

WESTERN WORLD COUNTY'S CAMPAIGNERS WOULD PROVIDE TECHNICAL EDUCATION FOR MARITIME PROVINCES, SAYS DR. W. A. ANDREWS

Rev. (Dr.) W. W. Andrews, professor of chemistry at Mount Allison University, addressed the Canadian Club last evening on the Economic Value of a Good Citizen.

Mr. Andrews, in expressing the thanks of the club to the lecturer, said that Professor Andrews' address appealed to all who had to eat their daily bread and to deal with social conditions.

No lecture given before the club since its inauguration has contained more direct benefit to the members. Dr. Andrews said in part: The Economic Value of a Good Citizen.

Man is a social animal. He moves in flocks. He obeys the law of herd. The gregarious habit is demanded by many necessities of his nature.

These qualities which are the highest and most important in human character, are developed by association with others. Civilization progresses through division of labor, and thus the highest good comes to all.

assets on which the business firms can count.

Forming Lives. No hermit can amass a fortune. A millionaire is only possible when it is possible for one man to form a million lives.

Honest men perform a great public service, and when, through disability they are in need in their last days, a pension is not a charity, but a reward for such public service.

The Drink Habit. What effect has intemperance upon the economic value of a citizen? Scientific laboratories in Germany and the United States are giving a scientific answer.

The moderate use of alcohol reduces muscular power, the rate of doing work, the rate of improvement in things being learned, and the dose repeated, day after day, has cumulative evil effect which is the greater the more complex the activities involved.

Every nation is a partnership in which men are willing to receive the benefits and in which they should be willing to acknowledge the corresponding obligations. Both the burdens and the benefits of the social relations are necessary to make him a normal specimen of his race.

Economic Loss Through Corruption. The campaign funds in the buying of voters through the purchase of a sense of responsibility on the part of the average citizen. When politicians are guilty of defrauding the honest and incorruptible voter of his due influence in our electoral contests.

In this regard, is created, can many reforms of great promise be made to the community, be inaugurated.

The lecturer spoke of Glasgow city as an illustration of a city receiving economic benefit from reforms made possible by the high moral standards of its average citizens.

Dangerous Classes. As we partake of our Anglo-Saxon civilization, each man receives greater benefits from his race than he can do for himself and with that he can repay. Service for the public good is not only benevolent; it is simply justice.

Double Tax on Bachelors. We make the bachelors pay school taxes. They grumble about it, while the fact is that they should pay double. How can they avoid it in view of the fact that they are not married?

Mr. Potts, addressing the citizens in brief, said: Ladies and Gentlemen:—The time is close at hand when you will be once more called upon to cast your ballot for the election of seventeen aldermen to carry on the affairs of your city for the coming year.

Mr. Potts, continuing, said he had personal knowledge of methods of some of those who are and he knew that the logs were not delayed there two years ago. He did not know about last year.

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C.P.R. OFFICIAL SATISFIED WITH YEAR'S WORK

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ELECTION CARDS TO THE ELECTORS OF THE CITY OF SAINT JOHN

Ladies and Gentlemen:—I will be a candidate at the coming election for Alderman-at-Large. My object in this card is to inform you of my name and to state that it will be possible to live in St. John with my family reduced, not to exceed \$150 on the job.

I would respectfully ask the support of every wage earner who has the support of his home at heart. For reasons no business man can afford any longer to ignore. How many of you have started business here on every hundred and a \$300 mortgage on every \$1000 worth of real estate they owned, which they did not put on and were powerless to evade?

We have a harbor giving a revenue of \$500,000 a year. We propose to sell it, for three millions. If this money is frittered away, or recklessly squandered, we will have no harbor, no revenue, and taxes must jump up again.

Are the interests involved not sufficient to suit the citizens of this city? My motives are solely the interests of my native city.

Respectfully yours, F. L. POTTS.

TO THE ELECTORS OF THE CITY OF SAINT JOHN.

Ladies and Gentlemen:—At the solicitation of a large number of ratepayers, I am a candidate for the office of Alderman-at-Large. If elected, I will, to the best of my ability, serve the interests of the city.

Yours, A. O. H. WILSON.

