ING SINCE HARGED UP AGAINST GANG

ges that within three weeks after the an organized plan of dynamitings, amitings or attempts to dynamite the t follows:
ed Jan. 17, 1908.
namited March, 1908.
e same night.
mited April 5, 1908.
April 26, 1908.
over the Miami river at Dayton (O.)
e Bronx river, May 21, 1908.
road bridge at Baychester (N. Y.),
2, 1908.
Hartford bridge at Somerset (Mass.)
ited Aug. 6, 1908.
ynamited Aug 6, 1908.
(Mass.) Oct. 15, 1908.
, 1908.
d Dec. 24, 1908.
ch 27, 1909.
1909.
dynamited May, 1909.
ridge May 24, 1909.
namited June 7, 1909.
dynamited June 26, 1909.
bridge, Aug. 12, 1909.
, 1909.
d Oct. 24, 1909.
April 5, 1910.
d September, 1910.
1910.
ct. 1, 1910, with loss of 21 lives.
ner of 1910.
24, 1911.
March 24, 1911.
March 20, 1911.
k tower dynamited April 4, 1911.

WO MEN BADLY HURT NEAR PERTH

illiam Esty and Benjamin DeMerchant, Victims of Dynamite Explosion on C. P. R. Work.

Perth, N. B., Dec. 3—Two men were iously injured and sixteen others had rrow escapes from an explosion of a rge of dynamite on the C. P. R. line r Pokiok Bluis, Saturday afternoon. A crew of men under William Estey re engaged in removing a large amount rock which had slid onto the right of y. Three holes had been drilled in a ge boulder and three sticks of dynate had been inserted in each hole. Two the charges exploded but the third ng fire and the men thought that it uld not explode so they started towards boulder.

When the foreman, William Estey, and njamin DeMerchant, who were in adce of the others had almost come up the boulder the dynamite exploded. Merchant was hurled across the track d was within six inches of the edge of e bluff, overhanging the river, which is out 100 feet high at this place. Estey not get the full power of the exsion. When picked up both men were conscious and were frightfully cut about head. They were both placed on a nd car and taken to the home of Miss ma DeMerchant, an aunt of young Derchant. Dr. Earle of Perth was called. found that DeMerchant, who is a son Benjamin DeMerchant of Tilley, Vicia county, has severe cuts on the face head and one eye injured so that the t will likely be lost.

William Esty's injuries were not so seri, but he was badly injured about the d.

eMerchant did not regain conscious until 10 o'clock this morning and is in a very serious condition.

n uncle of young DeMerchant, William Merchant, was brought here from Vanver about two weeks ago, where he was victim of a similar accident by which lost the sight of both eyes. He was ding in the house to which the injured were taken on Saturday.

MHERST ROW MAY END FATALLY

mherst, Dec. 3—What may develop ina serious tragedy occurred on Saturday t. Jack Weir, with his wife and two dren, board at a house on Melrose et. Weir returned home rather late got into an altercation with his wife, it is said, threw a lighted lamp at striking her on the temple and ing a serious wound crushing in the ntal bone. Medical aid was summoned the unfortunate woman was removed Highland View hospital, where she now in a precarious condition.

Weir was arrested. He belongs to nction but has been working in Amherst some months.

With a frightful wound on his right ple which completely disfigured his and crushed his skull, the lifeless y of Willard Bugley, a well known racter about town, was found face n in the ditch of the Intercolonial way this morning between the hours seven and eight.

ugley was a well borer by trade and the past few weeks has been working Brookdale, a few miles from Amherst. was paid off Saturday afternoon and ng the evening was seen about town arently under the influence of liquor. ury was empanelled this afternoon and mination made of the remains. A ken gin bottle, still containing some or, was found in one of his pockets. adjournment was then made until to row morning when a formal inquest be held.

ugley was about forty-six years of age. general theory is that the unfortunate was struck on the head by some pro ng part of a passing train. The place re he was found was only a short ance from where the body of Edward er was found a fortnight ago.

W POSTMASTER AT CHARLOTTETOWN SOON

tawa, Dec. 1—(Special)—It is underd that Edward Hackett, of Tignish, be appointed postmaster of Charlotte immediately.

ny a small bottle has developed into nily jar.

WANTED

WANTED—Salesmen, exclusive line, permanent, big earnings guaranteed, no experience, ten vacancies. Write Luke Bros. Limited, Montreal. 1-31-12

WANTED—For winter term, a second-class female teacher for School District No. 7, Wood Island, Grand Manan, N. B.; rated poor district; small school. Apply, stating salary, to Caswell Wilcox, Secretary to trustees, Wood Island, Grand Manan, N. B. sw-10114-12-9

WANTED—A Third Class Teacher for district No. 3, parish of Perth, Victoria Co., N. B., (district rated poor) State salary wanted. Apply, John Allen, Sec. to Trustees. 9979-12-23. s.w.

