

The Standard



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SAINT JOHN, MONDAY MORNING, MARCH 21, 1910.

PARTIES AND THE VALLEY RAILWAY.

Mr. Flemming's speech on the Valley Railway measure shows clearly the position of the provincial government in respect to the alternative proposition. The plan of Part Three is not intended to set aside the project brought forward by Mr. Hazen a year ago. Operation by the Intercolonial on the forty per cent. basis has not been abandoned. That programme stands as the policy of the provincial administration. If it shall prove impracticable after the provincial government has done all that Mr. Hazen ever undertook to do, the government does not propose that the St. John Valley shall be left without a railway.

There is, perhaps, nothing gained by again producing the evidence to show that the Intercolonial plan was blocked from Ottawa down to last November. The refusal of Sir Wilfrid Laurier to give an answer to the Valley delegation; the insistence that the provincial government should give a detailed description of the kind of a railway the Valley line should be; the establishment by Mr. Pugsley of a standard far higher than that of the Grand Trunk Pacific in this province, or of any other railway east of Montreal; the demand that the provincial government must not only guarantee the line to the extent of \$25,000 per mile, but supply the whole of the rolling stock and other equipment; the refusal of the government at Ottawa to meet the committee of the provincial government appointed for the purpose of discussing standard and conditions—these are some of the matters bearing on this aspect of the question. Let it be remembered that the very conditions named by Mr. Pugsley, endorsed by Sir Wilfrid Laurier, commended by Mr. Carvell, are now declared by supporters of these gentlemen to be prohibitive to the construction of the railway by this plan.

But in November Mr. Pugsley and Mr. Carvell heard that the provincial government might proceed in another way if the first plan should be blocked. Then there was a panic. Party caucuses were called. The very men who had said over and over again that Mr. Hazen's proposition could not be answered now requested Sir Wilfrid to answer it. They had Sir Wilfrid ignore the Valley Company, and the provincial government, and send his official statements privately to machine politicians to be handed out to public meetings as it might best suit their party purposes. In short, the Valley Railway was handed over to the party machine, and Mr. Carvell made some remarks of campaign literature out of it. The whole energy of the manipulators, which had been used to block the first plan, was now devoted to the task of heading off any other that Mr. Hazen might devise.

While all this shifting and turning, these complete reversals of policy have been going on, Mr. Hazen and his colleagues have not varied their policy in the least. The plan of March, 1909, is the plan of March, 1910. Every change that has been made is the work of the authorities at Ottawa. The provincial government could fix a standard for a railway to be operated by a company, but the Dominion alone could fix the standard for a railway to be operated by itself. This standard was defined by Mr. Pugsley last June. In January of this year, Sir Wilfrid Laurier declared it to be final. Mr. Carvell has added the information that this statement of the premier had been submitted and approved by the cabinet council at Ottawa. Mr. Hazen had no intention of playing with this question. He took care to get the letter to Mr. Carvell made an official letter to the company, and then accepted it as full and final authority on the conditions under which alone this plan could be carried out. The conditions in this bill are imposed by Sir Wilfrid Laurier and his colleagues. They are the only conditions on which operation by the Intercolonial can be accomplished. Mr. Flemming declares that the provincial government is still ready to proceed by this plan. The other plan is ready in case the conditions imposed make the first one impossible.

But, as Mr. Flemming points out, the second plan has advantages of its own, and is by no means an unsatisfactory alternative. It provides a road superior in standard to that proposed by Mr. Pugsley three years ago, as suitable for the New Brunswick extension of the Canadian Northern, which is a Transcontinental trunk line. It will cost \$10,000 per mile more than Mr. Pugsley's proposed railway. It will have heavier rails. The same terminal points are given for this end of the road.

This plan contemplates extension to the St. Lawrence at Quebec. Mr. Pugsley proposed to meet the Mackenzie and Mann lines at the New Brunswick frontier. But this road will meet these lines at Quebec. But it will also meet there the Grand Trunk Pacific and the Canadian Pacific, and the original Grand Trunk. Opposition speakers, make much of the value of a connection which will tap the Transcontinental at Grand Falls, and shorten the distance to St. John. But this proposed line would top the Transcontinental at Levis, shortening the distance by about another one hundred and fifty miles. It would not only give the people of the upper St. John Valley a short connection with the Atlantic coast, but would bring them next door to Quebec, and provide the shortest road to the west. By this line Victoria county farmers could deliver their potatoes and other produce at Quebec city, with about the same haul as to St. John.

