

# The Standard

Published by The Standard Limited, 83 Prince William Street, St. John, N. B., Canada.

## SUBSCRIPTION.

Daily Edition, by Carrier, per year.....\$5.00  
Daily Edition, by Mail, per year..... 3.00  
Semi-Weekly Edition, by Mail, per year..... 1.00  
Single Copies Two Cents.

## TELEPHONE CALLS:

Business Office.....Main 1732  
Editorial and News.....Main 1746

ST. JOHN, N. B., WEDNESDAY FEBRUARY 21, 1912.

## THE BOOM AND ITS CAUSE.

St. John and the Province of New Brunswick are enjoying a boom just now. What is the cause and who are those directly responsible for the optimistic feeling of the people's money to carry forward a variety of doubtful enterprise of New Brunswick was governed by a clique whose interests for the most part were entirely selfish. The legislation they advanced for the purpose of developing the Province was of a character that enabled them to benefit financially in certain enterprises that were carried on with the aid of public funds. They treated the provincial treasury as if they owned it, and used the people's money to carry forward a variety of doubtful enterprises in which they risked nothing, but which if successful would have given their promoters a handsome profit. The Central Railway was one of these. The intention of the act when introduced into the Legislature by Premier Tweedie was to secure the construction of a railway from Chipman to Gibson and the opening up of the coal areas of Queens and Sunbury counties.

A company was formed consisting of gentlemen friendly to the Government and a member of the Executive was given a place on the directorate to guard the interests of the Government and the people of New Brunswick. On its face the scheme looked very well, but the fact that none of those connected with the company were called upon to put any of their own money into the enterprise looked a little suspicious. No attempt was ever made on the part of the company to carry out its promises to construct the railway through to Gibson and nothing whatever was done directly by the company to open up the coal fields of the Province. Instead of opening up an important industry in Queens county the only result was an increase in the debt of the Province of \$700,000 and to give the Province the ownership of a railroad which instead of having an income has an annual deficit.

In March, 1908, the old Government was turned out of power and Mr. Hazen and his colleagues took their places. Old methods were abandoned and a progressive policy for the benefit of the whole people and not a select few was adopted. The agricultural department was galvanized into life and a genuine attempt made to improve the condition of the rural population and to make agriculture a more popular industry. The results so far have been even better than was expected. Nothing has happened in New Brunswick more clearly demonstrating the benefit of the change of Government in 1908 than the awakening of the people to the possibilities of New Brunswick as a fruit growing country. There were many good and paying orchards scattered throughout the different counties prior to 1908, but it was not until the exhibition of two years ago that the people were brought to full realization that New Brunswick might easily become the leading apple growing Province of Canada if the industry were placed upon a proper basis. The second exhibition removed all doubts as to the magnificent possibilities of New Brunswick for apple growing and the results from the illustration orchards under the control of the Government as tabulated by Mr. Turney, Provincial Horticulturist, proved that the industry showed excellent financial results to those engaged in it. The success of apple growing was the beginning of the boom. It was the direct result of the policy of the Provincial Government.

Those who have followed the political course of the Valley Railway long ago realized that this important enterprise which is to open up the centre of the Province was being used by politicians for their own benefit instead of the benefit of the Province. All will remember how industriously Mr. Pugsley and Mr. Carvell tried to keep the project in the political arena, but were finally compelled by the determined efforts of Premier Flemming to make compromises which enabled the Provincial Government to sign a contract for the actual construction of the railway. Had it not been the sound policy of Mr. Hazen and the determination of Mr. Flemming to secure the rights of the people the Valley Railroad would have continued to be the plaything of politicians and made to do duty, perhaps, in a dozen elections still to come.

