

# The Standard

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ST. JOHN, N. B., MONDAY, SEPTEMBER 18, 1911.

## MR. CARVELL'S SLANDERS ANSWERED.

Mr. F. B. Carvell, in a speech at Andover the other evening, is charged with the statement that at the contract between Mr. A. R. Gould and the Government of New Brunswick for the construction of the St. John Valley Railway he held out a demand for the payment of a certain amount of graft before the contract is signed. Mr. Carvell is one of those persons who will make any statement, no matter how false it may be, that he thinks will benefit him politically. The lesson he learned in the County of York last March, when he went from one end of the county to the other, making false statements concerning the attitude of the Hazen Government on the Valley Railway question, seems to have been lost upon him and he is now pursuing the same policy of vilification and slander that brought about the defeat of Mr. Burden by over a thousand majority.

Addressing a meeting at Centreville, Carleton county, on Saturday night, Premier Hazen took occasion to call attention to the untruthful and slanderous statement of Mr. Carvell at Andover. Mr. Hazen in his speech detailed the history of the Valley Railway project which for years has been the football of many politicians, particularly Mr. Pugsley. He told how in 1909 a delegation representing all sections of the upper St. John and also Queen's, Sunbury and King's counties had come to Fredericton and submitted their case to the Legislature. This delegation was told that the Government of New Brunswick was prepared to guarantee the bonds of a company constructing the St. John Valley Railway to the extent of \$5,000 per mile. Mr. Hazen himself suggested that the delegation should proceed immediately to Ottawa and obtain a Federal guarantee that the railroad would be operated as a part of the Intercolonial, the Government of Canada paying the company constructing the road 40 per cent. of the gross income to aid in the payment of interest on the guaranteed bonds. This was the first practical step ever made to secure the construction of the St. John Valley Railway, and it was made by the Hazen Government. Mr. Pugsley as usual was profuse in promises but slow in performance. He had no wish that the Hazen Government should have any credit for the construction of the railroad. No answer of an official character was received by the Government of New Brunswick regarding the proposal made by the delegation prior to the prorogation of the session of 1909. But so anxious was Mr. Hazen to secure the construction of the railway that he wrote Mr. Pugsley proposing a conference between the two governments during the recess. Mr. Pugsley following out his policy of delay prevented any such conference being held and took no action whatever concerning the railway until shortly before the opening of the session of 1910, when he wrote a letter containing a specification for the construction of the road which would be acceptable to the Dominion Government and which he knew was impossible under the aid proposed by the New Brunswick Government and the Dominion subsidy of \$6,400 a mile.

Recognizing that the tactics of Mr. Pugsley were intended to defeat the construction of the Valley Railway, the Provincial Government in 1910 passed an act through the House of Assembly consisting of three parts. Part 1 provided for the survey along the route of the proposed railway, or rather of the various routes by which it could be built. Part 2 provided for the construction of a railway way under the specification laid down by Mr. Pugsley and endorsed by Sir Wilfrid Laurier, which would be operated as a part of the Intercolonial, the Government of Canada to pay 40 per cent. of the gross revenue to the Local Government to assist in the payment of interest on the bonds guaranteed by the Province of New Brunswick. Part 3 provided for the construction of a railway by an independent company on the standard of the Intercolonial. The latter part of the Act was added because it was evident that Mr. Pugsley sought to defeat the project by imposing impossible conditions. Mr. Hazen was determined that a railroad should be built to open up the St. John Valley and give the farmers and towns along the route better facilities to market their produce, notwithstanding the opposition of Mr. Pugsley, assisted by Mr. Carvell.

Last summer the Government of New Brunswick informed the Government at Ottawa that they were prepared to enter into a contract with a company for the construction of the railroad under Part 3 of the Provincial Act and asked that the company be given the Dominion subsidy of \$6,400 a mile. This was refused, coupled with a demand to add a railroad line to the St. John Valley that would be operated as a part of the Intercolonial system. Acting Premier Flemming on receipt of this communication from Mr. Pugsley proposed a conference on the subject, which conference was held, and as a result the specification which Mr. Pugsley said could not be departed from was greatly modified in many of its provisions.

Mr. Gould, representing strong financial interests, then undertook to raise the capital necessary to carry out the project. On Sept. 8th he wrote a letter to Premier Hazen and another to Mr. Pugsley, in which he stated that he had obtained the capital necessary for the work. This letter Mr. Pugsley promptly published, apparently with the idea that it would place him in a better position before the voters and be detrimental to the Government of New Brunswick.