WANTED—A girl for small family at Rothesay. Good wages. Apply, Mrs. Andrew Blair, Rothesay. s.w.

WANTED—An experienced housemaid, with references. Mrs. T. E. G. Armstrong, 27 Queen Square, St. John. sw

WANTED—By Sept. 6th, a girl for general house work in family of three. References required. Address, Mrs. W. J. Davidson, Rothesay. 1211-tf

AGENTS WANTED

RELIABLE representative wanted, to meet the tremendous demand for fruit trees throughout New Brunswick at present. We wish to secure three or four good men to represent us as local and general agents. The special interest taken in the fruit-growing business in New Brunswick offers exceptional opportunities for men of enterprise. We offer a permanent position and liberal pay to the right men. Stone & Wellington, Toronto, Ont. sw

FOR SALE

FOR SALE—Farm, 70 acres, house and barn; good orchard, 1½ miles from Barth on Johnville road. Nine hundred dollars, one-quarter down, balance $100 a year. Address J. Wyman, Beechwood, N. B., Can. 9945-12-9-w

TIMBER—Separate cash bids received till Dec. 30th, for each lot, heavily timbered farm, late Peter Chisholm, Stewarton. Subscriber not bound accept. Before cruising write Rev. F. W. Murray, Stanley. 9195-12—23-d-w

HUNTERS & TRAPPERS

We are the largest buyers of of raw furs in Canada and we pay the highest cash prices. Write at once for price list and other particulars

A. & E. PIERCE & CO.
500 St. Paul St., cor. St. Peter, Montreal, P.Q.

Elegant New Building, Superior Equipment, The Best Course of Training, Strong Staff of Specially Trained Teachers.

Result: Public Appreciation as shown by the fact that our fall classes are far larger than ever before in our 44 years' history.

Send today for Catalogue.

THE St. JOHN Business COLLEGE

S. KERR Principal

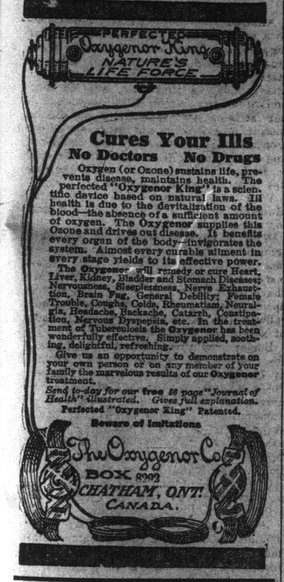
USE HAWKER'S

Balsam of Tolu and Wild Cherry

It Will Cure Any Cough and Cold

Registered Number 1295. None Genuine Without It.

THE CANADIAN DRUG CO., LTD. ST. JOHN, N. B.



When the iceman came out of No. 37 he found a small boy sitting on one of his blocks of ice. "'Ere!" he roared, "wot are yer a-sittin on that for? Git off of it!"

The small box raised a tear-stained face. "Was you ever a boy?" he queried faintly.

"Of course I was!" fumed the iceman. "But——"

"And did you never play truant?" cut in the youngster.

"Of course I did!" snarled the iceman. "Now then you——"

"An' when you got home did yer father take a stick an'——"

A lump rose in the iceman's throat. "Sit where you are, my little man," he gulped; "I understand."—London Telegraph.

MARINE JOURNAL

PORT OF ST. JOHN.

Arrived.

Thursday, Nov 30.

Str Bornu, 2,074, Dutton, Vera Cruz and Progresso via Newport News.

Sch Helen G King, 120, Gough, Fall River, A W Adams.

Sch T W Cooper, 115, Smith, Boston, A W Adams.

Sch Arthur J Parker, 118, Granville, Fall River, J W McAlary.

Coastwise—Strs Westport III, 49, Coggins, Westport; Connors Bros, 49, Barnock, Chance Harbor; schs Sea Flower, 10, Thompson, fishing; Prescott, 72, Crowell, Walton.

Friday, Dec. 1.

Stmr Kanawha, 2488, Kellman, London via Halifax, Wm Thomson & Co.

Schr Two Sisters, 88, Sabean, Boston, C M Kerrison.

Coastwise—Stmr Chegnecto, 35, Canning, River Hebert; schrs Emily R, 30, Sullivan, Barton (NS).

Schr Scotia Queen, 107, Clarke, Annapolis Royal (NS), for Boston, in for harbor, and cld; C M Kerrison.