These and other considerations will go far to compensate for the disappointment in case the original project has been made impossible by the obstacles thrown in its way at Ottawa, through the efforts of politicians to impede the work of the Hazen government.

GRAND LAKE TO FREDERICTON RAILWAY.

It seems likely that the long delayed link between Minto and Fredericton may now be completed. This road has already been paid for out of the provincial treasury and the province has been cheated out of its due. The people have not forgotten that the province once gave a guarantee of \$250,000 for the completion of the railway from Chipman to Gibson. It has not been forgotten that not one dollar of this guarantee was to be endorsed until the railway should be completed, and a coal mining plant installed capable of producing 150,000 tons of coal per annum. There is no need to say that only the portion of the road from Chipman to the mines was ever completed, and that none of the mining plant was brought. Yet every dollar of the guarantee was signed, and principal and interest are now a liability. In addition other large sums were advanced for this railway to accomplish other extensions and improvements that were not accomplished.

The story of the attempt of a royal commission to find out who got this money, has been told by the commission itself, with the confession that \$130,000 of the amount could not be found. But the feature which is most in point just now is the fact that after all these payments and stealings there is no railway from Fredericton to the coal fields. Such a railway is a public necessity, and the provincial government has been taking active steps to atone as well as may be for the crime of previous ministries. The money stolen from the treasury may never be recovered, but the work which this money was intended to buy may be accomplished. The Canadian Pacific Railway Company has been induced to test the Grand Lake coal. The Attorney General and the members for Queens strongly pressed the company to give the coal a good trial. It is understood that the first report was adverse. Train men who used the coal were accustomed to fuel of another kind and did not get full satisfaction out of them that on the Central Railway and the Intercolonial it was satisfactory when its nature was understood. The Canadian Pacific Company was asked to continue the trial by inquiry and observation on railways where it is used. The result of further investigation is said to be that the company is ready to purchase 100,000 tons a year of Grand Lake coal when it can be supplied at a convenient point at a reasonable cost.

Out of this situation has come the project of the early extension of the Central Railway to the bank of the St. John opposite Fredericton. One result of this should be the more rapid development of the coal mines of the Grand Lake fields, though progress there has been much greater in the last two years than in any previous period. Another effect should be the development of the country through which this railway passes. A third possibility may not be so satisfactory. With the railway from the Norton to Minto or Chipman, owned and operated by the province, and the portion thence to Gibson under other ownership, the government line might lose a share of the traffic of the Grand Lake country, which would then have two outlets instead of one. The railway from the Norton to Minto or Chipman, owned and operated by the province and points in Kings and neighboring counties. But the two sections of this line naturally belong together, unless the part from Chipman to Norton should be used by the Grand Trunk Pacific to give access to St. John. In that case the road itself would need to be reconstructed with new bridges, easier grades and different curves.

THE TARIFF PERIL AND THE CAUSE OF IT.

Probably there is not another town or district in Canada that will be struck harder by the imposition of the maximum United States tariff than Chatham and the Miramichi country. The Standard's correspondent in Chatham states that the two pulp mills will be closed down if this surtax comes into operation, and that the fish trade will be seriously, but less disastrously, affected. It is mentioned that the policy of forbidding the export of crown land pulpwood may close action between the two, and the pulpwood policy is not likely to be adopted in time to affect this year's operations.

The seriousness of the tariff situation must be admitted. It is evident that the imposition of the maximum tariff on one side and the surtax on the other will almost destroy the trade between the two countries in such goods now dutiable as may be bought and sold elsewhere. Many producers and shippers, and many importers on each side of the line must suffer severely. Some industries will be closed down. Others will reduce their output, and many will be worked at less profit. Commerce between the two countries will be reduced, to the great loss of shipping and railway interests. In the aggregate the United States will lose two or three times as much as Canada, because of ordinary dutiable goods. Canada gives that country a market at least three times that which the United States gives Canada. But the Canadian loss will be distributed among fewer people, and may thus be found equally severe upon those who have to bear it.

Mr. Fielding will have heard from many of the interests which will be most affected. By this time he will understand the situation well enough not to welcome the crisis with a light heart. But he has the assurance from political opponents, as well as government supporters, that he is not expected or invited to surrender. This, that he is not coerced into the abrogation of a treaty, or the extension of the benefits of that treaty gratuitously to the country proposing to penalize her. The Dominion could not maintain any sort of tariff or commercial system on such terms.