Mr. Hazen, in his speech explained that the letter, although dated September 8th, had only reached him on Sept. 16th. The great importance of the transaction to the Province required that Mr. Gould's statements should be carefully examined in order to demonstrate beyond any reasonable doubt that he was in a position to carry out his promises and finance the construction of this important railway. Mr. Hazen added that he had talked with Mr. Gould since receiving his letter and was convinced that that gentleman had completed arrangements as stated. If this proved to be the case the Government of New Brunswick would not hesitate to act, although he felt that the Government at Ottawa had dealt most unfairly with the people of New Brunswick in imposing this great financial burden on them. Sir Wilfrid Laurier had guaranteed the bonds of Mackenzie & Mann for the construction of a railroad from Montreal west to the extent of \$35,000,000, and had also voted a sum of over \$2,000,000 for railroads in the Province of Nova Scotia.

Mr. A. R. Gould who was also present at the meeting at Centreville, endorsed all that Premier Hazen had said concerning his connection with the St. John Valley Railway and gave the people of Carleton County to understand that his financial arrangements were of such a character that they ensure a railroad not only from Grand

Falls to St. John, but another railroad across the State of Maine to connect with the Quebec Bridge, which would give the shortest route possible from Quebec to St. John. Not only did Mr. Gould give the people of Centreville this assurance, but he added that matters were in such a forward state that construction could commence ten days after the signing of the contract.

Both Mr. Pugsley and Mr. Carvell have played the game of politics for two years seeking to prevent the construction of the railroad by the Hazen Government. Had they met the delegation of 1909 favorably the Valley Railway would have been well on to completion by this time. That it is still under discussion is due to the desire of Messrs. Pugsley and Carvell to have a hand in its building which they would not have otherwise. The people of the St. John Valley will get a railroad. The announcement made by Mr. Hazen on that point is definite; and they will get it because the Hazen Government was always sincere in the desire for its construction and willing to grant the necessary provincial aid therefor.

## THE DESPERATION OF THE LIBERALS.

The Liberals in St. John are in desperate straits. In the early days of the campaign they were so sure of success that they made no attempt to ascertain the opinions of the electors on the Reciprocity question. They openly asserted that this issue was of no consequence and that the election here would be decided in favor of the Minister of Public Works because of what he had done for the constituency in the past three years. As the campaign advanced they became aware that the popular opinion was that the beneficiaries of Mr. Pugsley towards the constituency were much less than his financial benefits to his friends through dredging and other contracts. In short graft came first, the city being only a means to an end. They had built upon Mr. Pugsley's promises. They had seen two millions in cash melt away with very little to show for it. One wharf and a hole for another form a very small part of the elaborate programme which Mr. Pugsley laid down and promised to carry out in 1908.

When the ward committees were called together, many familiar faces were absent, and when these men were "seen" they refused to take any active part in the campaign, and some of them declined to even cast a vote for the Minister of Public Works. They told the missionaries that it was only when an election campaign was on that Mr. Pugsley had any use for the majority of the Liberal electors and that at other times he was more greatly concerned with the apportionment of contracts and patronage to enrich a few friends, than he was in the general welfare of either the Liberal party or the constituency. The proceedings of the nominating convention where Mr. Lowell was chosen as the colleague of the Minister, furnished evidence of a decided lack of harmony within the party. The selection of Mr. Lowell was a direct insult to Mr. Lantaulum and his friends, an insult, which thought partly condoned by Mr. Lantaulum himself, is resented by a very considerable number of Liberals who have these have withdrawn from their party allegiance and are openly working against Mr. Pugsley and Mr. Lowell. If the popularity of the Minister of Public Works is so great and his influence in the city of St. John as marked as some of his admirers claim it is, it is a most remarkable thing that several well known gentlemen absolutely declined to run on the ticket with him, leaving the contest for that somewhat doubtful honor between Mr. Lantaulum and Mr. Lowell. The choice of Mr. Pugsley was undoubtedly favorable to Mr. Lowell as he decided to run for the city of St. John. Had it been otherwise he would have remained in the county.

By this time Mr. Pugsley is probably convinced that he made a serious mistake and possibly this is the reason why it is announced that there will be a number of personally conducted excursions and automobile rides from St. John into other constituencies on election day. It is expected that these excursions and automobile rides from by Conservatives. At least these are the only persons who have been approached so far by the organizers of the excursions. Only men who have not voted before leaving town are invited to attend and as it is the intention of the conductors of these election day side shows not to return until the polls are closed, gentlemen joining them will have no opportunity to vote. Various considerations have been offered to different people to secure their absence from the city during polling hours on Thursday. This method is quite new in these parts and its novelty was expected to attract a large attendance. The results, however, are likely to prove disappointing, as the invitations were sent out too soon.