Schr Margarget May Riley, 241, Granville, New York, A W Adams.

Schr Luella, 90, Lowrie, returned to port damaged after being ashore.

Saturday, Dec. 2.

Stmr Victorian, Outram, Liverpool via Halifax, Wm Thomson & Co.

Cleared.

Thursday, Nov 30.

Str Empress of Britain, Murray, Liverpool via Halifax, C P R.

Sch Jost, 299, Pettis, Walton, J Willard Smith.

Coastwise—Schs Susie N, Merriam, Port Greville; Effie May, 67, Carter, Riverside; James Barber, 80, Gough, Waterside; Abbie Verna, 60, Antle, Port Williams.

Friday, Dec. 1.

Stmr Grampian, Williams, Liverpool via Halifax, Wm Thomson & Co.

Stmr Athenia, Taylor, Glasgow, Liverpool, J T Knight & Co.

Schr Lady of Avon, 249, Steele, Weymouth (NS), R C Elkin Ltd.

Coastwise—Stmr Chegnecto, 35, Canning, Maitland. Schrs Mildred K, 35, Thompson, Westport; Rex, 37, Richardson, Waterside.

Saturday, Dec. 2.

Schr Willena Gertrude, Smith, New York, Thomas Bell & Co.

Coastwise—Stmr Brunswick, 72, Hersey, Canning, and cld; Amelia, 103, Banks, Halifax via ports, and cld; schrs Levuka, Ogilvie, Economy; Emily R, Sullivan, Meteghan.

Sailed.

Thursday, Nov 30.

Sch St Bernard, 123, McLeod, Vineyard Haven.

Sch Conrad S, 299, Hagan, Havana.

Sch Exhilda, 449, Tower, Cienfuegas.

Sch Flora A Kimball, 381, Kelley, Manzanella, Cuba.

Sch Luella, 99, Lowrie, Boston.

Sch Helen Montague, Cook, City Island.

Sch Ida M Barton, Tower, Lynn.

Sunday, Dec. 3.

Stmr Kanawha, Kellman, London via Halifax.

Saturday, Dec. 2.

Stmr Grampian, Williams, for Liverpool, Wm Thomon & Co.

Stmr Athenia, McNeill, for Glasgow, Robt Reford Co.

Stmr Batican, Griffith, for New York, J T Knight & Co.

CANADIAN PORTS.

Montreal, Nov 28—Ard, str Bengore Head, Dublin.

Sld Nov 28—Str Fremona, Newcastle and Leith.

Liverpool, NS, Nov 25—Ard, schrs Minnie Pearl, Fogo (NF), and cleared for Gloucester; Kenneth C, Halifax.

Montreal, Nov 27—Ard, stmr Bendu, Mauritius, etc.

Ard 29th, stmr Bray Head, Swansea.

Steamed 27th, stmrs Pisa (Ger.), Rotterdam and Hamburg; Turcoman, Avonmouth; Manchester Commerce, Manchester; Rosalind, St Johns (NF).

Steamed 29th, stmrs Montclam, Liverpool; Montreal, London.

Sydney, CB, Nov 27—Ard, stmrs Thora (Nor), Baltimore, and steamed for St Johns (NF); Rossano St John; Cacouna, Charlottetown.

Steamed 27th, stmr Arnfrid (Nor), New York.

Yarmouth, NS, Nov 25—Cld, stmr Norhilda, Cook, Parrsboro.

BRITISH PORTS.

Liverpool, Nov 29—Ard, str Laurentic, Montreal.

Lizard, Nov 28—Signalled, str Rappahiannock, St Johns and Halifax for London

Passed Nov 28—Str Sargasso, Montreal via Sydney (C B) for London.

St John's, Nfld, Nov 30—Ard, str Pretorian, Liverpool.

Melbourne, Nov 29—Ard, stmr Kumara, Lewis, Montreal via St Vincents (CV), and Port Natal.

London, Dec 1—Ard, stmr Ausonia, Montreal.

Queenstown, Dec 1—Ard, stmr Celtic, New York.

Glasgow, Dec 1—Ard, stmr Ionian, Montreal.

Liverpool, Dec 1—Ard, stmr Lake Manitoba, Montreal.

Liverpool, Dec 1—Sld, stmr Empress of Ireland, St John.

Inishtrahull, Nov 30—Passed stmr Lake Manitoba, Montreal for Liverpool.

Malin Head, Dec. 3—Signalled, stmrs Cassandra, Montreal for Glasgow; Virginian, Montreal for Liverpool.

FOREIGN PORTS.

