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THE EVENING TIMES AND STAR, ST. JOHN N. B., THURSDAY, JULY 23, 1914

The Evening Times and Star

ST. JOHN, N. B., JULY 23, 1914.

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THE ROYAL COMMISSION.

We begin to see, as the Valley Railway inquiry goes on, why the Fredericton Gleaner is not particularly anxious to have all the facts come out. A transaction in the stock of that incorporeal journal to the extent of \$1,000 figured in the evidence yesterday, and the present whereabouts of those ten shares of stock, which appear to have been accepted cheerfully at par by the railway construction company, has not been disclosed.

The evidence submitted yesterday shows that the payments to Hon. H. F. McLeod, who was then provincial secretary, for legal services, amounted to \$4,789.32. Mr. J. N. W. Winslow, postmaster of Woodstock, also appears to have received between \$8,000 and \$4,000 for "special services," in addition to \$3,500 payment for land in Woodstock, which it is said is now held in the name of Mr. Winslow and Mr. Ross Thompson, the managing director of the construction company. Mr. J. B. M. Baxter received \$321 for legal services, and returned a retainer of \$500. In connection with this retainer Mr. Baxter has asked to be heard before the commission, and The Standard says this morning that it will be found that "this course is not open to censure either political or professional."

A very interesting bit of testimony was that of Mr. Hoben, the accountant for the construction company, in regard to the alleged investigation of the railway company's books by a committee from the legislature last spring. It will be remembered that this committee reported everything satisfactory, and assured the legislature that its examination of the books had convinced the members that everything was all right. Mr. Hoben said that his only knowledge of such an investigation was the recollection of two visits made to the office by Mr. Tilley, and he expressed the opinion that an investigation such as conducted by the committee would not reveal anything of value regarding the financial affairs of the company. Yet, the report of the committee was cheerfully accepted by the house.

With regard to the \$1,000 which Hon. H. F. McLeod received, and concerning which Mr. John S. Scott had testified, his partner, Mr. Ernest L. Kelly, yesterday declared that the money was given to Mr. McLeod in payment for his influence in securing a contract, and for protection by him of their interests.

The testimony which was given yesterday will of course be followed by testimony from the persons named in these various transactions, and it will certainly be necessary for them to be very frank and clear in their explanations.

A GARDEN SUBURB

An interesting experiment in developing a garden suburb is being carried out by what is called the Massachusetts Homestead Commission, its purpose being to provide workmen's homes at moderate cost, with due regard to site planning, a limited number of houses per acre, a limited division, and participation by the residents—or, in other words, co-operation. The site selected is at North Billerica, twenty-seven miles from Boston. Here the Boston & Maine Railway established its repair shops this year, and will ultimately add ten thousand or more to the population of the town. Twenty-one thousand dollars has been raised in mortgages, and land valued at \$40,000 has been turned over for stock, while several thousands of dollars of free capital have been pledged. The co-operative banks of Massachusetts can be made of great assistance as they will loan up to eighty per cent of the value of the property. Mr. Arthur C. Conroy, who is a member of the Commission, has written the following description of the project which will be of special interest as an illustration of one of the methods adopted to provide workmen's homes, adapting the English garden suburb idea to American conditions:—

"Options were placed on a track of 50 acres, favorably located, adjoining the North Billerica Station and the present village center, where schools and other public buildings make immediate development possible. This lies less than a mile from the shops and, furthermore, a free workmen's train carries the men directly from the North Billerica Station into the works. The cost of this property is far below that demanded by real estate operators farther from the works and with much less attractive surroundings.

"A sketch plan and perspective of the tract shows the proposed type of development along advanced Garden Suburb lines, with an average of five to six families per acre. Of special aesthetic value is the river frontage and a large grove of pines in the southwest section. The underlying gravel and sand furnish abundant material for concrete construction, and greatly simplify the grading of roads and sanitary problems. Water is already piped upon the estate, supplying sixteen houses, now in the southeast corner, which yield an income of \$1,600 per annum, sufficient to pay all carrying charges not chargeable to development.

"We have here a combination of advantages—demand for many homes,

cheap land, and low construction cost—the moral support of the B. & M. officials is added assurance of its success from the start. In fact many operatives have already signified their intentions of living on the tract.

