OUISE WON FIRST SMALLEY CUP RACE

he first race for the Smalley Cup raced at Westfield Saturday afoon. Joseph Bullock's Louise ved the winner in a closely contestrace with Norman Trueman's Clip but sixteen seconds behind him. race started at 3 p. m. and was ting throughout its entire course. rtly after the start the Rosamond ped her rudder which was picked y the Black Fly. The accident ded the Rosamond, but did not preher continuing the race. She e good time, finishing in third e. The Black Fly, however, droppout.

e boats that started were the folng: Louise, Joseph Bullock; Clip Norman Trueman; Rosamond, ge Blizard; Keego, C. MacDonald; k Fly, H. B. Robinson.

e elapsed time and corrected of the boats was as follows:

	Elapsed.	Corrected
se	1.06	1.06
II.	1.07.05	1.06.16
mond	1.09.27	1.08.06
o	1.30.	1.27.06

ck Fly did not finish.

Building Committee Met

turday afternoon the Building nittee of the Westfield Rating Asstion met and passed accounts. new pavilion was handed over to House Committee composed of young men. W. H. C. McKay is man of the committee. This come will have full charge of the on and of the arrangements cond with the entertainments to be there. About $110 is needed to lete the building. The amount is raised by means of a public enment.

urday evening there was dancing e pavilion until 11 o'clock after the dancers dispersed.

T THE HOTELS

Royal

McN. Shaw, Toronto; Jas. Patontreal; Mr. and Mrs. H. A. Miss Edna White, Sussex; nd Mrs. Frank Rolph, Mr. and oseph T. Rolph, Toronto; S. B. e, Boston; Dr. T. Mitchell Perdr. Augustus Wadsworth, New City; G. S. Sykis and daughter, nati; David H. Taylor, Mrs. L. Taylor, Washington; A. Z. lis, John R. Brown, Providence, J. A. Thompson, Boston, Mass.; d Mrs. George L Holland, Mont-Paul Alexander, Philadelphia; Mott, Campbellton; H. T. Haz-l child, Quebec City; W. A. Toronto; A. Rowly, Marysville; B. Sinclair, Macdonald College; Crowley, Wolfville, N. S.; H. rd, Montreal; K. W. McKay, ; Mrs. McDonald and child, Westminster; G. G. Shaw and cAdam; Miss Jean Evans, d, Me., Miss Cornelia Dean, ork City; Bertha L. Worden, n, N. B.; F. F. Parkens, Montrs. Geo. A. Murchie, Halifax.

Victoria.

Kidd, Richmond; A. H. Seibson; F. R. Perkins, Shang-J. C. Earle, Douglas Harbor; eeshmain, Toronto; Mr. and . A. Fraser, New York; J. A. Gurnsey Cove; W. F. Shaw, A. pson, Toronto; John Burpee. ver; A. L. Hoyt, McAdam Jct.; McKenzie, Berlin, Ont.; W. H. S. M. Henry, Buffalo; A. F. E. Rousiville and wife, Bosohn Berry, Moncton; M. and o. Finch, New York; Geo. B. Apohaqui; Wm. Kutzner, De-S. Sullivan, Boston; L. Bates, rk; A. McCousland, Brantford; Wilson, Woodstock.

(Br) Bona Venture; Loyalist chibucto.
d, N. S.; Mina German (Br), th; Botha (Br) St. John; Jen-Br) St. John; Annie (Br) Salver, N. S.; Mansfield, Beaver N. B.
nd, Me., July 10—Sailed stmr k (Br) Port Hebert, N. S. is, Mass., July 10.—Sailed: y (Br) St. John, N. B. , July 10—Ard schrs Theresa, squodoboit, N. S.; Crescent, itland, N. S. ence, R. I. July 10—Ard schr , Gaspe, Nova Scotia. k, Va., July 10—Ard stmr Daeverie , N. S.

EW WORLD'S RECORD.

rg, July 10.—A world's re broken today at the Pittsletic carnival, when F. L. , of the University of Penn ran 100 metres in 10 1-5 se he former record was 10 2-5. R. E. Walker, of South Africa ia, in January, 1909. The re time make by Ramsdell was tonight by the Amateur Athon and it will be made official ork on Monday.

