

TO ADVERTISERS.
To insure prompt change of ads, copy must be in this office not later than 8 a.m. on the day they are to appear.

The Daily Mail

THE WEATHER.
Maritime — Fine and a little warmer today. Sunday, fresh east to southerly winds, becoming showery.

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FREDERICTON, N. B. SATURDAY JUNE 15 1912

TWO CENTS PER COPY

ROOSEVELT WILL ATTEND THE CHICAGO CONVENTION

Republicans Favorable to his Candidature
Planning a Monster Demonstration in his Honor--Will Match his Power of Political Manipulation against the Staying Power of the Taft Forces--His Followers Confident that he can Sweep the Convention

(Canadian Press.)
Chicago, June 15--The imminent arrival in Chicago of Col. Roosevelt today overshadowed all other preliminaries to next week's Republican national convention. Throughout the day discussion of the former president's sudden trip from Oyster Bay to Chicago held the foreground to the practical exclusion of other pre-convention activity. As the hour for the arrival of the Roosevelt train came near interest and excitement in many quarters became intense. A number of hours before the train was scheduled to enter the LaSalle station hundreds of people had gathered at that point, determined to hold their vantage ground until they had seen Col. Roosevelt.
All indications pointed to a lively demonstration by the Roosevelt adherents tonight. The leaders had planned the demonstration for Monday night's mass meeting but it appeared impossible to restrain the enthusiastic delegation until then.
The anti-Republican convention struggle will center about Col. Roosevelt from the moment he alights from his train here, late this afternoon. It will be his power of political manipulation matched against the wits, the strategy and staying powers of the Taft forces. To win the nomination Col. Roosevelt either must break into the ranks as they appear near the supplement of the last of delegate contests by the na-

BRITISH MANUFACTURERS GET HEARTY WELCOME

The party representative of the manufacturing and financial enterprises of Great Britain, organized by Mr. W. Leonard Palmer of the London Financial News for the purpose of touring Canada visited Fredericton yesterday afternoon left for Montreal last evening by special, expressing themselves delighted with the reception with which they met here and much impressed with the St. John Valley and business opportunities it affords.
The party on the arrival at three o'clock of the steamer "May Queen" which was specially chartered for the occasion was met by a number of motor-cars which were furnished by the owners. Under the guidance of City Marshal Roberts the cars transported the members of the party about fifty in number to the Douglas Boom and also to points of interest in and about the city at five o'clock the visitors were taken to the Parliament Building where tea was served and an informal reception held. Addresses of welcome were given by His Worship Mayor Hooper on behalf of the city, Mr. J. T. Jennings on behalf of the Board of Trade replies being made on the part of the visitors by Mr. Palmer and Ald. Brown of Birmingham.
The tea in the Assembly Chamber was given under the direction of Mrs. George Youngie Dibble assisted by Mesdames A. J. Gregory, J. W. McGready, W. S. Carter, H. V. B. Bridges, J. J. McCaffrey and O. S. Crockett, The Misses Taylor, the Misses Massey, Miss Louise Edgecombe, Miss Cunningham, Miss Sherman, Miss Katherine Balloch, the Misses Lynch, Miss Muriel Mas-

CANADIAN PACIFIC AFTER THE TEMISCOUATA

(Special to The Mail)
Montreal, June 15--A New York wire to Lounsbury & Co., says: Following the cable announcement that English security holders of Quebec Central Railway have ratified that road's lease to the Canadian Pacific Railway, for nine hundred and ninety-nine years comes a statement from what is believed to be a reliable source, that the Canadian Pacific is about to acquire control of the Temiscouata Railway on practically the same terms as it acquired the Quebec Central.

FOR PROHIBITION

The list of candidates who have signed the pledges of the New Brunswick Temperance Federation, are: Kierstead in St. John, Burden and Osborne in York, K. Wall, Smith, Glasse and Parley in Sunbury, Leger and Kilham in Westmorland, and Fawcett and Pearson in Kings.

ST. JOHN TEAMSTER DROWNED IN HARBOR

St. John, N. B., June 15--Louis Withers, a teamster, was found drowned this morning in the harbor. He had been gathering wood last night. His brother was Corporal Fred Withers who was killed in the battle of Paardeberg.

NARROWLY ESCAPED INJURIES.

