

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—Fresh northwesterly to westerly winds, fine and comparatively cool today and Wednesday.

VOL. XVI NO. 144

FREDERICTON, N. B. TUESDAY JUNE 18 1912

TWO CENTS PER COPY

## FEDERAL AID TO ROADS AND SENATE AMENDMENTS

**The Falsity of a Tory Canvass Exposed-- The Act in aid of Highways as Passed by the House of Commons and Amended by the Senate--Had the Amendment been Adopted New Brunswick would have been sure of \$50,000 for Roads**

Mr. Flemming is devoting considerable attention in this campaign to trying to convince the people that had it not been for the Liberal Senate we would have had \$50,000 of road money from the Federal government to be used in the province of New Brunswick the present year. For the benefit of Mr. Flemming as well as the public we are publishing in parallel columns bill No. 77 as introduced by the government in the House of Commons during the last session of Parliament, and as amended by the Senate. In addition to this the Parliament including both the House of Commons and the Senate, actually voted the sum of \$49,000 for the province of New Brunswick, all of which would have been available had the government accepted the amendments proposed by the Senate, the substance of which was that the money must be handed over to the local government to be expended by them, and not by the Minister of Railways, as proposed by the Bill. Surely Mr. Flemming could not find any fault with the amendment so far as the Province of New Brunswick was concerned, because had it been accepted by the government he himself would have had that much more money with which to attempt to bribe the people, because never in the history of any British country has such a flagrant attempt at bribing the electorate by means of patronage been made as is going on at the present time all over the Province of New Brunswick, the difficulty, however, would be that had this bill passed the \$50,000 would have been squandered in an attempt to purchase the electorate, and nothing more would have been forthcoming until the next election came around, this is true Tory politics and of course anything different would not satisfy Mr. Flemming and his friends.

The documents are as follows, and we hope it may throw some light on the subject, even for the benefit of Mr. Flemming.

### BILL 77

As Passed by House of Commons  
1st March, 1912

An Act to Encourage and Assist the Improvement of Highways

WHEREAS the highways of Canada constitute an important part of the facilities which are necessary for any efficient national scheme of transportation and intercommunication; and whereas, with the increasing progress and development of the country it is desirable and expedient to improve and extend the existing highway facilities, and for that purpose to give assistance to the various provinces of Canada. Therefore His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:

1 This Act may be cited as The Canada Highways Improvement Act.  
2 In this Act the word "Minister" means the Minister of Railways and Canals.

3 The Governor-in-Council may, in any year, and upon such terms and subject to such conditions as are prescribed by order-in-council grant to any province in aid of the improvement of existing highways or bridges, or the construction of new highways or bridges, in such province, or for all or any such purposes, a subsidy not exceeding such sum as may in such year be voted by Parliament for that purpose.

4 Any highway for which aid is granted to a province shall be improved or constructed, as the case may be, according to descriptions, conditions and specifications approved by the Governor-in-Council on the report of the Minister, and specified in each case in an agreement between the Minister and the Government of the province, which agreement the Minister, with the approval of the Governor-in-Council, is hereby empowered to make.

5 Each highway to be constructed or improved shall be defined and described in such agreement, and provision may be made therein for the future maintenance of such highway in good condition according to a specific standard and to the satisfaction of the Governor-in-Council.

6 The Minister, with the approval of the Governor-in-Council and upon such terms and conditions as are prescribed by order in council may undertake the construction of any new highway or the improvement of any existing highway in any province and may expend in such improvement or construction the whole or any part of the sums voted by parliament for such subsidy to that province. Provided, however, that the Minister shall first obtain the necessary authority from the legislature of such province and the consent of the Lieutenant Governor-in-Council.

Mr. P. S. Whalen of Boiestown, is at Windsor Hall.

Mr. John G. Settle of Westmount, P. Q., traveller for the Hartt Boot & Shoe Company in Ontario, is a guest at Windsor Hall.

### AN ACT TO ENCOURAGE AND ASSIST THE IMPROVEMENT OF HIGHWAYS

As Proposed to be Amended by the Senate and Which the Government Refused to Accept.

Whereas the highways of Canada constitute an important part of the facilities which are necessary for any efficient national scheme of transportation and intercommunication; and whereas with the increasing progress and development of the country it is desirable and expedient to improve and extend the existing highway facilities, and for that purpose to give assistance to the various provinces of Canada; Therefore His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada enacts as follows:

1. This Act may be cited as THE CANADA HIGHWAY IMPROVEMENT ACT.

2. In this Act the word "Minister" means the Minister of Railways and Canals.

3. (1) The Governor in Council may in any year, and upon such terms and subject to such conditions as are prescribed by order in council, grant to the several provinces of the Dominion in aid of the improvement of existing highways or bridges or for all or any such purposes, subsidies not exceeding in the whole such sum as may in such year be voted by Parliament for such purpose.