OUT IN WOODSTOCK

, Frank P. Fox, Oxass.. . . . . .2 2 2
Frank Boutilier, Hal- 2 3 3
lo, Presque Isle Stock 4 4 4
2.13¼, 2.13¼, 2.13¼.

Class, Trot and Pace.

tch Mitchell and Halifax 0 1 1 1
. A. Dewitt, Presque 0 2 2 3
rattan, I. R. Morrell, ck. 3 3 4
rc, S. R. Hayden, n. 4 4 2
.19½, 2.21, 2.20½, 2.21½.

Class, Trot and Pace.

, Frank P. Fox, Medss.. . . . . .1 1 1
irl, Frank Boutilier, ... 2 4 4
, Pine Tree Stables, n. 4 2 2
nts, Fred Duncanson, ...3 3 3
18¼, 2.17½, 2.20¼.

119 PLACES WHERE YOU CAN BUY The Standard

That there is no place for yesterday's news in today's paper, is the policy of St. John's newest daily. It is the policy that has already placed THE STANDARD in the first ranks, and it is destined for a circulation second to none in the Maritime Provinces. THE STANDARD intends to cooperate with its advertisers in building up their business. The following list will give some idea of our city circulation:

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J. S. SMITH—126 Waterloo street.
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G. C. BEAMAN—18 Haymarket Square.
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M. WATT—151 City road.
R. R. PATCHELL—271 Stanley street.
GEORGE E. DAY—Cor. City road and Stanley strets.
PARK DRUG STORE—312 Brussels street.
THE CIGAR BOX—Mill and North streets.
J. V. HOLLAND—123 St. Patrick street.
R. H. COLEMAN—84 Mecklenburg street.

CARLETON:

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W. H. MYLES—Simonds street.
MRS. TITUS—63 Sheriff street.
E. J. MAHONEY—279 Main street.
M. A. McGUIRE—249 Main street.
M. J. MURPHY—149 Main street.
J. E. COWAN—99 Main street.
E. J. MAHONEY—29 Main street.
MRS. J. MAGEE—37 Millidgeville Avenue.
N. C. SCOTT—Cor. Adelaide road and Main street.
COUPE'S DRUG STORE—537 Main street.
S. GIBSON—661 Main street.
H. TRIFTS—152 Main street.
W. H. DUNHAM—115 Main street.
A. McARTHUR—548 Main street.
C. W. GREENSLADE—578 Main street.
T. J. DURICK—403 Main street.
PEOPLE'S CIGAR STORE—733 Main street.
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SOMETHING ABOUT THE SEVERAL BARGAINS BETWEEN THE G.T.P. AND THE DOM. GOVERNMENT

Ottawa, July 8.— The occasion is opportune for a review of the history of the Grand Trunk Pacific Railway project. Such a review must fall under four heads.

1. The several bargains between the government and the Grand Trunk Pacific.

2. The route which the government hoped for and the route which it has obtained.

3. The government's estimate as to the cost and the way in which these estimates have been verified or proved to have been inaccurate. The honesty with which the construction work itself has been done, and the outlook before the enterprise, were dealt with in a former article.

1.— The Bargains.

The original arrangement made with the Grand Trunk in 1903, while open to criticism, presented some good points. It had two route ideas which were good.

1. It aimed at bringing the freight to the seaboard so low down on the St. Lawrence as to make it practically certain that it would be shipped country by sending the main line across the Atlantic from Canadian seaports.

3. The government agreed that in financing the prairie section of the Western division, or Grand Trunk Pacific proper, it would guarantee, not bonds to the face value of $13,000 a mile, but bonds sufficient to produce the sum of $13,000 a mile.

Rights of Foreclosure.

4. The government parted with practically all its rights of foreclosure in the event of default by the company on the bonds for the western division. By the bargain of 1903, the government took a first mortgage on the line in return for the bond issue which it guaranteed. By the bargain of 1904 this first mortgage was so weakened as to make it hardly a mortgage at all. It amounts to little more than the right to appoint a receiver, who would be under obligations to provide the money necessary to maintain the road in times of depression; as good times ensue, the Grand Trunk would be able to pay up the back interest and demand the road again.