When Mr. Pugsley changed his business address from Fredericton to Ottawa he carried with him the idea that Courtenay Bay would ultimately have to be adopted to meet the growing demands of the trade of Canada passing through this port. Mr. Pugsley was sent to Ottawa by the unanimous vote of the people of St. John and it was expected of him that he would carry out the plans of the people of this city to make St. John the chief winter port of Canada. In 1895 the Government of Canada, at the request of the Common Council of St. John, backed by the influence of Messrs. Hazen and Chesley, members of Parliament from the city and county of St. John, obtained a subsidy to make the winter port experiment, which proved so successful that the city expended upwards of a million of dollars in providing terminal facilities for the Canadian Pacific Railway. In 1905 the Common Council discovered that they had about reached the length of their borrowing powers and that further expenditures were still necessary to meet the state of growing trade of the port. Ottawa was appealed to and as a result, Mr. Emerson, who was then the Minister representing this Province in the Cabinet, secured from the Government a grant for the dredging for an additional wharf, the city agreeing to erect the wharf. The cost of the dredging was a free gift to the city as the latter gets all the revenue derivable from the property. Later, Mr. Pugsley succeeded in obtaining another grant to erect another wharf from which the government gets the whole revenue. In the meantime a general election was called on and Mr. Pugsley made his now famous pledge that wharves and warehouses would be completed at Courtenay Bay and ready for the traffic of the Grand Trunk Pacific when it reached St. John. He made no effort to redeem that pledge until 1911 and then was prevented from doing so by the defeat of the Liberal Government. During the campaign which preceded the election the newspapers supporting Mr. Pugsley asserted daily that if he were defeated the Courtenay Bay improvements would be abandoned and continued to make these assertions up to the day before the contract was signed.

For the second time in the history of the Province Mr. Hazen has been compelled by circumstances to take up the abandoned scheme of Mr. Pugsley and put them into practical operation. In the Provincial House he passed legislation which has secured the construction of the Gibson and Minto Railway and will open up the coal fields of Queens and Sunbury to the full extent prophesied by Mr. Tweedie in 1902. It was his influence in the Government of Canada and the justice of the cause that secured the signing of the contract for the Courtenay Bay improvements. It is the practical policy of the Provincial Gov-

ernment and the promptitude of the Government at Ottawa in dealing with this important measure that has produced the boom in the Province of New Brunswick.

## STAY AT HOME.

A native of Cape Breton who had spent some time recently in Vancouver, told The Standard, while passing through the city on his return home, that Vancouver was full of able bodied men, who were unable to obtain work of any kind. There is no doubt whatever that this statement is true, and unless the number of the unemployed in Western cities decreases serious results must follow. The Calgary News of Thursday last tells the story of a young man, able and willing to work, but unable to find anyone to give him employment. An investigation made by the newspaper mentioned disclosed the fact that there were a large number of men willing to work but were unable to find an employer in that city. The same is true of every city in the West. The West offers great opportunities to young and enterprising men, but there is such a thing as overloading the labor market, and the number of men lacking technical training or business experience and without capital, who have rushed to the West in recent years has caused a surplus of labor and filled the streets with idle men. There is always a surplus of a certain kind of labor in every city, but in the West it has grown to an extent which threatens the peace of more than one community.

Why the young men of Eastern Canada, where the opportunities for success are fully as great for the average man as in the West, have left their homes in order that they might grow up with the new country, is difficult to explain. The same amount of energy and industry that would win success in the prairie country would be quite as well rewarded in this Province. If the young man has been brought up to agricultural pursuits he can make more money growing either apples or potatoes in New Brunswick than he can by growing wheat in Manitoba or any other Western Province, provided he works as hard at home as he will be compelled to in the new land. For the artisan or city dweller the opportunities here are quite as good as farther west. Unfortunately in New Brunswick we have not given sufficient attention to the establishment of industries that would furnish employment to our young men as they go out in the world. Men of capital have followed along the same line as many of our agriculturists and artisans. Instead of investing at home in industries that would furnish employment for the natural increase in population they have been frequently inveigled into putting their money into ventures in Mexico, Florida, California and many other places in the hope of greater returns. It is asserted that much of the money invested in local industries has been lost and this is put forward as an excuse against further investments of this character.