(2) The sum of money in any year to be expended under this Act shall be apportioned among and paid to the several provinces of the Dominion in proportion to the respective populations of such provinces as shown by the then next preceding census.

4. Any highway or bridge for which aid is granted to a province shall be improved or constructed, as the case may be, according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister and the Government of the Province, which agreement the Minister, with the approval of the Governor in Council is hereby empowered to make.

5. Each highway or bridge to be constructed or improved shall be defined and described in such agreement and provision may be made therein for the future maintenance of such highway in good condition according to a specified standard and to the specification of the Governor in Council.

Mrs. Geo. Dodge, of Sherbrooke, Que., is visiting Mrs. Stocker at Ormiston.

Mr. George Harney of Halifax, is in the city. He is a guest at Windsor Hall.

## Electors of New Brunswick Tired of Flemming Rule

**Great Revulsion of Feeling against the Administration in every County of the Province--Opposition Candidates Greeted with the Greatest Enthusiasm on Every Side--The Whole North Shore Solid for Copp--Flemmingites on the Run in Carleton County--Hon. Bob Maxwell the Latest to get Stuck in the Mud**

Moncton, June 17--The report in the Moncton Times today, of the joint meeting between Hon. Dr. Landry and Mr. J. Veniot, at Buctouche Saturday night, is replete with false statements from beginning to end.

When the Times states that the minister of agriculture gave the explanations it prints of the charges of stuffed pay lists and forged endorsements on cheques, it simply and knowingly lies.

Dr. Landry, according to arrangement, had an half hour to reply and refute the charges. He spoke in English in reply and rehearsed part of his speech just delivered in French. He never attempted to reply to the charges beyond saying that a royal commission would be appointed to investigate them.

Edward Girouard, mentioned in the Times as not having received his full pay and that what was finally due him was placed in his little boy's name was on the platform, and when asked by Mr. Veniot if he had received his full pay separately and apart from the cheque sent to his ten-year old child, his reply was: "Yes, I did, and I am now prepared to swear that the cheque sent in my boy's name had nothing whatever to do with my time or pay."

This same Mr. Girouard was approached two days before the Buctouche meeting by a leading Conservative and offered a position under the dominion government if he would hold his tongue and not appear with his child at Buctouche meeting.

The people of Buctouche know full well that the Times lies throughout its whole report.

### AUTO PARTY Mired

Amherst, N. S., June 17--Fifteen of Amherst's motor men took a party

of friends on a motor trip through Westmorland County on Sunday last. The first sixteen miles of the journey on the Nova Scotian side of the line was made without any mishaps.

The road from the boundary line to Port Elgin, a distance of about four miles, was fairly good, but from Port Elgin to Shediac it was quite apparent that no road work had been done this year. There is every natural facility for a good road through this section, the roadway is wide and affords good opportunity for drainage with the small wooden bridges well elevated above the road level, but the road bed itself was decidedly rough. It was patent to all that this was at one time a good road, but it looks today as if it had been absolutely neglected for some years.

Two cars went out of commission on this section of the road, one being so badly injured that it had to be left at Port Elgin.

From Shediac to Dorchester nature has provided the facilities for good road, but the spots that require attention have been neglected.

At Scoudouc, two more holes were found that are a disgrace to any community. Two cars were mired here and had to be pulled out by ropes, and two other cars with the passengers all out and no one but the drivers in them, were badly damaged in an endeavor to ford these bog holes, and one of the cars had to be abandoned at this point.

One of the residents in whose care the damaged car was left, said that he at different times had reported the condition of the road to the commissioner, but he had got no answer.

Between Dorchester and Sackville the road shows no improvement over former years.

Out of the fifteen cars that started two had to be abandoned and three or four more limped home to be repaired in garages.

### KINGS LIBERALS ARE JUBILANT

Sussex, N.B., June 17--The election campaign is rapidly increasing in interest in this section of Kings County. The reports from every parish are such that the opposition headquarters committee is jubilant.

The action of the government committee in trying to debauch the county by wholesale distribution of liquor has turned hundreds of respectable supporters against the candidates who permitted such an outrage, when a word from them would have made it impossible.

Their attitude today, in view of these facts, in saying they would sign the federation temperance pledge is regarded here as most hypocritical.

Tonight at the Tory meeting both of the government candidates endeavored to set themselves right in the eyes of the temperance people, but those who live in Sussex and Hampton are rather inclined to judge them by the action of their committees in the distribution of liquor than by any words of theirs at this eleventh hour.