5. Not only was the Grand Trunk allowed to own the $45,000,000 worth of stock, but it was allowed to speculate in it, provision of the bargain of 1903 prohibiting this being swept away.

through the newly discovered clay belt, making it in effect a colonization line of unusual potency. Among the weak points in the scheme were the fact that the Grand Trunk Pacific would own the best part and have the use of the rest of the system in return for financing an amount of money which was not expected to exceed $15,000,000; that the precautions for preventing the diversion of the traffic to Portland were not as strong as could be wished; and that the plan allowed the Grand Trunk Pacific to own $45,000,000 of stock which would represent no investment of money and be so much water. Other objections were taken, but need not detain us here.

The First Break.

The first break in the bargain came from the side of the government.

Its Maritime Province supporters insisted that some of the expenditure must be allotted to their part of the country, and they mutinied with such success that the government added to its original scheme the Moncton extension.

This pledged the government to build the road from Quebec to Moncton, obtaining the same grades of four-tenths of one per cent. as were to obtain west of Quebec. The best engineering advice made it extremely doubtful whether grades of this character could be obtained.

The building of this line would cut the throat of the Intercolonial with its national investment of $80,000,000.

Finally the government plunged into this scheme without showing that it was alive to the fact that such a line would be of very little use until the St. Lawrence was spanned by a bridge at Quebec, which would allow the free passage of trains from the main line north of the river to the Moncton extension, which began on the south bank. Until the bridge was finished the extension to Moncton would be in the air. To these considerations the government paid no heed.

Concessions to the G. T. P.

In 1904 the Grand Trunk Pacific demanded and obtained extraordinary modifications of the bargain.

In putting the scheme through in 1903 the government made a number of representations as to the excellence of the bargain. Nearly every one of these good points was removed by the legislation of 1904.

Among the concessions made were the following:

1. The original contract provided simply that when the eastern division was finished the Grand Trunk Pacific would take it over. By the modified bargain the Grand Trunk Pacific obtained the right to take over such pieces of the Eastern division as it chose. Thus it could take over the stretch from Winnipeg to Superior Junction; or the stretch from Winnipeg to Abitibi Junction, at which point it could connect by using the Ontario government line with North Bay and the Grand Trunk system of to-day. By inference this leaves the Grand Trunk Pacific free to reject the whole of the rest of the Eastern division if it suits its purpose to do so.

2. The government guaranteed the financing of three-quarters of the cost of the mountain section of the Grand Trunk Pacific, no matter what that cost might prove to be. The original bargain put a limit of $30,000 a mile to the principal of the bonds which were to be used to obtain the money for this purpose. This will raise the rate to at least $50,000 a mile.

6. Provision was made with regard to branch lines whereby when the fifty year lease expires the Grand Trunk Pacific may own such branch lines as have proved profitable enough to make them desirable, while the government must take over such as have proved unprofitable.

7. Should the government, on the expiry of the fifty year lease decide to take the Eastern division over for its own purpose, the Grand Trunk Pacific shall be allowed running powers and haulage rights over it for another fifty years.

A Serious Reduction.

The foregoing concessions amount to a very serious reduction in whatever good points the original bargain possessed. This year the bargain was still further amended by the government agreeing to help the Grand Trunk Pacific to finance its end of the work. It is to lend the railway company $10,000,000 on security that is about equivalent to a fourth mortgage. At the last Imperial conference two years ago $7,000,000 is to repay the Grand Trunk Railway for money which it already has managed to borrow and put into the line, and only $3,000,000 will go into real new construction.

Other important concessions were made quietly at sundry times. For example, the Grand Trunk Pacific put all its branch lines into a subsidiary company; by this expedient the security for the government guarantees extends only to the main line and not to the ramifications of the system. Another aspect of this situation is that the Grand Trunk Pacific has complete control over the branch line from Port Arthur to Superior Junction—the key of the whole situation. Again, another subsidiary company has been formed to exploit the town sites along the line: this promises to be very profitable aspect of the company's business, and it too is removed from the security which the government holds for its services for financing the enterprise.

2.— The Route.