Yet it is a pity that this situation has arisen over so useless a treaty as our convention with France. The French treaty covers only a few articles that we can export to Europe. It gives Canada small concessions even in these things. The first treaty offered some chance in the cattle trade, but this was rejected by the French senate and the amended treaty cut it out. As the treaty now stands it is quite certain that the government would not have given so much to any other foreign country to get so little. But there was a sentimental desire to have these closer trade relations with the mother country of so many Canadians. We remember his return. We also have not forgotten the picturesque expense account which he presented, or rather the high bill without the account. On account of the most favored nation treaties, Canada was obliged to extend to a score or so of other countries, the concessions given to France. These countries gave us no return. It will be remembered that when Mr. Fielding and Mr. Brodeur went to France, they did not know how many countries would get these terms. They gave the French negotiators wrong information, and this was the reason that the senate gave for rejecting the treaty. It was altogether an ill-considered transaction. Mr. Brodeur came home boasting that this was the first time Canadian delegates had negotiated a treaty all alone. As a matter of fact an Imperial plenipotentiary was with Mr. Brodeur and Mr. Fielding, as in previous cases, and as in previous cases he allowed the Canadians to do the business. They made a remarkably bad job of it.

Out of it has grown this new trouble. Having allowed the government to get the country into the affair, the people of Canada must see the government through a transaction out of which we get nothing except the tariff difficulty with the United States. If there were no American maximum tariff, and no peremptory order from Washington, it would be perfectly good business to give notice of the abrogation of the treaty with France.

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THE SURGEON'S HAND

"He maketh the blind to see."
Beneath his wrist there stirs a sun-god's thought,
A strong magnetic current swiftly flows
Through palm and finger-tip, and power bestows
On tiny blade of steel with promise fraught.
Up toward the eye the charged blade is brought,
Mable, moonlit, the arched cornea shows.
The iris, lying lakelike in repose,
And the deep pupil where the soul is caught.
"Let there be light," he says—"Let there be light,"
And solemn as the sign of cross, the hand
Performs the miracle. At that command
The pulsing thought leaps toward the blind man's sight.
Symbolic, like a dove's flight to its nest,
The haloed hand drops down and is at rest.
—Mary Murdoch Mason.



"If ye'd have it done well, do it yourself, is well enough as far as it goes—but how about a woman buttoning herself up 'th' back?"

Comforting.
A lady went as temporary matron to a hospital in the south of Ireland. Before she left the oldest patient in the male ward felt it incumbent upon himself to give her a speech. It began as follows:
"Miss X, ma'am, there are many good women in the world, but there are exceptions to every rule, and you're the exception ma'am."

Of Course.
"I don't know what is the matter with me doctor," said the parson. "I can't lie on either side."
"Of course not," replied the pill dispenser. "Only a lawyer can do that."

At The Ball.
Rival—What a color Miss Smythe has tonight! I wonder if she painted? Adorer (one of the admiring circles)—Well she certainly draws well.

There Now.
"Yes," said a traveling man. "I was once out of sight of land, on the Atlantic ocean 21 days."
A little bald headed man knocked the ashes from his cigar.
"I started across the Kaw river at Topeka in a skiff once," he said, "and I was out of sight of land before I reached the other side."
"Aw come off," said the man who had told the first tale. "The Kaw river isn't more than 300 feet wide at Topeka."
"I didn't say it was," said the little bald headed man, quietly. "The skiff turned over and I sank twice."

In The Garden.
The Tiger Lily—Huh, you're not white—you're painted.
The Easter Lily—Look here, if I wasn't so peaceable I'd knock the spots off you, you freckled thing!

What Else.
The garrulous old lady in the stern of the boat had pestered the guide with her comments and questions, ever since they had started.
"Oh, guide, guide," she exclaimed, "what makes that funny streak in the water? No, there—right over there!"
The guide looked up from his bathing with a sigh.
"That? Oh, that's where the road went across the ice last winter."

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which he was to enter Monday to serve a six-year sentence for bribery, former Councilman John F. Klein, is reported to have made a complete confession of the bribery conspiracy of 1908, in which he implicated sixty or more present or former councilmen. The confession is said to have been brought about by the failure of Klein's friends, who he is alleged to have protected by his reticence, to come to the rescue of his family whom he would leave penniless in entering prison.

Killed at Hamilton.
Hamilton, March 19.—J. Drangella of Toronto was killed yesterday afternoon by the Canadian Pacific express while walking on the tracks near Port Credit. He stepped out of the way of a train on one track directly in front of a flyer and was terribly mangled. Drangella was a Russian by birth and a tailor by occupation, and leaves a family.

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CONVICTED COUNCILMAN MAKES CLEAN BREAST

Pittsburg, Pa., March 19.—Almost on the very threshold of the state prison,