The money that has been lost trying to establish industries in New Brunswick is not a tithe of that which has vanished in investments made outside the Province by local capitalists. A few of the schemes that have been floated in this city by promoters from abroad have proved profitable, but the vast majority of them have cost those who gave up their money the full amount of the investment. There is no record in St. John of the failure of any industry that has been established with sufficient capital to carry on its business. In nine cases out of ten, where failure has been the result, it is traceable to insufficient capital. It is not good business to attempt to establish an industry with a mortgage on a portion of the plant and practically no working capital to carry on the business. Yet there has been more than one example of this in St. John.

Conditions in the West would indicate that the present is not a good time for New Brunswickers to leave this Province and that the best policy for our young men to pursue is to remain at home and take advantage of the opportunities made available by the new movement to develop the resources of the Province which is now taking place. There are opportunities here at the present time which afford the strongest inducements to all New Brunswickers to remain at home. Perhaps the greatest of these are in the field of agriculture which has so long been neglected. Let us all hope that young men of this Province before leaving it for other parts of Canada or the United States will at least make full inquiries into the possibilities of the country which gave them birth before making a decision to settle elsewhere. New Brunswick needs workers today more than it ever did and the best workers we can get are the men and women who have been born here.

## THAT \$10,000,000 BLUNDER.

The blunders of the Laurier Administration in connection with the construction of the National Transcontinental and Grand Trunk Pacific are attracting a good deal of attention in all sections of the country. The looseness with which such an important contract was drawn is an indication of the careless manner in which the Laurier Government did its business. By the omission of a few words in the legislation of 1904 the country is called upon to pay ten million dollars to the company, the difference between the face value of the guaranteed bonds and what they sold for on the market. This leads the Toronto World to remark regarding what would have happened if the Laurier Administration had not been swept from power, as follows:

"If the Laurier Government had been in office at the present time the country would almost certainly have been dragged further into the meshes of the deal with the Grand Trunk Pacific Railway Company. The ten million dollars Canada has now to pay to that company as a result of the Laurier Government's bungling in the matter of guarantee legislation might have been but the beginning of a new financial adventure for the advantage of the company. Mr. German suggested that, in order to avoid further liability of the same kind, the Government itself buy the bonds the company has yet to issue under Government guarantee. As the Finance Minister pointed out, that would involve the increasing of the public debt by about twenty-five million dollars. Such a plunge might have been taken by the late Government. There is not likely to be any commitment of this kind on the part of the present Government. It can be trusted to see that future issues of these bonds are not made unseasonably or in too careless dependence on the Government backing. Had the Laurier Government done its duty in that particular its legislative blundering would have been less costly to the country."

## Current Comment

(Mail and Empire.)

Browning's centenary will be observed in May. Readers are warned in time, so that they may look up the passage beginning "Setebos and Setebos and Setebos," and prepare themselves to give an opinion on it.

(Cleveland Plain Dealer.)

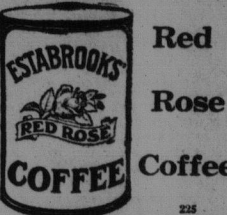
An automobile is a fine thing for catarrh says a doctor who writes for the magazines. Also, the aeroplane is good for appendicitis. All one has to do in either is to have a fatal accident.

(Oklahoma City Times.)

The other day when an elevator in New York city dropped eight floors, the occupants were delighted because they had saved a minute and a half.

## The Bitter Chaff Removed

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## HAMPTON NOTES

Hampton, Kings County, Feb. 18.—That the memory and traditions of St. Valentine had not entirely passed into oblivion has received ample illustration here this week. For although the gaudy, dainty or ornately designed valentines of former years had not been ostensibly displaced in store windows, those of a home-made character have found their way into every family. Many of the valentines were produced by people of the Consolidated school, whose every department this year had regularly appointed letter carriers to collect and distribute mails for the respective rooms, and the recipients found ample returns for the labor they had expended. The evening of St. Valentine's Day brought many mysterious missions to the homes of the residents.