Saunderstown, Nov 28—Ard, schs Georgie Pearl, St John for New York; Charles C Lister, do for do; Rebecca M Wall, do for do; Jessie Ashley, Maitland for do; Victoria, Gold River (N S) for do.

Philadelphia, Nov 30—Ard, sch John L Treat, Hillsboro.

New York, Nov 30—Sld, sch Hazel Trahey, St John.

Saunderstown, Nov 30—Sld, schs Charles C Lister, St John for New York; Jessie Ashley, do for do; Victoria, Gold River (N S) for New York.

New York, Nov 30—Ard, str St Louis, Southampton.

Machias, Me, Nov 30—Ard, schr Nettie Shipman, St John for New York.

Newport News, Nov 30—Ard, stmr Kadina, Galveston, and steamed for Havre.

Deleware Breakwater, Nov 30—Passed, schr T W Dunn, Bathurst (NB), for Philadelphia.

Southwest Harbor, Me, Nov 27—In port at Bass Harbor on the 25th, schr J Arthur Lord, St John for Allerton (Mass.)

Salem, Mass, Nov 29—Sld, schrs Sallie E Ludlam, St John, for New Bedford; Jennie A Stubbs, St John for Mystic; Rescue, from do for Vineyard Haven; Myrtle Leaf, from Apple River, for New York; Crescent, from New York, for St. John.

Antwerp, Nov 30—Steamed, stmr Montfort, Davidson, St John.

New York, Dec 3—Ard, stmrs Edda, Hillsboro; Southampton, Philadelphia, New York.

Saunderstown, RI, Nov 30—Sld, schrs Charles C Lister, from St John for New York; Jessie Ashley, from do for do; Victoria, from Gold River (NS), for do.

New York, Dec 1—Sld, schr Harold B Cousens, St John.

Philadelphia, Dec 1—Ard, schr T W Dunn, Bathurst (NB).

Vineyard Haven, Dec 1—Ard, schr Myrtle Leaf, Apple River (NS); Hazel Trahey, New York for St John.

Eastport, Dec —Ard, schrs Centennial, New York; Addie Fuller, New York.

Machias, Me, Dec 1—Ard, schrs Eva C, Helen Montague, St John.

Rockland, Schrs Seguin, New York; William H Houston, New York; Ida B Gibson, New York.

Philadelphia, Dec 1—Sld, stmr Trebia, Starratt, for Havana.

New London, Dec 3—Ard, schr Jessie Ashley, Maitland (NS).

Vineyard Haven, Dec 3—Ard, schr Harold E Cousens, Port Johnson, St John.

Calais, Dec 3—Ard, schr Moonlight, New York.

New York, Dec 3—Sld, stmr Nanna, Hillsboro (NB).

DANGERS TO NAVIGATION

Nov 25—About 25 miles SW by W from Segin Light, Maine, saw a spar projecting about 20 feet out of water. Silver Leaf (sch), Sailer.

Nov 25—About 200 yards S by E (mag) from Craney Island Lighthouse, saw a sunken dismantled schooner with decks awash. Smithfield (sch), Gard.

Nov 24—Lat 22.48, lon 85.50, passed a large piece of wreckage with two spars standing about 15 or 20 feet above water. Guantanamo (SS), Seeley.

Nov 23—Lat 44.55, lon 61.26, saw a gas buoy. Empress of Britain (Br str), Murray.

Oct 30—Lat 47.29, lon 49.57, passed about one hundred planks about 20 feet long. Niagara (Fr str), Juham.

Nov 4—Lat 49.58, lon 9.40, passed a large black conical buoy. Niagara (Fr str), Juham.

DISASTERS

London, Nov 30—Stmr Nordkyn (Nor), from Pensacola Nov 2 for Hamburg, is aground in the lower Elbe.

MADE BIG MONEY IN SPITE OF DUTY

Western Farmer Paid $764 Duties on Two Cars of Barley and Got $355.20 More for It in Minneapolis Than He Could in Fort William.

Winnipeg, Man., Nov. 28—"I finished loading a car of barley on the Great Northern Railway at Brandon Nov. 13 and sold it on sample in Minneapolis for $1.04 a bushel, no commission," said R. MacKenzie, a well known Brandon farmer. "The inspector in Winnipeg inspected a sample of this car as No. 3 barley, and the price in store at Fort William was sixty-five cents that day, less freight and commission.

"A neighbor of mine and myself loaded another car of feed barley a few days later and had an offer of ninety-seven cents, no commission, in Minneapolis.

"The freight from Brandon to Minneapolis on the Great Northern is thirteen cents per hundred pounds, the same as on the Canadian Northern and Canadian Pacific to Fort William. After paying $764 duty on these two cars we netted $614.60 more than we could sell for to the elevators in Brandon and $353.20 more than we could realize by shipping to Fort William.

