessary that something should be done to prevent the Canadian Northern system from going to smash. But he explained that in making that statement he did not mean that he agreed in any manner with the scheme which had been worked out by the government.

He then went on to discuss the financial details and presented an estimate, made from figures submitted by the government. He said that it would take \$42,500,000 to pay the pressing liabilities of the C.N.R. and to put it in a position so that it would be safe to run an engine and cars over the existing lines.

THAT NO-PROFIT STORY.

Did anyone believe, he asked, that MacKenzie & Mann had made no profits from the construction of the railway? They had given themselves over \$240,000,000 of contracts and the house was asked to believe that the contracts had yielded them no profits. Why did not the two magnates make affidavits themselves, instead of tendering affidavits from clerks, if the story that they had not profited themselves was true?

"Would their affidavits satisfy you?" asked Hon. Mr. Meighen. "If we could get these two worthies in the book, under oath, we could go far toward satisfying ourselves."

(Continued On Page 5.)

HUERTA IS READY TO QUIT

Vera Cruz, May 19—Mexican newspapers in Vera Cruz announce Francisco De La Barra has been summoned by President Huerta from France to become his successor. The announcement is based on reliable advices from Mexico City.

CANADIAN GOOD ROADS CONGRESS

Montreal, May 19—Delegates from all parts of the dominion and some from the United States were present today at the opening of the Canadian Good Roads Congress, meeting under the joint auspices of the Canadian Highway Association and the Canadian Automobile Federation. It is the first large gathering of its kind ever held in Canada and the speakers who will be heard during the five days' session will include the most notable men of the country who have taken up the crusade for good roads.

The two main purposes of the congress are to decide in what way the vast sums now on appropriation for the construction and improvement of highways in the dominion may be most efficiently expended and to take steps for the formation of a permanent good roads organization which will meet in periodically in different cities of the country.

In connection with the present gathering there is a large and comprehensive exhibition of roadmaking materials, roadmaking machinery and other things relating to the construction and maintenance of model highways. Each evening of the congress there is to be a display of moving pictures showing the various processes of road construction.

Sir Francis Langeher, Lieutenant-governor of Quebec, presided at the opening of the congress today. Prominent among those on the program for addresses at the several sessions are W. A. McLean of Toronto, president of the American Road Builders' Association; O. M. Hazelwood of Toronto, president of the Canadian Automobile Federation, and Col. W. H. Ponton, president of the Ontario Associated Boards of Trade.

Mr. and Mrs. W. H. Murchie of Calais Me., arrived in the city last night.

W. D. Fitzmaurice and G. H. McQuarrie of Newcastle are registered at the Queen.

LOCAL EXHIBIT TO BE SHOWN AT TORONTO

Fredericton Publicity Department to be Represented at Town Planning Congress

W. R. Clarke, Publicity Commissioner will leave Thursday night for Toronto where he will prepare the exhibit sent by the Publicity Committee to the Town Planning Congress which will reopen on Monday May 25 in the Convocation Hall of the "University" of Toronto.

The invitation received by the City was handed over to the Publicity Committee and C. Fred Chestnut deputized by the Committee to make the necessary arrangements. The Fredericton exhibit will consist of eighteen enlarged views of scenes in and near Fredericton, and also a blue print of the layout of Fredericton, St. Mary's and Gibson.

President J. D. Palmer and A. R. Slipp M.P.P., expect to leave Saturday night to attend the congress as representatives of the Fredericton Board of Trade. They will arrive in time to attend the formal opening by H. R. H. the Duke of Connaught next Monday. The congress will continue May 25, 26 and 27. Representatives from all parts of Canada and the United States will attend.

Booklets on Fredericton are to be distributed by the Publicity Committee.

WORLD'S NEWS IN SHORT METRE

New York, May 17—Ohio Miners locked out since April 1st issue strike call.

Missouri Pacific directors report that progress is being made in company's financial requirements.

President Wilson will not withdraw Federal troops from Colorado strike district until radical change occurs.

Soaking rains fell in Northwestern Minn and North Dakota yesterday.

Vote on Tolls Bill expected early next week.

Ford Motor Company denies lay off of men was artificial condition created as slap; quiet period given as reason.

American stocks in London firm, generally 4 to 1 up.

12 industrials advanced .51.

20 rails advanced .50.

CONFERENCE ON WEIGHTS AND MEASURES

The annual conference on the weights and measures of the United States will meet at the bureau of standards in this city tomorrow for a session of three days. Weights and measures officials from every section of the country will be in attendance. When the first conference of the kind was held in 1905 only two states had weights and measures departments. Now twenty-eight states are provided with such departments. The record is taken as an indication of a remarkable awakening on the part of the people throughout the country to the necessity of protecting their interests in weights and measures matters.

Mr. George W. Babbitt, manager of the Bank of Nova Scotia, has been spending a few days in the city, the guest of his parents, Mr. and Mrs. George W. Babbitt.