A young man named Dell Pugh narrowly escaped serious injuries this morning when he attempted to stop a runaway team on Queen street, near York. Through some way or other Pugh, in his attempt, got tangled up in the harness and had his clothes torn considerably. The team crashed into Mr. Norman Woodbridge's carriage, which was standing in front of R. Chestnut & Sons, but was caught by William Hagerman before any further damage was done.

Mr. W. McLurkie of Toronto is registered at the Queen.

Flemming Government Forced to Adopt Plan Outlined by Dr. Pugsley

Some Interesting Side Lights on the Valley Railway Negotiations--The Flemmingites Originally had no Intention of Extending the Road to Grand Falls--Their Newspaper Organs Declared that the Section of Country was Already Served by the C.P.R. and there would be no Traffic--The Premier has taken many Twists and Turns and the Stand he takes today is the Opposite of his Attitude a year ago

The Flemming government and its supporters and newspaper organs, not only claim all the credit for the St. John Valley Railway project but they actually have the impudence to claim that it is due to their representations that the Federal government has consented to operate the road on a forty per cent. basis. Their treatment of this great question is not only grossly unfair to the scores of earnest Liberals who labored in season and out of season to secure this much needed railway accommodation, but it is an insult to the intelligence of the people of the St. John Valley who are familiar with the events of the past three years.

THE FIRST MOVE

We all know that in the year 1907, when Hon. Dr. Pugsley was premier of the province, a bill was put through the Legislature authorizing a bond guarantee of \$15,000 a mile to any reliable company which would undertake the construction of the road. Negotiations were opened with Mackenzie and Mann, and they were induced to send an engineer to the province to examine the route of the proposed line. He made a report to the company on the probable cost of the road, and on the strength of this report the company declined the offer, holding that the financial assistance was insufficient.

THE BOARDS OF TRADE START AGITATION

The ball had been set rolling by Dr. Pugsley, and the following winter the Boards of Trade of Fredericton, Woodstock, Meductic and other places continued the agitation for a railway. A change of government occurred in March, 1908, and Hon. Mr. Hazen became premier. Early in the session of 1909 the Premier and ministers were waited on by a monster delegation representing the river counties, who requested that the government offer as an inducement to any company that would build a railway down the valley a bond guarantee of \$25,000 a mile. Premier Hazen, being mindful of the fact that the delegation spoke for all the people of the St. John Valley, agreed to accede to their proposal on condition that the Dominion Government would consent to lease the road on completion and operate it on a forty per cent basis.

INVADDED OTTAWA

This was not exactly the answer that the delegates had expected, but they took the premier at his word, and decided on an invasion of the Dominion capital, that they might take the matter up with the Federal Government. No difficulty was experienced in getting together a number of representative men who were willing to make the trip to Ottawa

at their own expense. They asked that a member of the Local Government accompany them on the trip, and Hon. J. K. Flemming, was detailed for the purpose. On the very day that the delegation planned on leaving for the Dominion capital Sir William VanHorne turned up in Fredericton. He declined to make public the nature of the business which brought him here, but it is matter of record that when the train for Montreal pulled out that evening his private car was attached to the same and Hon. J. K. Flemming was one of its occupants, while the other delegates travelled as common, every day passengers. A contingent from Carleton County joined the party at Woodstock, and on the way up to Ottawa they made many enquiries concerning the whereabouts of Mr. Kidd Flemming, but they were unanswered.

SIR WILFRID'S PROMISE

In due time the delegates reached Ottawa, where they were met in a most kindly spirit by Hon. Dr. Pugsley and Mr. F. B. Carvell. M. P. and presented their case very fully and very forcibly to a committee of the Dominion cabinet. They were given a most sympathetic hearing and were assured by Sir Wilfrid Laurier that the matter would receive the careful attention of the government. The delegates returned home well satisfied that a double subsidy for the road was assured, and that legislation would be passed providing for its operation by the Intercolonial. Shortly afterwards the delegates requested Premier Hazen to crystallize his proposal in the form of legislation, but for some unknown reason he declined to take any action, thus tying up the whole project for another year.

FORMED A COMPANY

To show that they were in earnest in the matter the residents of the valley counties who had carried on the agitation formed a company and went to the expense of taking out a charter for the proposed railway. This was done merely to save time, it being their intention to turn the charter over to any company that would undertake to build the road. It cost them some money to do this and so far as we are aware they have not up to the present time been reimbursed to the extent of a single dollar.

THE BOND GUARANTEE

During the session of 1910, the Legislature passed an act guaranteeing bonds for the railway to the extent of \$25,000 per mile. The act provided for the lease and operation of the road by the Federal Government, and it also gave the Local Government authority to enter into an arrangement with a private company for the

construction of the road if it was deemed expedient.