"Any farmer or group of farmers who can load barley on Great Northern tracks in Manitoba can do the same thing."

Is your child in bed by 8 every evening? "Technically, yes. We begin arguing about that time."—Christian Advocate.

BIRTHS

CURRIE—At No 10 Crown street, Nov. 29, 1911, to Mr. and Mrs. J. R. Currie, a son.

ROSS—In this city, at 33 Wright street, on Dec. 2, to the wife of H. R. Ross, a daughter.

DEATHS

ELKIN—At Cumberland Bay, Queens county, on the 30th inst., Sarah A. Elkin, wife of Robert Elkin, in the 82th year of her age.

COCHRAN—Entered into rest on Nov. 30, Henry Cochran, in the 77th year of his age, leaving his wife and one daughter.

COCHRAN—Entered into rest on Nov. 30, Henry Cochran, in the 77th year of his age, leaving his wife and one daughter.

HUGHES—At Millbrook, Johnston, Q. Co., on the 23rd Nov., James N. Hughes, aged 43 years, leaving his father, Edwin Hughes, several brothers and sisters, and many relatives and friends, by all of whom he was beloved and respected.

BROWN—In this city, on Dec. 1, Lilian Maud, beloved wife of David J. Brown, aged 52 years.

BOURKE—In this city, on the 1st inst., Thomas L. Bourke, leaving two brothers and one sister to mourn.

GEARY—In this city, Nov. 29th, Daniel Geary, in the 60th year of his age, leaving his wife, two sons and two daughters to mourn.

H[illegible]TT—At the residence of his son-in-law, Robert Moore, 48 Paradise Row, on Nov. 29, Thomas Hartt, aged 75 years, formerly of Fredericton, leaving one son and two daughters to mourn.

RITCHIE—In this city on Dec. 1, Elizabeth, widow of Charles R. Ritchie, aged 84 years. (Boston and Alberta papers please copy).

MILES—In this city on December 2, John C. Miles, aged 78 years.

AUCTION SALE

IMPORTED CLYDESDALE MARES

I will sell by auction, twenty big smooth young Clydesdale mares of choice quality with the best of breeding, imported direct from Scotland,

AT WOODSTOCK, N. B. on FRIDAY, DEC. 5th, 1911 at One O'clock, p. m.

This is a good opportunity to get a good brood mare at your own price.

WM. MAHAREY, Russell, Ont

s.w.12-6

THE QUESTION OF IMMIGRATION

A Suggestion as to How Country Storekeepers Could Help to Build Up Their Own Communities.

(Maritime Merchant).

There is one thing we are all agreed upon, in the maritime provinces, which is that we want more people. As a matter of provincial pride we cannot afford to have two constituencies made into one (as has already happened) for purposes of representation in the federal house. Besides, a very important side to the question is its bearing on business. The more people we have the more business there will be. As it seems to be important in these days of continually increasing expenses for the merchant to do more business each year than he did during the preceding one, if he would have any profit, the question of population has an important bearing on the success of everyone in the maritime provinces who conducts a store.

Now, we have talked about this immigration question a great deal and everyone is agreed that it is most important. The next thing is, what practical movement can we make to help it along? Resolutions by boards of trade are all right in an educative way, but are not sufficient to bring the desired results. The provincial government of Nova Scotia is spending a small amount of money and getting a fair return. No doubt they should spend more than they do and we believe that the people of the province would approve even if they spent four or five times what they are spending at the present time. But we want even more than that. The federal government must give a better share of their attention to the maritime provinces.

The west has held the centre of the stage so long that we in the maritime provinces have been completely overshadowed. We want a vigorous immigration campaign at the expense of the federal government. But this and the other policy mentioned are still not enough. We must have individual effort by communities. These communities must co-operate with provincial and federal authorities, and this brings us to a point in the discussion where we might very well ask ourselves the question: Who in these communities is to do this work? Who will feel that it is his duty to do it? And who will feel that there is anything in it for him?

Let us take an imaginary illustration. Let us call it the district of Blankville. It is a fruit growing section, let us suppose and over 90 per cent of its population is agricultural—fruit growers—the balance being storekeepers and others who make a living by serving the people in various ways. Now, most of these farmers are fruit growers with small holdings. They have no more land than they hope to develop themselves. So perhaps with few exceptions there is no chance to find enough accommodation for another family by splitting the farm up. The only thing one of these men could do would be to sell out his farm if the new man came in, and go elsewhere. This, of course, is not what we want to do. The policy of the country should be to hold the people we have rather than send them away.