"The fifty-seven acres held under option have been taken over and a company formed, including as two of its directors the superintendent of the B. & M. shops and the president of the local board of trade, who has actively promoted the establishment of the suburb from the start. A greater or less portion will be turned over to a co-partnership society for development by that method. In another section houses will be sold outright on instalments, each owner taking up ten per cent of value in stock. In a third section houses for rent will be built and in the fourth district the company will construct special buildings at the demand arises for shops, lodgings, boarding houses, etc.

"Briefly stated the company proposes to solve permanently the increasingly difficult housing problem on the acres under its control—by elimination of speculative profits, distributing the payments for the home, wholesale operations, constructing houses of durable materials, limiting the number of houses per acre, scientific planning along advanced garden suburb lines, providing community buildings and playgrounds, laying out allotment gardens, and promoting the formation of a co-partnership society."

The three moose who strayed into Carleton this morning may have heard that there was good browsing around Sand Point and the breakwater.

The deeper the probe goes in the St. John Valley Railway inquiry the more widespread becomes the conviction that there must be an appeal to the people.

The people of New Brunswick would give something to know what passed between Lieut.-Gov. Wood and Acting Premier Clarke in Fredericton yesterday.

The minister of labor in the Borden government does not show any marked eagerness to get on the firing line on the Atlantic Coast, any more than on the Pacific Coast.

St. John Valley Railway bookkeeping as a system appears to have left something to be desired. It is also to be noted that there were directors of this company who did not direct, and stockholders who paid nothing for stock.

The people of New Brunswick must now realize that those who protested against an additional bond guarantee to the extent of \$2,000,000 for the St. John Valley Railway were well advised, and that their counsel should have been heeded by the legislature.

The withdrawal of Huerta from Mexico and the prospect of a peaceful solution of the difficulties in that country is a tribute to the wisdom of the course pursued by President Wilson of the United States. If he had listened to the jingoes his country would have been embroiled in a protracted war.

The Standard describes the Liberal party as "a bankrupt political party." If the statement is true it is no doubt explained by the fact that the Liberals do not possess the Conservatives' happy knack of getting next to lumber operators, railroad contractors and the public treasury.

The Chatham World, The Chatham Commercial, the Northern Light of Bathurst, the Sackville Post, the Maritime Baptist and the Moncton Times, as one of which can be described as a partisan Liberal newspaper, have all declared the immediate resignation of Premier Fleming to be essential in the interests of good government in New Brunswick.

The Woodstock Press, which may be regarded as the personal organ of Premier Fleming, refers to Mr. F. B. Carvell as "Frank Bluster Gabriel Carvell, Esq., D. L. B., M. P. (for nowhere)." This may be regarded as conclusive evidence that Mr. Fleming had no knowledge of the activities of Mr. W. H. Berry, and also that he is eager to have Mr. Berry come back and say so—and it may not. It is, in any case, an interesting and instructive contribution to the serious discussion by a Conservative newspaper of the timber limits affair, the Southampton Railway and the St. John Valley Railway.

The Fredericton Gleaner takes the ground that "the government have absolutely no responsibility so far as this commission of inquiry is concerned," and that "the members of the government, as such, have no more to do with this inquiry than the general public have." The Gleaner shifts all the responsibility to the lieutenant-governor. It must be reasonably clear to the Gleaner, however, that if there had been no Fleming government there would have been no need of this inquiry. It is quite true that an important responsibility rests upon the lieutenant-governor, and one which in the words of the Moncton Transcript "happily few of the lieutenant-governors of Canadian provinces are called upon to assume." But the government is also responsible, to the people, and cannot evade an accounting.

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LIGHTER VEIN

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He—"The hand that rocks the cradle rules the world. Don't forget that."

She—"Then you come and rule the world a while. I'm tired."

"I woke up last night with the feeling that my new gold watch was gone. The impression was so strong that I got up to look."

"Well, was it gone?"

"No, but it was going."

Good Gracious.

Jones was out late and his wife sat up impatiently awaiting his return. When he at last appeared she received him with a few remarks and Jones promptly went to bed. On his wife proceeding thither a few minutes later she was amazed to see him sitting up in bed holding an umbrella over his head.

"Good gracious!" she exclaimed. "What on earth are you doing?"

"Well," said Jones, good-naturedly, "I only thought there was going to be a storm."

Compelled to laugh despite herself, Mrs. J. capitulated and peace was restored.

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