It was during the summer of 1910 that the electric tramway scheme was first mooted for the St. John Valley and strange to say the Local Government treated the proposition seriously. It was to start at a point on the C. P. R. in the Parish of Andover and end at Welsford or Westfield on the line of the same railway. Hon. J. D. Hazen, the then premier, spoke in favor of the scheme and taking their cue from him it was promptly endorsed by a number of lesser lights in the party. In the fall of that year a free excursion from points on the St. John Valley was run to Presque Isle, Maine, in order to give the people a chance to inspect an electric road in that section owned by Mr. A. R. Gould. Several Tory politicians including Hon. H. F. McLeod, were members of the party, and after riding over the electric road then took occasion to publicly declare that such a system was well adapted to meet the requirements of the St. John Valley. There is not the slightest doubt in the world but that an attempt would have been made by the Local Government to foist an electric railway on the province had it not been for the determined stand taken by Hon. Dr. Pugsley and Mr. F. B. Carvell. M. P. who declared that there would be no Federal subsidy available for such a monstrous scheme.

I. C. R. OPERATION ASSURED

Early in the session of 1911 the Dominion parliament in keeping with the promise made by Sir Wilfrid Laurier, enacted legislation providing for the leasing and operation of the Valley Railway by the Federal Government on a forty per cent. basis. To get such a measure through parliament was no small undertaking, and the credit for it must be given to Hon. Dr. Pugsley, Mr. Carvell and other New Brunswick Liberal members from this province who were interested in the Valley Railway project.

TOOK MANY TWISTS

The passage of this legislation seemed to knock the props out from under the Hazen Government. The then premier and Mr. Flemming suddenly discovered that Intercolonial operation for the valley road was not what they wanted after all; they thought those terrible "blockers" Hon. Mr. Pugsley and Mr. Carvell, if the plan were carried out, might be in a position to claim a share of the credit, and they did not propose to let that happen if they could avoid it. They resumed negotiations with Mr. Gould, and a scheme to construct a road from St. John to a point on

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TO ALLEVIATE SUFFERING

The London Lancet Tells of Wonderful New Anaesthetic

Small Portion Spread over Nerve Supply of Part Concerned has Wonderful Result

New York, N. Y., June 15--London Cable says:--

The abolition of pain resulting from injury or operation is promised if the New Anaesthetic process described in the London Lancet fulfills its discoverers' claims. Dr. F. W. Forbes Ross makes the announcement in the Lancet and from the fact it receives publicity in that conservative publication, the claim of Dr. Ross, may be considered to have orthodox approval. More over Dr. Forbes has met the professional requirements by giving his discovery to the public. At the operation the patient under a general anaesthetic in the ordinary way, and the five to ten cubic centimeters of a 1 per cent solution of Quinine and Urea-Hydrochloride are distributed over the nerve supply of the part concerned. The effect of such injection is to produce a total loss of the sensation of pain. Popularly speaking the affected part is put to sleep.

SUCCESSFUL MEETINGS HELD LAST EVENING

A number of meetings all largely attended were held in various parts of the county last night in the interests of the opposition candidates. At all there was plain evidence that York need no longer be regarded as a government stronghold as the condition of the roads and bridges has turned the people decidedly against the Flemming party and their votes on Thursday will say so.

LOWER KINGSCLEAR

At Lower Kingsclear Mr. Alex. Little, one of the candidates, and Mr. J. D. Phinney were the speakers. Mr. Little dealt fully with the question of rural telephones, pointing out that his parish had a system of telephones which cost in all about what would have been paid to the N. B. Telephone Company in two years. Mr. Copp had pledged himself to get such a system for the whole province. Mr. Little also devoted attention to the question of power development, stating that New Brunswick needed men of brains to bring about an era of electrical development in the province. Mr. Phinney made some telling points against the government on account of its broken pledges and maladministration.

DURHAM BRIDGE

At Durham Bridge Mr. Walter Limerick addressed a rousing meeting which applauded his remarks to the echo. The speaker dealt with the political problems of the day as they affect the farmer and pointed out the difference between the practical proposals of Mr. Copp for the assistance of agriculture and the eleventh-hour promises of Mr. Flemming. Special emphasis was laid upon rural telephone systems and financial assistance to the young farmer. The meeting was a most enthusiastic one and broke up with cheers for Mr. Copp and the candidates. Mr. John Barry was in the chair and upwards of fifty electors were present.