When the scheme was launched the government made it a strong point that the new line was to run north of existing railway systems, was to keep thirty miles away from other lines, was was to open up new territory. The debates at the time were full of expressions to this effect. Sir Wilfrid Laurier, for example, talked about rolling back the map of the Dominion for another hundred miles. Among other expressions may be cited his description of "A line of railway designed . . . to open up and develop the northern zone of the Dominion." Also of "a railway to be built by way of Pine River or Peace River Pass and to open up the rich prairies in that country." And so on; the expression that the Grand Trunk Pacific must be at least thirty miles from the existing railways or from any railways that have been been located was used by the Premier.

It was stated that the mountain section—the portion running through the Rocky Mountains—was to be 600 miles long. Further, the Moncton extension was to save from 120 to 140 miles on the existing Intercolonial line from Levis to Moncton; the distance by the Intercolonial between these two points was 488 miles. Other ministers put the length of the Moncton extension at 400 miles.

Locating the Line.

The line has been located From Winnipeg to Edmonton it lies south of the Canadian Northern main line; often a long way south. It closely parallels an important Canadian Pacific line; for many miles the two routes are within sight of each other. No effort has been made to preserve the distance of thirty miles from other lines, and the West is beginning to complain bitterly of the mania for paralleling railways which the Grand Trunk Pacific shares with the older systems.

As for the mountain section from Wolf Creek to Prince Rupert, it is to be 836 miles long.

And as for the Moncton extension, it is to be 459 miles long. The saving is 29 miles, and the cost so far is $29,000,000; it is likely to reach $35,000,000. This does not tell the whole story. The new route not only was to be shorter than the Intercolonial by at least 120 miles, but it was to have no grade in excess of 21 feet in the mile. The line of 459 miles which has been decided upon includes two very severe grades, each about 12 miles long, one against eastbound, the other against westbound traffic. There is ground for the belief that had the contract been observed and the low grades obtained the Moncton extension would have been positively longer than the existing Intercolonial line.

SAYS ST. JOHN RIVER BEATS THEM ALL

The following self-explanatory letter has been received by the Fredericton Tourist Association from delighted tourists:

To the Tourist Association, Fredericton, N. B.:—

As one of a party of ladies I have been asked to express our appreciation of your beautiful city and its environs and the grand scenery of your noble river. We have lately travelled over parts of Europe and the western part of Canada, and we must admit that for natural beauty the scenery of the St. John river surpasses all. I think the approach to your city as the church bells were chiming the evening hour was the most delightful part of a delightful trip. We left St. John by the good steamer Victoria and I must say that for kindness and courtesy of the officers we feel very grateful, and the same kind attention was extended us by the gentlemanly agent at your city, who assisted us in many kindly ways. And we must congratulate the Star Line S. S. Company on its efficient and popular officers, and trust they may long be spared to extend to future tourists the kind treatment we received.

We regret very much we could not remain in your beautiful city for a longer period, but trust next year to return and remain for our vacation. We trust you will have many visiting tourists to your city and that they will be as pleased as the

FIVE LADIES FROM NEWTON, MASS.

St. John, July 5, 1909.

WISDOM OF WISEHEIMER.

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LAST CARD OF THE LATE GOVERNMENT.

(St. John Telegraph, Feb. 1908.)

The "report" of the accountant hired by Premier Robinson to give the local government a certificate of character on the eve of election is the administration's last card. It may be played any day now, and electors in every constituency should be prepared for it. The hard-hearted people of this province are not to be turned from their purpose by any device so flimsy as this attempt to whitewash the tottering government during the closing hours of a campaign in which it has been on the defensive in every constituency since the first gun was fired.

The expert will do what he was paid to do. The taxpayers will pay the expert, but they will not be influenced by what they are paying for. This government has had its chance and now it must allow the people to pass upon its acts under the secret ballot law. No expert's report can alter the people's verdict. This business of the expert, in fact, is simply another confession of the government's desperation. It has finally realized how strongly the current of aroused public opinion sets against it, and it is grasping at a straw.

Can the expert produce that $9,000 surplus when the people know there is a $400,000 deficit?

Can the erpert extend the Central Railway to Gibson before March 3rd, and restore to the public treasury the difference between $1,260,000 and the honest cost of the work done on this incomplete railway, which Mr. Morse of the G. T. P. tells Hon. Mr. Pugsley is unfit for heavy traffic?