Another of the novelties of the present contest is the appointment of a partisan returning officer instead of the High Sheriff of the county. This is the first time that the election machinery of St. John city and county has been placed in the hands of a partisan of the government. It is a power that no government should be permitted to exercise. The Returning Officer has the appointment of all his deputies, the selection of polling booths, and if he is so disposed, can use this power to the advantage of his party. The electors of St. John would have greater confidence in Mr. Pugsley's desire to secure fair play for all parties in the election if he had chosen Sheriff DeForest for the Returning Officer.

The desperation of the Liberals in the present campaign is exhibited not only in their desire to remove Conservative voters or those suspected of Conservative leanings, out of the constituency on election day, for a consideration, but also in their taking possession of the election machinery of the constituency. Such methods prove the necessity for every Conservative worker at the polls being constantly on the alert and fully posted as to their duties and privileges as representatives. It is beyond question that money will be freely dispensed in the Liberal interest on election day.

There is already evidence that the "resources of civilization" are being used very freely in many parts of the city and county and no effort should be spared to prevent the debauching of the people in this contest, and no means neglected to secure the right of every citizen to exercise his franchise fully and fearlessly.

In a fair contest the election of Messrs. Powell and Daniel is assured. Every Conservative representative should make it his duty to see that the law is fully and fairly carried out and that every man who is entitled to vote shall have the privilege of depositing his ballot besides taking pains to see that every impersonator is promptly ejected from the polling booths. Eternal vigilance is the price of liberty.

Laurier's friend Hearst, the "yellow peril" of the United States journalism, is again circulating another special edition of his miserable rag, the Boston American, in Canada, telling the Canadian people to vote for Laurier and Reciprocity, Canadians generally will show their resentment by voting against the Laurier candidates in every constituency.

(Vancouver News-Advertiser.)

"This (reciprocity) is a matter on which we shall have no more pilgrimages to Washington, and this is simply the message I have to convey to your guests tonight." So spoke Sir Wilfrid at a banquet of the Canadian Club at Ottawa on the significant date of April 1, 1907. The Premier is by this time sorry that his April fool message was not true and final.

(Toronto World.)

The ablest men of the Liberal party have declared that the price is too high. It may be desirable to have a motor-car, but only an idiot will mortgage his house and his future prospects to buy one. The mortgage will have to be met.

## FINE MEETING IN ST. MARTIN'S

Large Audience Heard J. B. M. Baxter Discuss Reciprocity Question on Saturday Evening—An Excellent Address.

There was a splendid rally at St. Martin's on Saturday night, the hall being filled despite the heavy storm. J. B. M. Baxter occupied the chair and J. B. M. Baxter addressed the meeting, his colleague, J. D. O'Connell, having been unavoidably prevented from being present.

Mr. Baxter spoke of the comment made by the government organs on the meeting which he had addressed at Fairfield and emphasized the fact that in the matter of road making as in all other respects the local government was making good and keeping their promise.

In this respect Mr. Hazen was in marked contrast to Dr. Pugsley. When the opposition press asked the latter gentleman how the grain of the Canadian west could go to the east through Canadian ports and south by United States railways to United States ports at the same time, Dr. Pugsley replied in effect: "Behold I am going to build a wharf!"

When the opponents of reciprocity suggested that President Taft and leading United States politicians hoped that reciprocity would lead toward annexation, Dr. Pugsley said: "Am I not building up a drill shed?"

When asked how the farmer could get more for his produce while the consumer paid less for it, Dr. Pugsley's answer invariably was: "Look at my plans for harbor improvements." No reasoned argument had yet been made in favor of reciprocity.

The speaker traced the history of the making and abrogation of the treaty of 1854 and the inauguration of the National Policy, Canada for the Canadians was just as good a motto in 1911 as it was in 1878.

Dr. Pugsley had stated that in a few years Canada would raise 500,000,000 bushels of wheat, while the British markets only took about 160,000,000 bushels of wheat. The surplus wheat, as the United States produced at present enough wheat to supply its own requirements and was surplus to the requirements of the United States, it followed that in future that country must consume two barrels of flour per head when it only used one barrel now, otherwise Canadian wheat passing into United States channels would be exported from that country by its own ports instead of ours.

Why not do our own exporting, said the speaker as the audience applauded.

The disadvantage to the farmer under reciprocity of the earlier production of vegetables by the farmers of the United States was touched upon and it was shown that the high prices of the early market would all go to the farmers across the line. Anything which lessened the number of persons employed in our transportation service strikes a blow at the City of Saint John and deprives the farmer of this province of a portion of his home market which was right at his door and of which no political compact could deprive him.