Mr. Jones was somewhat excited over the McAuley matter, but he failed to explain how it was possible for McAuley to be away from the provinces from the fall of 1910 to the fall of 1911, in the far west, and yet continue to sell to the government paint, iron, etc., and get paid for it. The people of Kings county will need some explanation of that circumstance either now or in the future, and they will also demand the fullest

(Continued on page 5)

## DISGRACEFUL ACTIONS AT PRINCE WILLIAM MEETING

**Toughs of Government Party Tried to Break up Meeting and Threw Missiles at Opposition Speaker--Attempt at Disturbance did not Prevent Meeting being Successful--Large Meetings also at New Maryland and Millville**

At the Liberal meeting held at Prince William last night a cowardly and disgraceful assault for which the people of the place were in no way responsible, was made upon Mr. W. J. Osborne of this city, one of the speakers, at whom missiles were thrown. Those who are accountable for the assault are said to be men from Stanley and the upper part of the Nashwaak, who had recently been taken to Prince William and given jobs by friends of the local government party on the St. John & Quebec Railway. The organized attempt on the part of this band of toughs to create a disturbance did not prevent the meeting being successful.

Mr. Osborne and Mr. George F. Burden, two members of the opposition ticket in York, were the speakers. Both delivered forceful speeches, dealing with the issues of the campaign and their utterances were heartily applauded. The promises of the Hazen-Flemming government with regard to the highways and public works of the province were dealt with and it was pointed out in what manner they had been broken. With regard to the highways the points made by the speakers were emphasized by the wretched condition of the highways in that section. Mr. A. B. Copp's platform, particularly its planks dealing with aid to agriculture and with the development of national resources, was set forth in detail and was heartily applauded. At the conclusion of the meeting the large audience cheered for the candidates and Mr. Copp. Mr. John Courser was chairman.

(Continued on page four.)

### AT NEW MARYLAND.

Another largely attended meeting was held at New Maryland and was addressed by Messrs. P. J. Hughes and F. M. O'Neill of this city. The chair was taken by Mr. W. H. McKnight and an attentive hearing was given the speakers. The same tendency to condemn the representatives of the government party in this county, which has been observed in other sections, exists in the Parish of New Maryland. Messrs. Hughes and O'Neill devoted attention particularly to the railway policy of the government and the tendency that it had shown to play into the hands of the C.P.R.

### AT MILLVILLE

There was also an enthusiastic meeting in the opposition interests at Millville last night. Messrs. Alex. Little and Walter Limerick, both members of the opposition ticket and Mr. J. D. Phinney delivering excellent speeches. About two hundred people were present and warmly applauded the points made by the various speakers. Mr. W. A. Hay was chairman.

Mr. Little who is proving to be a campaigner who has great weight in the agricultural districts met with a most enthusiastic reception. He devoted his attention principally to the problem of cheap power for the farmer and showed that New Brunswick was as well suited as Switzerland and other European countries for the development of electrical power.

## BERESFORD ON THE NAVY

**Strongly Criticizes Proposal to Reduce Mediterranean Fleet**

**Says that Great Britain must Maintain her Supremacy on the High Seas**

(Canadian Press)

London, June 18--Lord Charles Beresford, in a letter to the press this morning, strongly criticized the policy of reducing the British naval strength in the Mediterranean and argues that the adoption of the program which he submitted three years ago, estimated to cost \$340,000,000, would have provided the present crisis. Lord Charles says:

"The government having apparently determined virtually to abandon the naval defence of the Mediterranean, what the nation must hear and decide quickly, is whether or not it will permit the weakening to the breaking point, of what is the main link of the defence of the empire."

He contends that the general strategic position has now as its objective neither France or Russia but another foreign power, and that alone. He holds that the proposal that England's responsibility in the Mediterranean should be developed upon France is a gross and palpable admission of weakness, adding:

"There are two courses open to the country. One is the maintenance of the naval supremacy of Great Britain; the alternative is to resign our naval supremacy, but give up the keys of the strategic centre of the empire and rely upon the system of alliances which has always proved disastrous and which will prove equally fatal in the future."

"The navy," he goes on to say, "is undermanned twenty thousand short of the number of men required to place it on an effective footing."

## THE STOCK MARKET

(By direct private wires to J. C. Mackintosh & Co., 601 Queen Street, Fredericton, N. B.)

New York, June 18--The market opening was quiet and traders were disinclined to make new commitments in view of the political uncertainties. They talked of raids but whether such tactics would bring out stocks was a point on which there was difference of opinion. Amalgamated Copper was the strongest feature, selling at \$5½, an advance of ½. The rise was partly the result of an advance of 68, 3d. in the price of metal in the London market.