TO THE ELECTORS OF THE CITY OF SAINT JOHN.

Ladies and Gentlemen:—At the solicitation of a large number of ratepayers, I will again be a candidate for Alderman-at-Large. If elected, I will, to the best of my ability, serve the interests of the city.

Respectfully yours, H. L. MCGOWAN.

TO THE ELECTORS OF THE CITY OF SAINT JOHN.

At the election on Tuesday next, April 17th, I will again be a candidate for Alderman-at-Large. I will, to the best of my ability, serve the interests of the city.

Yours truly, JAMES SCRODIE.

TO THE ELECTORS OF THE CITY OF SAINT JOHN.

To the Electors:—Being a candidate for Alderman for Queens Ward, at the coming election, I take the liberty of soliciting your support. My object in this card is to inform you of my name and to state that it will be possible to live in St. John with my family reduced, not to exceed \$150 on the job.

Yours very truly, JOHN H. BURLEY.

TO THE ELECTORS OF THE CITY OF SAINT JOHN.

Ladies and Gentlemen:—In accepting your endorsement, I am a candidate for the office of Alderman-at-Large. I will, to the best of my ability, serve the interests of the city.

Yours faithfully, J. W. MONTGOMERY.

TO THE ELECTORS OF THE CITY OF SAINT JOHN.

Ladies and Gentlemen:—An election will be held on the 17th inst. for the office of Alderman to represent Victoria Ward. I am a candidate for the office of Alderman-at-Large. My object in this card is to inform you of my name and to state that it will be possible to live in St. John with my family reduced, not to exceed \$150 on the job.

Yours faithfully, GEO. A. KNOX.

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Ladies and Gentlemen:—I will be a candidate for Alderman to represent Victoria Ward. My object in this card is to inform you of my name and to state that it will be possible to live in St. John with my family reduced, not to exceed \$150 on the job.

Yours faithfully, ROBERT R. PATCHELL.

TO THE ELECTORS OF THE CITY OF SAINT JOHN.

Ladies and Gentlemen:—At the solicitation of a large number of ratepayers, I am a candidate for the office of Alderman-at-Large. I will, to the best of my ability, serve the interests of the city.

Yours faithfully, JAMES V. RUSSELL.

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Yours faithfully, FRANK L. KENNEY.

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Ladies and Gentlemen:—At the solicitation of a large number of ratepayers, I am a candidate for the office of Alderman-at-Large. I will, to the best of my ability, serve the interests of the city.

Yours faithfully, J. FRED BELVEA.

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CURIOUS FOOD TAKEN BY INSA

Special to The Standard. Mrs. J. W. Shelburne, Ont., April 15. (Special to The Standard.) Mrs. J. W. Shelburne, Ont., April 15. (Special to The Standard.) Mrs. J. W. Shelburne, Ont., April 15. (Special to The Standard.)

The three constables who arrested, found Mrs. Shelburne in a semi nude condition. It was with difficulty that she was fully dressed. The medical several attempts to be brought to Shelburne.

AT THE HOT Royal. J. A. Randle, Newcastle, N.S., April 15. (Special to The Standard.) Mrs. J. W. Shelburne, Ont., April 15. (Special to The Standard.)

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QUESTIONS AND ANSWERS REGARDING THE CENTRAL RAILWAY COMMISSION'S REPORT

Frederick, N. B., April 16.—In answer to Hon. H. A. McKewen this afternoon, Premier Hazen replied to inquiries regarding the report of the Central Railway Commission of inquiry.

The questions and answers follow: What are the items making up a total of \$316,626.33 given as the cost of the 15 mile section on page 67 of the printed report of the commission appointed to inquire into the affairs of the Central Railway Company?

Answer:—The items making up the total of \$316,626.33 given as the cost of the 15 mile section and branches appear in a statement made by Mr. Evans engineer of the company, and which was put in evidence at the investigation a detailed list of items was also given.

Q.—What are the items of expenditure making a total of \$77,511.81 mentioned on page 74 of the report? What portion of said amount was expended on the Central Railway? What portion on the branches? What work made up the amount of \$28,325.30 mentioned on page 74 of said report? What are the details of the total amount of \$92,000 mentioned on page 74 of the report and referred to in the second question, the latter item is included in the amount of \$28,325.30 mentioned on page 75 of the commissioners' report.