PARKER'S RIDGE

Parker's Ridge, June 15--Mr. N.W. Brown was the speaker at a rousing political meeting in the Orange Hall here last night in the interests of the opposition candidates. The hall was crowded and considerable enthusiasm prevailed. Mr. Brown in an able address of two hours scored the Flemming government for its extravagance and broken promises and exploded the false canvasses being made to do duty in this campaign. He struck out right from the shoulder and his telling criticism of the Flemming government struck a responsive chord. This place which gave a big Tory majority four years ago is fairly seething with discontent against the government. The scandal in connection with the Munn Bridge, the appointment of seven fish wardens with-

out attention on the streets.

TORY CAUSE IS HOPELESS

Flemming Supporters Greatly Alarmed over Outlook in Carleton

Former Prominent Conservatives Come out Flat-footed for Upham, Shaw and Smith

Woodstock, June 14--The result of yesterday's joint meeting is apparent today in the efforts of the Tory leaders to stem the tide of the Flemming outfit. Some hide-bound Tories will vote the government ticket but there is not a voter in Carleton but believes that Flemming has sacrificed the county in the interests of the C.P.R. It is the sole topic of conversation in every town village and hamlet in the county.

The premier gave a striking exhibition of his cowardice when he did not refer to the Valley Railway at the joint meeting but at a slimly attended Tory rally in the evening where he was safe from contradiction, he told his story of the railway, carefully omitting his connection with the electric road which he endeavored to foist on the people in his deal with the C.P.R.

The big Liberal rally in Graham's Opera House, was quite in contrast to the Tory meeting, which was made up of road superintendents, Tory postmasters, bridge inspectors and other appointees of the government. The Liberal candidates and C. Dugan, Coun. Kinney, former ardent supporters of Flemming and F. B. Carvell delivered addresses that fired the audience with enthusiasm.

Mr. Carvell scathingly denounced Flemming and Munro for their canvass against Upham, and said it was the meanest and most contemptible canvass ever used in a political campaign. He said it would take more than Kid Flemming and Donald Munro to make the people believe George Upham voted against the Valley Railway.

He aroused the audience to the highest pitch of excitement when he drew a letter from his pocket, and waving it he declared that it contained a proposition showing the connection of the C.P.R., Mr. Gould and others in regard to the Valley Railway that would startle the province. He was endeavoring to get the consent of the writer of the letter to read it, and he hoped to be in a position to do so when he would show the most brazen attempt at bribery ever made in this country.

The Tories are fearful of the results of the epistle is made public as they feel it will finish their now almost hopeless campaign.

in a distance of four miles, the shameful abuse of patronage by the Tories together with the falsehood and deceit practised by John A. Young have aroused a feeling of resentment against the government which will not down.

MOUTH OF KESWICK

Coun. Sloan was the chairman at a rousing meeting held at Mouth of Keswick, at which Mr. George F. Burden and Mr. F. M. O'Neill were the speakers. About eighty voters were present and the telling points of the speakers were cheered to the echo. Mr. Burden made a straightforward speech in which the points of Mr. Copp's manifesto were impressed upon his hearers. Mr. O'Neill devoted his time to broken pledges of the Flemming party, particularly with regard to the highways and the public works.

TAYMOUTH

At Taymouth Mr. W. J. Osborne of this city one of the opposition candidates received a hearty reception. Mr. Osborne was in good form and delivered a telling speech. Those present showed particular interest in those sections of Mr. Copp's platform dealing with rural telephones and agricultural loans. There was every indication that there is a pronounced sentiment against the Flemming government along the Nashwaak.

HAS PURCHASED A CAR

Mr. Harold J. Walker has recently purchased a five passenger McLaughlin-Buick car through the Smith Foundry Co. The car is attracting much attention on the streets.

A SAMPLE OF FLEMMING BRIDGES

LOOK ON THIS PICTURE

The accompanying engraving is from a photo taken a few days ago of the Hawkins Bridge opposite the Sugar Island boom in the Parish of Douglas. It is one of the most important highway roads in the county and the bridge is a striking example of the neglect of the present government which claims to have done so much for the bridges of the country. Note the horse pond in the foreground and also the graceful curves in the roadway. The railing on the structure looks as if it had been struck by a cyclone. When they are compelled to drive over such structures it is no wonder that farmers and autoists are damning the Flemming government Vote for Burden, Osborne, Little and Limerick.