	Open	Noon
Copper, .....	85½	85
Smelters, .....	89½	89½
Brooklyn, .....	88½	88½
C.P.R., .....	264	264½
Lehigh, .....	171½	171
Soo, .....	112½	112
Northern Pacific, .....	119½	119½
Reading, .....	165½	164½
Union Pacific, .....	168½	167½
U.S. Steel, .....	69½	69

### MONTREAL MORNING SALES

Royal Bank--15 @ 229½; 1 @ 229½.
Merchant's Bank--12 @ 191.
Bank of Montreal--6 @ 251.
Power--109 @ 207½.
Iron Com.--175 @ 64½.
Rio--100 @ 139; 100 @ 138½; 25 @ 139½.
Shawinigan--100 @ 135½.
Cement--15 @ 26½; 10 @ 26½.
R. & O.--25 @ 115½; 100 @ 116.
Car Com.--25 @ 80; 29 @ 79½.
Canners--20 @ 67; 60 @ 66½.
Cement, Pfd.--52 @ 88.
Car Com.--5 @ 110.
Steel of Canada--10 @ 105½; 2 @ 106.
Woods--25 @ 135.
San Paulo--10 @ 245.
Spanish River--25 @ 62½; 25 @ 62½.
Textile--8 @ 102.
Ottawa Power--4 @ 156½; 15 @ 157½.
Toronto St.--25 @ 140½.
Pennman's--5 @ 88.
Textile--105 @ 67½.
MacKay--8 @ 67½.
Bell Telephone--5 @ 156; 15 @ 155½.
Steel of Canada--25 @ 31½.
Crown Reserve--250 @ 320.
Pennman's--26 @ 57; 25 @ 57½.
Ogilvy's--21 @ 130.
Soo--30 @ 142½.

## REPUBLICAN CONVENTION

**Rival Factions Gather in Chicago to Select a Standard Bearer**

**Roosevelt Delegates Attempt to Pass an Important Resolution in Regard to Officers**

Chicago, June 18--Warring Taft and Roosevelt forces gathered at the Coliseum today for the opening of the fifteenth Republican National Convention, with battle lines on both sides apparently holding firm and with leaders and delegates predicting that the session would mark an epoch in the annals of American political history.

Rarely have the principals in a national political convention got under greater stress of feeling than that which prevails today.

The atmosphere was electric with bitterness and personal animosity. Thousands of people who were unable to obtain seats at the convention, thronged hotel lobbies and the immediate vicinity with an idea that a sensation of one sort or another, would develop in the big hall at any moment. Many political veterans said it was the worst crush of humanity in their convention experiences.

President Taft's managers concluded their plans for the fight on the floor of the convention on the assumption that the temporary roll as prepared by the National Committee, would show a Taft majority by a small margin. Also they assumed that the temporary roll of the committee would be temporary roll of the convention.

This scheme, fathered by the Illinois convention and ratified at a meeting of the Roosevelt delegates this morning, was embodied in the following resolution, which was addressed to the body of the convention:

"Resolved, That no election of temporary or other officers of this convention or resolution or other proceeding shall be taken as the act of this convention or have any effect unless it shall receive on a roll call (Continued on page five)

## DOES ANYBODY KNOW SERGT. PAT O'NEILL

North Bay, Ont., June 18--The police would like to have some one claim troop Sergeant Pat O'Neill, who is healthy and active and only lacks a reason for being proud. He was found in the full uniform of the Canadian Army Service Corps wandering about the streets, laboring under the impression that he was in Halifax. He was taken charge of by the police and otherwise rational enough. He gives his name as Troop Sergeant Pat O'Neill and his uniform bears sergeant's stripes. He can give no explanation of how he arrived, and the supposition is that he got off one of the transcontinental trains, while he was passing through with a corps while being transferred.

## OFFICIAL HANGMAN MAY GO ON STRIKE

Toronto, June 18--Canada is threatened with a singular strike which, if it eventuates, is likely to have very serious consequences, especially with the County of Lanark. Arthur Ellis, the official hangman, is dissatisfied with the financial status of his unenviable job. The Borden government cut off his annual retainer fee of \$700 and while Ellis looks on this as a grievance, his grievance is against Sheriff Flintoff of Lanark, who engaged Ellis to hang the Kyo-shik, (Indian), on June 6th. Ellis made the trip to Sarnia but Kyo-shik was granted a reprieve until November. The sheriff refused to pay him his \$150 but told him he could consider himself engaged for November. Ellis, who was put to considerable expense, has taken legal advice in the matter of his unpaid claim and he has been informed that he can sue for the amount.

Mr. George H. Clark of Forest City, is at Windsor Hall.