Not Read Evidence. The Government has not read the evidence which is very voluminous, but it is informed that the evidence does not show any expenditure in relation to the said amount of \$40,522.16 by the N. B. Coal & Railway Co. on Central Railway to August 1, 1903, but that it does purport to show a further expenditure prior to August 1, 1903, of about \$50,000 upon the Central Railway by Messrs. Evans & Elkin under an alleged oral arrangement, said to have accompanied the written contract of sale with the N. B. Coal & Railway Company which amount of \$50,000 was refunded, it was contended, in the payment of \$4,600.00 mentioned on page 74 of the report.

Q.—Is the amount of \$19,700 mentioned on page 80 of said report paid for rolling stock included in statement C. in said report? If so in what item is it included?

A.—The Government is informed that the \$19,700.00 mentioned in said question was paid for rolling stock and is included in statement C. of said report in the item \$316,626.33 on page 74.

Q.—Is the government aware that evidence taken before said commission shows that the founders' shares of the company were \$43,000 instead of \$430,000 as alleged on page 63 of said report? If so does the Government propose to return said shares to the commissioners for correction, or what does the Government intend to do in regard to it?

Notice of Meeting. After an absence of a few weeks Mr. J. O. Miller has returned to the N. B. Coal & Railway Co. office, on 35 Charles street, Sunday evening at 7 p. m. Subject: "Departing and being with Christ." Phil. 1:23. The public are invited.

Salmon fishing rights of Tobique are exceedingly valuable, but to erect a pulp mill on the river and pour its sulphurous acids into the stream, would drive them away from their

B. Coal and Railway Company and to Mr. Barnhill who appeared for the Messrs. McAvity and King commissioners and the Hon. Mr. Pugsley who presented several days present reports to the Government. Mr. Pugsley feels that it should not go to the expense of furnishing the details without the order of the House.

Shown on Page 77. Question.—Does the \$40,522.16 shown on page 77 of the said report form part of the expenditure given in statement C of said report? If so in what item is it included? In addition to said amount does or does not the evidence show a further expenditure by the N. B. Coal and Railway Co. on Central Railway to August 1, 1903? If so, is the same included in statement C and in what item?

Answer.—The amount of \$40,522.16 shown on page 77 of the report of the commission consists of two items, one being \$31,991.58 expenditures alleged to have been made by the N. B. Coal & Railway Company on capital expenditure by the company for working expenses.

The former amount the Government is informed is included in item C of \$77,611.82 mentioned on page 74 of the report and referred to in the second question, the latter item is included in the amount of \$28,325.30 mentioned on page 75 of the commissioners' report.

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A.—The government is aware that the evidence shows that the founders' shares of the capital stock of the company which was given to Mr. C. N. Skinner in 1890 and \$500,000 instead of \$430,000 as mentioned on page 67 of the said report.

The chairman of the commission informs the government that the figures \$430,000 and \$500,000 mentioned on page 63 of the report are typographical errors and should be \$43,000 and \$50,000 respectively. The government does not think it necessary to return the report to the commission for correction of these errors as on page 5, 10 and 61 of the report, the facts and figures are so clearly and correctly stated that any intelligent reader of the report must see what the figures should be. Typographical errors in no way effect the balance of money accounted for, nor the proportion of money allotted to Mr. C. N. Skinner in "Founder's Shares."

F. R. Taylor represented the New Brunswick Railway Company, Alex. C. P. Taylor represented the Manufacturing Company, and Lord Strathcona, who owned extensive riparian rights on the Tobique, and the members of the company were American citizens, being Cutler and Company and their subsidiary companies. With the simple exception of J. E. Stewart, of Andover, every other operator on the Tobique was opposed to the bill. The erection of the dam and booms would necessarily very seriously interfere with lumbering operations on the Tobique. He stated that the works of the Van Buren Lumber Company, which the Legislature had seriously objected to, this company was asking the same thing as regards the Tobique as the Van Buren Company has in its territory. All logs come out of the lakes and streams of the Tobique at the same time, and this company would have to hold up all logs for ten days or while the mills at the Tobique was a navigable river and the rights of navigation must be protected, but the erection of a dam at the Narrows would absolutely stop navigation. Rainy season, the river would be stopped, because rafts would be broken up in going over the dam and thus the lumbering industry would be very seriously hampered. Promoters of the bill admitted there was no natural water power at the site of the proposed works and they expected to bring electrical power from Aroostook Falls. They only locate the mills at some other place along the river, where good logging ground could be found. The promoters of the bill claimed that they would use any manufacture of logs and trees now left in the woods and now going to waste, when as a matter of fact and sworn testimony of practical lumbermen it was not feasible or profitable to drive such small tree tops any considerable distance.