Another difficulty in the way of interesting a community in work of this kind would be that the province of Nova Scotia has reached a point where our export of apples is very large. There is therefore a natural feeling on the part of the individual producer to say that the greater the supply the smaller the price and every man coming in is going to endanger the chance of a good price for what he produces. We can see, therefore, that except in the case of a farmer who had land to sell, we could not expect to arouse much interest in encouraging immigration among farmers. In each community therefore the task seems naturally to fall upon the shoulders of a very few people.

There is no doubt about the benefit of new people to the storekeeper, because people are his daily bread; he is like the giant in Jack and the Beanstalk—he lives on people. Every new family that has sufficient money to pay its bills is welcome to come and trade at his store. You can't bring along too many who have the wherewithal to satisfy his appetite for sales. We all know that, and we know too that the storekeepers of the country are busy men. They work longer hours than any other class of men in thecountry. One of them told us recently that for fifteen years he had been working from six o'clock in the morning until 9 o'clock at night for five days in the week, and Saturdays until 11 o'clock at night. It sounds like darkest Russia, doesn't it? But nevertheless it is true. It is an imposition to ask any new duties, but as we have observed that it is always the busiest people who seem to have the time to take on extra jobs, so it is not unusual that we should turn to him for this extra service.

Now, what shall be his mode of procedure? And what can he hope to accomplish? Let us take the aforementioned village of Blankville in the fruit growing section. Assuming that the most enterprising merchant in that community will take the initiative, his first piece of work would be to make up a list of the people who would reap advantage from an increased population; it would include all the tradesmen of one kind and another, the hotels, the livery stables, and, not to waste words, practically everyone in the country who lives by trading. When his list was completed he would call them together and ask their co-operation, both in contributing to the funds for carrying on the work and a personal interest in the work.

A committee would probably be appointed whose duty it would be to make an investigation of the assets of the country in the form of land cultivated but not for sale, and lands uncultivated and cultivated that would be purchasable at a fair price. We cannot go into the details of making such a report, but one of its strongest features should be its stories of successful farmers in the surrounding district. With all this information gathered, the committee would be ready to go to the provincial government and say, "Mr. Premier, here is our copy. We want it printed with illustrations and distributed where it will bring us returns." Some of our readers may smile and say: "Oh, it is all very well for the editor of the Merchant to loll back in his chair and dream of such schemes as these, but his suggestions are not practicable." We believe they are practicable and we will undertake to say that in our mind's eye we can see half a dozen communities in which a plan such as this would be worked out to great advantage. Of course, the difficulty is that every fellow usually waits for the other fellow to make a start. We only wish we were not so busy doing other things or we should like to go to some country community and have a crack at the scheme ourselves.

HON. MR. PUGSLEY'S QUESTIONS ABOUT DEVELOPMENTS HERE AND AT OTHER PLACES

The following questions about St. John harbor improvements by Hon. Wm. Pugsley in the house of commons last week are interesting. The report is from Hansard, Nov. 29:

Mr. Pugsley:

1. Is the government aware that there appeared in the Standard, a Conservative paper published in the city of St. John, New Brunswick, on the 20th day of September last, the day before the general elections, what purported to be a despatch from the Hon. R. L. Borden, then the leader of the opposition and now the prime minister, as follows:

Mr. Borden's special message to the people of St. John.

Halifax (N. S.), Sept. 19, 1911.

Special—On the 5th April, 1904, I moved a resolution in parliament declaring that the public interest demanded a thorough and efficient equipment of our national ports and terminals on the Atlantic and Pacific. That has ever since been the policy of the Liberal-Conservative party and has been so declared on repeated occasions. The thorough and efficient equipment of St. John harbor is part of our policy. I desire to emphasize what I declared at St. John on the 5th September namely, that the defeat of the Laurier government will not retard, hinder or prevent in any way the construction of terminal facilities at St. John, or the equipment and development of that port as one of the Atlantic national ports of Canada.

(Sgd.) R. L. BORDEN.

2. Was the said despatch sent by Mr. Borden?

3. If so, at whose request was it sent?

4. Was such request made by letter or telegram? If so, what were the words thereof?

5. Was the present prime minister aware, when he sent such despatch, of the nature of the improvements which the late government intended to make at the port of St. John, and especially of the fact that tenders had been called and received for the construction of wharves, breakwater, and the dredging of a channel and basin to and in Courtenay Bay, with a view to affording terminal facilities for the Grand Trunk Pacific Railway at the port of St. John, together with an obligation on the part of the contractor to build a dry dock of the first class, and the providing of a ship-repairing plant under the Dry Dock Subsidies Act of 1910, and also that tenders had been called for wharf construction on the western side of the harbor?

