

The Evening Times and Star

ST. JOHN, N. B., MAY 16, 1911.

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THE EVENING TIMES THE DAILY TELEGRAPH

New Brunswick's Independent newspapers. These papers advocate: British connection, Honesty in public life, Measures for the material progress and moral advancement of our great Dominion.

No graft! No deal! "The Shamrock, Thistle, Rose entwined The Maple Leaf forever."

NO EXCUSE FOR DELAY

A strange condition of affairs has arisen in connection with the purchase of a ferry-boat. There is now only one ferry-boat in the harbor. If anything should happen to the Lullow there is none to take her place. She cannot even be laid off for repairs. It was expected the council yesterday would decide to purchase the Newport, which has been favorably reported on by the government inspectors; but the required two-thirds majority was not secured.

The matter cannot rest here. Whatever may be decided in regard to a bridge across the harbor, until there is such a bridge two ferry-boats are needed. The public must be accommodated, and a second ferry-boat is necessary. The council cannot afford to make a mistake until some mishap befalls the Lullow and a tugboat is placed on the ferry route. If the Newport is not to be purchased, where will a substitute be procured? The new council cannot afford to play with this question. Ferry-boats suitable to this harbor are not to be found at a moment's notice, nor can one be built in a day. The money must be provided and a vessel secured. There has been ample time for a decision in the matter. The council should decide at once, and pass on to other important business.

THE VALLEY RAILWAY

This week's issue of the Carleton Sentinel contains some very interesting material relating to the St. John Valley railway and the importance of securing a line that will ensure competitive rates. In an editorial it says:

"The Sentinel pointed out in a recent issue that in the city of Fredericton, where the steamboat service has commenced, the C. P. R. have cut their freight rate from St. John from 28 to 14 cents per hundred, to come into competition with the river service. But Woodstock and the up-river service has no hope of getting anything like this. A case in point occurred the other day when a Woodstock firm paid the C. P. R. at the rate of 20 cents per hundred for the Montreal for exactly the same grade of freight the company hauls to St. John for 31 cents. St. John has a competitive road from Montreal, hence the difference. The people want a railroad, but it will not pay this country to give all its unbounded wealth into the hands of the C. P. R. in order to get the road, especially when it is possible to obtain so generous an offer as that which the Dominion government made to the people of the valley."

In an address in Woodstock last week Mr. Carvell, M.P., pointed out that a road giving competitive rates and operated as part of the I. C. R. system could be secured whenever the provincial government said the word. We quote from the Sentinel's report:

"Now they say you have nobody ready to build the road. My answer to that is, there is a company called the Quebec and New Brunswick Railway Company of which Mr. Malouin is the manager. You have all seen it in the newspapers, they have agreed to build the road, take the bond guarantee and the subsidy. They say Mr. Malouin is a man of straw. I can only say Mr. Malouin has just completed the construction of the International railway, a road which cost \$23,800 per mile and built by Mr. Malouin. All he got to build that with was \$6,400 a mile subsidy and the bond guarantee of \$4,400. It cost him over and above the subsidy and the bond guarantee \$1,000,000. Mr. Fleming and every member of the government at Fredericton knows who is behind Mr. Malouin, that he has behind him a man who is well able to finance the road, they know that it is a gentleman who lives in Toronto, a very wealthy man, the owner of the principal Conservative paper in Ontario. They have dealings with him, they have met him and they know that he has got the money. If they did not believe this man was able to finance the road, the first thing they would have done would have been to accept the proposition and then find out, instead of resorting to the miserable subterfuge they have resorted to. They could have accepted the position and have asked Mr. Malouin to put up his money the next day. If they knew they had him, I can tell you that if they want collateral Mr. Malouin can put dollar for dollar, and that he has the money and is ready to put it into the road. If they will accept this offer in two months they can begin to build this road all the way

TODAY

Rise, for the day is passing, And you lie dreaming on; The others have buckled their armour, And forth to the fight are gone; A place in the ranks awaits you, Each man has some part to play; The Past and the Future are nothing, In the face of the stern To-day.

—Adelaide A. Procter.

THE SILENT MARCH

When the march begins in the morning, And the heart and the foot are light, When the flags are all unfurled, And the world is gay and bright, When the bugles lead the column, And the drums are proud in the van, It's shoulder-to-shoulder, forward, march! Ah! let him lag who can.

For it's easy to march to music, With your comrades all in line, And you don't get tired, you feel inspired, And life is a draught divine.

When the march drags on at evening, And the color-bearer's gone, When the weary strains are silent, That piped so brave in the dawn, When you miss the dear old fellows Who started out with you, When it's stubborn and sturdy, forward, march!

Though the ragged lines are few, Then it's hard to march in silence, And the road has become a grove, And life is a better cup to drink; But the soldier must not moan.

And this is the task before us, A task we may never shrink, In the gay time and the sorrowful time We must march and do our work, We must march and when the music cheers us in another.

March when the strains are dumb, Plucky and valiant, forward, march! And smile whatever may come.

For whether life's hard or easy, The strong man keeps the pace, For the desolate march and the silent The strong soul finds the grace.

MARGARET F. SANSTER.

IN LIGHTER TON

OH JOY! (his daughter) Rose, there's a gentleman in the library who wants to marry one of our daughters. He's a wine merchant! Heaven be praised! Then he will be sure to select one of the Ansons.

"What?" "What he was at." "He?" "What the rich man, bearing cautiously over the stairway, 'I want you.'"

"Well," chuckled the burglar, reaching for the silver, "I'm at your service, sir." —Columbia Jester.

A BAD ADVERTISEMENT

Druggist (to his stout wife): "Don't come in just this minute. I am about to sell six bottles of my fat-reducing mixture." —The Continent.

CHILDSOME

"I once proposed to a girl in a conservatory." "With what result?" "A lot of expensive plants were nipped by frost." —Washington Herald.

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Mr. M. C. Mahand, Jasper, Ont.: "Icky rash on my baby's head when but three months old. It spread over entire body. Pruritus on limbs prevented tearing skin. Reduced to a skeleton. One bath with Cuticura Soap and application of Cuticura Ointment cured him in ten days. A single net cured him. This child would have died but for Cuticura Remedies."

Mr. W. H. Bennett, 270 West 10th Ave., Newark, N. J.: "Whole body a mass of raw, itching eruptions. Agony was caused by the hair on my face and ears falling out. I was down to the last hope. I tried everything, but nothing helped. I was told to try Cuticura Remedies. I did so, and in a few days the eruptions were cured. I am now well and free of all marks." —Newark Record.

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TRIAL BY JURY

The Twelve Jurors

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