Fishing Rights Valuable. Salmon fishing rights of Tobique are exceedingly valuable, but to erect a pulp mill on the river and pour its sulphurous acids into the stream, would drive them away from their

natural spawning grounds. No provision was made for compensating the owners of fishing privileges which would be wiped out by the proposed Log Driving Company. The company also asked the right to put piers, booms and dams in the St. John River above and below the Tobique and he thought the Legislature would hesitate before giving any company such rights. The proposition should be well defined and the plans laid out before the committee so that all might see just what the company proposed to do.

Dam an Injury. Henry Hilyard said his company had been operating on the Tobique for many years. A few years ago the Legislature granted the right to a company to build a dam at Plaster Rock. Experience had proven that dam had been a great injury to the lumbering industry of the river. His logs were held up and he had found piers manufactured in a Plaster Rock mill. He had always regretted that he and other Tobique operators did not oppose the erection of the dam at Plaster Rock. It cost more now to drive logs down the Tobique river than it costs to drive them on the St. John river from Grand Falls to St. John.

Mr. Gregory objected to the section of the bill giving the company rights to erect piers and booms on the St. John River. The Shives Lumber Company was behind the project. He was informed by the St. John manager of the Shives Lumber Company that the real reason they wanted piers and booms in the St. John river was to take their logs from Green river and hold them for the proposed pulp mill. By so doing they would hold every log coming down the St. John river. There was not a single provision in the bill that the company intended to build a pulp and paper mill and if they did he said he would be in arms at the pollution of the water. The difficulties of log driving on the St. John are becoming more and more expensive every year, and if the Legislature permitted artificial obstructions to be placed in the river mill owners will be driven off the river and his company will be compelled to supply the Province of Quebec where their lumber limits are.

More Opposition. Thos. F. Allen opposed the bill on behalf of the Tobique Salmon Club. He stated that the Narrows would prevent salmon going up, fishway or no fishway, and the pollution of the water by the pulp mill would absolutely destroy the fish. That was the experience of the Merimac, Penobscot and other rivers of the New England states, where salmon fishing had been completely killed off by dams and pulp mills. All the fish taken by the Tobique Salmon Club any year were only a trifle compared with what are taken on the St. John river and harbor and the whole industry would be killed absolutely by the proposed dam and mills at the Tobique Narrows.

L. E. Bliss on behalf of St. John River Log Driving Co. said his company had vested rights of 65 years, and represented a large investment of capital and paid out annually over two hundred thousand dollars in wages.

Would Mean Great Cost. Mr. Tweeddale the promoter of this bill, had made an eloquent plea to destroy these vested rights. On account of obstructions placed in the river at Vanburen it was now very difficult to get logs down the river in one summer. Further obstructions would increase the difficulty and there was greater damage from logs being held below Grand Falls in winter. These were sure to go out in the next year if they did not go out to sea could only be caught at great expense. Last year it cost \$6.50 per thousand for all logs gathered in drift drives.

Mr. Powell here remarked that he would withdraw the section asking for instructions to be placed in the St. John river.

Mr. Bliss said that did not remove all their objection.

John Kilburn said that it had not been for the St. John Lumber Company at Vanburen holding up lumber for six

TOBIQUE BILL MEETS WITH OPPOSITION

Continued from page 1. filed for inspection, and therefore it was impossible to tell what the company proposed to do. Interests opposed to the bill were the lumber operators on the Tobique, owners of riparian rights on the stream and salmon fishing interests. Today the Tobique River was the only salmon spawning stream for the St. John River and Bay of Fundy