6. What action, if any, has the government taken to carry out the promise made to the people of St. John by the leader of the Conservative party in said despatch "That the defeat of the Laurier government would not retard, hinder or prevent in any way the construction of terminal facilities at St. John, or the equipment and development of that port as one of the national ports of Canada?"

7. Does the government still retain the security deposit of $500,000 of the Norton, Griffiths Company, Limited, the lowest tenderers for the harbor works at Courtenay Bay?

8. Is it the intention of the government to proceed with said works? If so, when?

Mr. Borden:

1. No.

2. Yes.

3. In reply to citizens of St. John, interested in the development of that port.

4. Answered by the answer to No. 3.

5. The prime minister is not highly confident that he ever thoroughly understood the actual intentions of the late government with respect to the port of St. John. The telegram referred to the policy of the present government, rather than that of the late government.

6, 7 and 8. These matters are under the consideration of the government. The deposit mentioned has not been returned.

Intercolonial Railway Branch Lines.

Mr. Pugsley:

1. Is the government aware that there appeared in the Standard, a Conservative paper published in the city of St. John, on Sept. 9 last, being eleven days before the general elections, what purported to be a copy of a telegram from the Hon. R. L. Borden, then leader of the opposition and now prime minister, addressed to George W. Fowler, the Conservative candidate for Kings and Albert, as follows:

"From Summerside (P. E. I.), Sept. 8, 1911.

"To George W. Fowler.

"Am convinced that interest of Intercolonial railway demands acquisition of branch line railways as feeders, and we purpose to acquire them on reasonable terms if returned to power.

(Sgd.) "R. L. BORDEN."

2. Was such telegram sent by the honorable the present leader of the government? If so, at whose request and with what object?

3. Does the government intend to carry out the promise contained in such telegram? If so, when?

Mr. Borden:

1. No.

2. Yes, except that the word "proposed" instead of the word "purpose" was used in the telegram as sent. In reply to requests for information as to the policy of the Liberal-Conservative party respcting the acquisition of branch lines.

3. The telegram was merely a summary of previous declarations of the prime minister in parliament. Each case must be dealt with on its merits under the conditions mentioned.

Chance Harbor (N. B.)

Mr. Pugsley:

What action is being taken by the department of public works with regard to the improvements at Chance Harbor, St. John county (N. B.?)

Gooseberry Cove (N. B.)

Mr. Pugsley:

What is being done with regard to the improvements at Gooseberry Cove, St. John county (N. B.?)

Mr. Monk—The department is proceeding by day labor with the construction of the wharf at Gooseberry Cove (N. B.) Amount expended up to October 20, $2,005.37.

Lorneville (N. B.) Breakwater.

Mr. Pugsley:

1. What do the borings recently made at Lorneville, St. John county (N. B.) show as to the nature of the foundation?

2. Is it intended to proceed with the work of completion of the breakwater at that place? If so, when is the work likely to be resumed?

HON. MR. PUGSLEY'S STRIKING SPEECH IN HOUSE OF COMMONS

(Continued from page 5.)

the service and defence of the empire. But, today, Sir, we find that in the government there is a strong and a potent force which says in the first place: We shall have no Canadian navy. It is a waste of money, the money would be better employed in developing the resources of Canada, and in the next place: If we do have a Canadian navy it shall be used solely for the defence of Canada and no government shall be allowed by parliament to have the power to place that navy at the disposal of the empire in case of war. And the gentleman who leads the Nationalist party in the province of Quebec, Mr. Bourassa, has the coolness to state in Le Devoir what are the questions that shall be submitted to the people of Canada when the plebiscite is presented. And think of it, Sir, one of the questions which he declares shall be submitted is as to whether the Canadian ships shall be available for the defence of the empire in case of war. Think of it being suggested to any self-respecting government that they should, without having a policy of their own upon the matter, that they should leave as an open question to the people of Canada a matter upon which some of them would speak, if they spoke at all, one way, and others of them, if they spoke, would speak the other way, as to whether the ships of this great and growing young nation, one of the most important parts of the empire, should, in case the safety of the empire was imperilled, be available for its defence and preservation. He actually suggested that that should be submitted as one of the questions which should be determined by a plebiscite.

More Troublesome Promises.