Can the expert restore the roads of this province to their normal condition? Can he blot out the ruinous effects which a blundering law and the rotten administration of that law have had upon the highways? Can he indemnify the residents of this province for the loss, damage, discomfort and annoyance which this government has inflicted upon them through its stupidity in passing the Highway Act and its folly in sticking to that law until the elections scared its leaders into a change of front? Can he remove in a month the havoc wrought by three long years of government neglect and incompetence? Can he cause the people to forget what sort of roads they will have when the frost comes out of the ground in the spring?

Can the expert replace in the people's pockets the money this government has taken therefrom by its policy in regard to school books?

Can the expert lend a new value to the before-election promises of an administration which will promise anything, but whose promises have been tested before and found worthless?

Mr. Robinson, in this matter, is not giving the people much credit for intelligence. Let us look at his proposal from an every-day standpoint. He and his fellow ministers are trustees for the people. There is trouble over the management of the people's vast estate. Distrust is everywhere. Deception is charged. The property is not being properly administered. What then? Have the people selected an expert and given him instructions as to what to investigate, what to make clear, what questions to answer, over how many years to carry his examination? By no means. Mr. Robinson—the chief trustee, mark you—selects the expert. The people have no voice in the transaction. Does the Hon. C. W. Robinson really believe he can save himself and his government from political extinction by a proposal of that sort? With him, of course, it is any port in a storm.

Let no man doubt that the people of this province are prepared for this last card the government has to play. The other cards it had in its hand have been placed upon the table, one by one. There was not a strong one in the lot. This last one, we may depend, will be a two-spot.

WATERBOROUGH.

Waterbury, July 9.—A roving band band of gipsys passed through this place yesterday afternoon heading south. These gipsies travel over the country year after year. They do not do any work, and they always have plenty money and horses. As they do not work they must get their living by some illegal means. They do not hesitate to go into the farmer's fields and mow down his grass, oats or buckwheat without liberty.

Mrs. John McCaw left by the Washademoak boat Sincennes for St. John this morning to spend a few days visiting friends.

Mrs. Daniel Mott is spending a few days in St. John visiting friends.

Mr. George Clark is suffering with abscesses on his face.

Jim Jeffries will most likely fight Jack Johnson on Labor Day. Jack Johnson will be ready to meet Jim Jeffries boxing day. The coming fight between Jim Jeffries and Jack Johnson will no doubt take place New Years day. The Jeffries-Johnson fight is as good as clinched. All that is needed is the signing of articles for a fight on Washington's birthday.

FOR SALE

FOR SALE—One large oak refrigerator, built by Quinn, of Portland, Me., 13 ft. long, 7 ft. high, 5 ft. deep, with space for ice in centre. Can be delivered latter part of June. RAYMOND & DOHERTY, Royal Hotel.

FOR SALE—Freehold property corner Prince and St. James streets, with 3 story brick building thereon, containing 3 stores and hotel, all rented. Apply to H. H. PICKETT, Solicitor, 65 Prince Wm. St. 20-4-tf.

WANTED

WANTED—A night watchman. Apply today Hamilton & Gay, Erin St.

A PANT AND VEST MAKER. A. Gilmour, 68 King St. tf

WANTED—A First Class Male Teacher for the Advanced Department and a Second Class Female Teacher for the Primary Department of the Harvey District No. 3 School. Apply to the undersigned, GEO. A. COONAN, Sec'y to Trustees, Harvey, A. Co. N. B. 16-6-1

WANTED—A Housemaid. Apply to Miss Thorne, 15 Mecklenburg street.

LINOTYPE OPERATORS — Wanted, two experienced linotype operators. Must hold Union Card. Apply The Standard, St. John. 20-4-tf.

LOST

LOST—July 5th, between Seaside Park and 57 St. James Street via Street Cars, old fashioned carved gold locket without chain. Finder will be rewarded by leaving it at The Standard Office, 82 Prince William St. tf

Lost—A roll of money between King Street near Germain and South Wharf. Liberal reward if returned to The Standard Office.

TO LET

To Let—The upper flat No. 29 Mecklenburg Terrace, containing drawing rooms, dining room, library, four large bed rooms, linen room, bath room, servants rooms etc., heated, newly papered and painted throughout. Magnificent view. Apply to M. B. Edwards, No. 48 Market Square.

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