The occasion was also celebrated by parties and entertainments, which were heartily enjoyed by all who participated. A very delightful valentine party was held on Tuesday evening, when the Girls' Reading Club were the guests of Mr. and Mrs. A. Chipman at their home, Hampton Village. The evening was spent in very humorous valentine contests, the prize winners being Miss Ketchum and Miss Robertson. A paper was also read by Miss Paulina Williamson on "Origin of St. Valentine." The dainty refreshments served were all in the form of hearts. At the close of the delightful evening the president, Miss Morrison, on behalf of the club, presented Mr. and Mrs. Chipman with the colors of the club and made them associate members.

On Wednesday evening also, the members and friends of the Church of England St. Agnes Guild held a Valentine tea party with a musical entertainment thereafter, in Agricultural Hall, which was well attended and most heartily enjoyed. The Bridge Club met on Friday evening at the home of Mrs. N. M. Barnes, Camden Heights, where six tables were filled and a few hours spent in pleasant games. The winners of first prizes were Mrs. Geo. Davidson and Mr. Innes, and consolations fell to Miss Louise Alward and F. Barbour.

The Methodist choir held their weekly practice on Wednesday evening at the home of Mr. and Mrs. R. A. March, and the occasion became a delightful musicale by reason of the presence of D. Arnold Fox, who played many of the accompaniments and also special numbers to the delight of the members and other friends who were present.

The Hampton Consolidated School was officially visited on Wednesday by Dr. W. S. Carter, chief superintendent of education, who examined the conditions and work of each department and congratulated Principal Brooks and the teachers on the excellent showing of the classes.

Hampton curlers are happy over the results of their matches with outside clubs this week. The ladies in their three-rink games with the St. Andrew's ladies were victorious by one point, and the men in their four-rink match with the Thistles came out with a tie.

Tomorrow the Hampton ladies will try conclusions on local ice with the ladies of the Thistle Club.

Mr. and Mrs. Jonathan M. Titus, very excellent and highly respected residents of Centre Hampton, celebrated the fiftieth anniversary of their marriage on Monday, Feb. 12th. Numerous relatives and other friends visited the happy couple at their home and spent a pleasant evening in recalling past events, and in congratulations and the expression of good wishes, accompanied by golden offerings to each.

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## FROM BEHIND THE SPEAKER'S CHAIR

Continued from page three.  
There was much rough and tumble fighting for Mr. Macdonald to engage in. The brigade was frequently in action. Undesirable investigations had to be headed off, impudent and inquisitive members of the Conservative opposition had to be browbeaten and put to route, no wandering into devious by-paths to ferret out the government's misdeeds was under any circumstances to be permitted. In short it was Mr. Macdonald's duty, assisted by his conferees and his trusty bludgeon to avoid all trouble for the Liberal ministry.

His training and undeniable success in this guerilla warfare, it is rumored might have won for Mr. Macdonald the distinguished position of minister of militia and defence, but by the defeat of the Liberal forces on Sept. 21, the fates ruled otherwise. He still sits in the House on the front bench. But, alas! to the left of the Speaker. His duties like his position, have undergone a change. There is no longer need to ward off trouble threatening his friends. Their day of power is past. He now goes looking for trouble among his political foes.

His watchwords today are the British Constitution and The Rights of the Parliamentary Representative. If impertinent reference is made to the somewhat notorious tactics of the Blockers' Brigade or to the strenuous efforts of the Liberals to prevent investigation, Mr. Macdonald is not embarrassed. Why live in the past, and resort to tongue arguments?

His mission in this parliament is clear. No friends of the government in power may be appointed on commissions, the dismissal of parliament is an outrage; investigations must be searching and open to the light of day; free speech is the inherent right of every member. Who better suited than the member for Pictou to show the government the paths of political rectitude! And the bludgeon helps!

In private life E. M. Macdonald is a very estimable citizen. He is a lawyer by profession and numbers many friends in both political parties; but that is not a press gallery story.

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