Now, Mr. Speaker, I am going to dwell for a moment or two upon some other questions which are suggested by the speech, not all of such importance as the naval question, but which are worthy of some attention. It is stated that the government propose to aid the construction of highways throughout the dominion, and Sir James Whitney in his manifesto to the people of Ontario claims credit for the suggestion of this idea, because he says he was the first one to mention it to Mr. Borden, the leader of the government. My hon. friend (Mr. Bennett, Calgary) who moved the address referred to the question of highways, but he gave no intimation—because I presume he was not instructed as to what information he might give—as to what the government proposed to do in this direction. Have they a policy on this, Sir, do you suppose? Do they intend to build a great national highway as a federal work from the Atlantic to the Pacific, or do they intend to take charge of the building of by-roads throughout this great dominion, and so take the work out of the hands of the provinces, and of the municipalities? What is their policy? What do they propose to do? I believe they will tell us they have not settled upon the policy yet. All they know is that they have made a promise to Sir James Whitney, and that there is an election on in the province of Ontario. And they know very well that if they put it in the speech from the throne it would enable Sir James Whitney to keep his promise to the electors.

Mr. Macdonald—Hear, hear.

Mr. Pugsley—Because, Sir, the premier of Ontario said that in a few days he hoped to be able to make a definite announcement that aid would be given to highways in that province.

Sir Wilfrid Laurier—Hear, hear.

Mr. Pugsley—Sir James Whitney is also reported to have referred to the fact—a fact which nobody can deny—that under the very excellent fiscal policy of the late government Canada has progressed so highly on the whole, its revenues have increased so well by reason of its vast foreign trade, that we have a surplus of about $35,000,000, and Sir James Whitney suggested to the people of Ontario, if he is correctly reported, that this surplus should all be used for provincial purposes in the building of highways, the improvement of agriculture, the building of colonization roads, and generally for the development of the newer sections of the dominion, but having more particular reference to northern Ontario. In addition to that he announced that an agreement had been made to reimburse the Ontario government for the cost of building the government railway, the Ontario and Temiskaming railway, at all events, to the extent of $6,400 per mile. Now, Sir, I do not hesitate to say that this proposition to hand over certain moneys to the provincial governments or to the municipalities to assist in the building of highways throughout the country is going to lead in the very near future to the very greatest possible dissatisfaction.

Sir Wilfrid Laurier—Hear, hear.

Mr. Pugsley—If the dominion government once enters upon the building of ordinary highways, ordinary by-roads, throughout the country where is to be the limit of the expenditure? By what means are you to satisfy the different provinces of Canada, that they are being treated fairly? Upon what is the grant to be based?

Awkward Questions.

The government has not felt able to say a word upon the naval question because they have not matured their naval policy. Am I right in supposing that the minister of marine and fisheries (Mr. Hazen) cannot tell me anything about the government's policy with regard to the highways because that policy has not been matured? Having left out all reference to the navy and having put in what they have put in with regard to the roads, we perhaps ought to assume that they have a policy with regard to the roads, that they have given careful attention to it and worked out the details. I would ask the minister of marine and fisheries, who, I understand, is to follow me, to inform me and to inform the house as to the mode in which the government proposes to distribute the federal moneys for the purpose of building highways in the various provinces of the dominion. I could understand, if it were proposed that the government should itself take charge as a federal work of the building of national roads, such as a highway from coast to coast, that that might be justifiable and might be of great advantage to the people—I say nothing as to that until I give the matter further consideration. But, with regard to the other mode in which the moneys might be distributed—handed over to the provinces to pay part of the expense—I will say that would be entirely unjustifiable. It would work great detriment to the revenues of Canada and would prove a source of very great dissatisfaction to the people of the different provinces. Besides, how would it be done? Would it be based upon population? Or upon the length of the roads in the different provinces? The British North America Act provides a basis upon which subsidies shall be given to the different provinces, and I venture to say that it would be contrary to the letter of the British North America Act for the parliament of Canada to apportion subsidies to the different provinces for any such purpose and hand these subsidies over to the provincial governments unless and until an amendment of the act had been secured, which amendment could be made only by the parliament of Great Britain. I think it is due to this house that my hon. friend (Hon. Mr. Hazen) should give some explanation of what the government proposes to do in this connection.

Hon. Mr. Pugsley referred to the significant omission from the speech from the throne of any reference to the Courtenay Bay project, the nationalization and equipment of ports, the taking over of the I. C. R. branch lines, and other policies to which Mr. Borden stood absolutely committed.

The best reply Mr. Hazen, Mr. Monk and others could make was that much might be done in time.

Real Estate Advancing.

Two real estate purchases which are significant as showing the trend of affairs along this line have taken place during last week. Both properties are of about 100 acres in extent, with dwellings and outbuildings, and are situated in the county not far from St. John. The purchasers in both cases were Englishmen, one of whom lately arrived in the city with the intention of remaining, and the other, who has been in the city on a visit, left again for England on the S. S. Empress of Britain Friday. The prices paid are said to reflect the general advance in the value of real estate in the vicinity of St. John.

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