Passing on to the question of lumber Mr. Baxter pointed out that the abrogation of the duty would be a relief to the consumer in the United States. For years the Liberal party when in opposition had contended that the consumer paid the duties if they were right then the same statement must hold good today. Suppose the duty on woolen fabrics were taken off would not the consumer get such goods from England cheaper? The same principle applied to lumber going into the United States. The proposed pact retained graded duties on lumber, but in proportion to the extent to which the lumber was manufactured before export thus assisting labor in the United States at the expense of the Canadian workman. Why not hold on to our forests until the United States was reduced to the necessity of buying from us in a manufactured form?

In closing, the speaker urged that we vote for candidates pledged to commerce with the Mother Country whose market would never be shut against any of her great colonies. No man could say but that in a few years the policy of the United States would again change and the new pact be abrogated. Bound to us by the ties of Empire this come never happen with Great Britain and the future of our country lay in development along the lines of closer imperial connection.

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## STEWARDESS OF HAMPTON HAS COMPLAINT TO MAKE.

To the Editor of The Standard.

Dear Sir:—On Sept. 14th, the Steamer Hampton was chartered by Col. McLean's party or himself, to run from Cole's Island to Gagetown with a number of electors for nomination day, and as I do the catering on board (this boat arrangements were made with me through the captain to provide tea and coffee for the party. Everyone having been blessed with an exceptionally good appetite at dinner when supper time came there was found to be a deficiency in food, and rather than have the people go off the boat hungry, I was asked to supply what was lacking, which I at once consented to do.

Now I wish to say that in all my relations with those people throughout the day, I was treated with the utmost respect and courtesy. On our return to St. John the following day the manager of the committee whose name I shall withhold (I may say that he holds a responsible position on the St. John street railway) approached me in a very unbusinesslike way to settle my account.

I knew that one of the members of the committee had kept an account of what I had served and given it to him. I asked him for it, he refused to allow me to see it and not wishing to overcharge I came down to the lowest figure possible. Then he told me what the account was, but of course I could get no more, as my price had been fixed. And when I told him that I had given bread and butter for their supper, he told me I did not, and used language which I would not soil your paper by inserting.

I heard someone on the boat call this same person a gentleman. Now sir, is this individual one who may come under this heading, if so gentlemen are not hard to find. Of course I had been drinking heavily and was in a semi-drunken condition when he came to talk business, otherwise I might have been paid for my work and treated respectfully.

I will conclude by asking every right thinking man and woman who reads this question: Are these the kind of men to be placed in positions of trust? I am sure every intelligent person will say most emphatically, No.

Thanking you for valuable space, I am, Yours respectfully,  
MRS. DICKSON,  
Steamer Hampton.

A. J. SOLLINGS AND CO.

ON RECIPROCITY.  
To the Editor of The Standard.  
Sir:—Messrs. A. J. Sollings and Co., herewith give the reason why they are opposed to the reciprocity agreement.

First—American senate is considering the reduction of foreign raw materials.

Yours,  
A. J. SOLLINGS & CO.

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W. G. M. SHEPHERD, MONTREAL, SOLE AGENT FOR CANADA.

Second—Under the present conditions we just can compete against our neighbors.

Third—Therefore, if the reduction is made on raw materials in the United States, to manufacturing industries, our factory cannot compete, because we do not run a sweat shop and cannot according to law, whereas they of the United States, run their businesses not to the hygienic benefit of the employees.

Do we Canadians want these conditions? Never! Instead of preachers of the Gospel doing their duty in saving souls, they are damning our country and our young men. There are names of several clergymen appearing frequently in print as participating in politics; are these men paid? Perhaps the Times and Telegraph can enlighten us.

Yours,  
A. J. SOLLINGS & CO.

Police Reports.  
The police report that a pane of glass was broken in the door of M. T. McGivern's meat shop on the corner of Sydney and St. James streets, Saturday night by some unknown person. On Saturday afternoon David Thompson's wagon broke down on Main street and blocked up part of the street for a time. Policeman Ross has reported Percy Richards, George Dixon and Alexander Dennison and Michael Votsaris for breaking a plate glass window in William J. Crawford's shop on Union street on Friday last. Arthur Craft was given in charge of the police on Saturday by Isaac Craig, for assaulting him and breaching windows in his house on Market Place, West End.

KEEP THE ANNEXATION WEDGE OUT, THIN EDGE AND ALL.

## NORTH END Anti-Reciprocity Meeting St. Peter's Hall

MONDAY, Sept. 18th, at 8 o'clock  
H. A. POWELL, K. C. and Dr. J. W. DANIEL

This meeting postponed from Friday, Sept. 15th, due to prior engagement on the part of the speakers.

## Anti-Reciprocity General Ward Rally!

Queens Rink, Tuesday, September 19th  
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8 p. m.

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Oct. 19—North Carolina

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