

The Standard

Published by The Standard Limited, 82 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 1722
Editorial and News.....Main 1746

ST. JOHN, N. B., FRIDAY, MAY 31, 1912.

THE VALLEY RAILWAY.

The Times had a violent attack of hysteria last evening after reading what The Standard had to say yesterday on the Valley Railway, a subject on which the Times is apparently not very well informed and holds erroneous views. There was nothing conflicting in the statements of The Standard yesterday regarding the issue of bonds for the construction of the railway. It was very clear that while the issue of bonds had been authorized by the Government and underwritten, the whole issue had not been put on the market.

Under the terms of the Act passed at the last session of the House the route of the Valley Railway is clearly defined as "a railway from Grand Falls, or a point on the line of the National Transcontinental Railway in the county of Victoria at or near Grand Falls, to the city of St. John, along the route and general location as shown on the plans of survey made under authority of Part I of this Act and crossing the St. John river at or near the bridge, thence crossing the Kennebecasis river and to the city of St. John or to a point on the Intercolonial Railway near Rothesay."

This is the route of the railway, the bonds of which the Government of New Brunswick are authorized to guarantee. In view of the provisions of the Act, so clearly set forth, the nonsensical rubbish which the Opposition have been putting out as to a change of route is unworthy of serious consideration. The strongest assurance that any Government could give that the route would be followed has already been given—not once but a dozen times; but notwithstanding this, the misrepresentations continue, and one cannot be so soon disposed of than another is flouted.

The Government have provided in the Act for two ways of guaranteeing the bonds of the company. They have authority to endorse the bonds as the work progresses upon a certificate of the Government Engineer, or to have the bonds endorsed until the company shall deposit with the Government or with a bank to be approved by the Lieutenant-Governor-in-Council, the sum of \$1,000 per mile for the payment of any interest remaining due and unpaid after the payment of 40 per cent. of the gross earnings to be paid by the Government of Canada to the Province of New Brunswick. This large sum of \$1,500 per mile remains under the control of the Government until such time as 40 per cent. of the gross earnings shall pay the interest on the guaranteed bonds for two consecutive years. This is one of the most important safeguards which Mr. Flemming made to secure the Province against loss in the early operation of the road.

There is another provision in the Act respecting the guaranteeing of bonds which gives authority to the Lieutenant-Governor-in-Council to place the Provincial endowment on the bonds on block. No contract ever made in this Province has been more carefully safeguarded than that for the construction of the Valley Railway. It is a monument to the sagacity and business acumen of Mr. Flemming. The attempt on the part of the Telegraph and the Times to make it appear that the Government intend to evade the construction of any portion of the line is not made in the interests of the Province, nor do such efforts tend to prove either the sanity or the sense of journalists circulating such malicious and dangerous falsehoods. The Valley Railway will be built from St. John to Grand Falls and the credit for its construction will be due entirely to the present Government of New Brunswick.

The record of the recent session of the Legislature clearly shows that the attitude of the Opposition on the question is quite in keeping with that of the organs supporting them. On March 22, when the bill containing the provisions above referred to came up in the House for a third reading, Mr. Tweeddale, seconded by Mr. Bentley, moved an amendment which if carried would have prevented the building of the railway. It was defeated by a strict party vote. The record in the Journals of the House of what followed the defeat of this amendment makes most interesting reading for those who desire the construction of the Valley Railway.

On page 53 of the Journals the following appears: "Then the main question of the bill to aid in the construction of a line of railway along the Valley of the St. John river may now pass and become law being again proposed, it passed in the affirmative by the same division reversed as follows:

Yeas.	Nays.
Hon. Mr. Flemming.	Mr. Currie.
Hon. Mr. Grimmer.	Mr. LaBelle.
Hon. Mr. Morrissey.	Mr. Cope.
Hon. Mr. Landry.	Mr. Sweeney.
Hon. Mr. McLeod.	Mr. Tweeddale.
Hon. Mr. Maxwell.	Mr. Burgess.
Hon. Mr. Murray.	Mr. Bentley.
Mr. Dickson.	Mr. Leger (West.)
Mr. Guptill.	Mr. Byrne.
Mr. Woods.	Mr. Leger (Glouce.)
Mr. Sillp.	Mr. Upham.
Mr. Baxter.	Mr. Burchill—Total 12.
Mr. Taylor.	
Mr. Jones.	
Mr. Munro.	
Mr. Sproul.	
Mr. Pinder.	
Mr. Young.	
Mr. Moorehouse.	
Mr. Glaser.	
Mr. Prescott.	
Mr. Wilson.	
Mr. McLaughlin.	
Mr. Albin.	
Mr. Perciey.	
Mr. Cyr.	
Mr. Bourque.	
Mr. Sheridan—Total 28.	

Here we have the Opposition voting solidly against the construction of the Valley Railway. This action on the part of Mr. Cope and his friends in the House clearly

defines their attitude on the Valley Railway and explains better than anything else the numerous canards they have circulated since the vote was taken respecting the intentions of the Government as regards the Grand Falls section.

THE LIBERAL VOTE.

"There are more Liberals than Conservatives in New Brunswick," hysterically shouts the Times, which further adds "they ought now to assert themselves and assume the direction of Provincial affairs." According to the figures of the popular vote in the last Dominion election there were 40,194 Liberal voters and 33,830 Conservative voters in this Province. This gives the Liberals a majority of 1,314, but as Mr. Michael had a majority of 1,948 in the electoral district of St. John, the Liberals have a majority of 1,314 in the other counties—certainly not enough to give the Liberals control of any considerable section of the Province.

As a matter of fact the Liberal party has been slowly dying in the Province of New Brunswick, ever since it came into power in 1896, and its disintegration in the last five years has been more rapid than in the previous decade. In 1908 the Liberal vote in the Province of New Brunswick was 40,716. The Conservative vote for that year was 34,985, showing a majority for the Liberals of 5,731. These figures would show that between 1908 and 1911 the Liberals lost 4,457 votes. It is admitted on all hands that the Liberal party is not as strong today as it was on the morning of September 21st, 1911.

The Provincial elections which caused the overturn of the Liberal Government in this Province took place in March, 1908, when, according to the popular vote, there were over 5,700 more Liberals than Conservatives in New Brunswick. Yet the Liberal Government were defeated by a majority much larger than these figures. There is no doubt that a vast number of intelligent and respectable Liberals abandoned the old Government, because of its corruption and general mismanagement of the affairs of the Province, and there is abundant evidence on every hand and in every county that a much larger number will throw in their lot and vote for Mr. Flemming and good government.

The issues in the coming election are practically the same as they were in 1908. Mr. Cope as leader, was one of the old crowd who assisted in looting the treasury and who stood for all that was evil in the policy of the former Administration. He has defended the scandalous neglect of the old Government in their failure to collect the territorial revenue of the Province and has shouldered the responsibility of their enormous over-expenditures in the Public Works Department. He has shown his friends were in power he drew from the Central Railway for services of a very doubtful character, which, when he was put on oath, he was unable to explain.

It is all very well for a few partisans who think they direct public opinion to imagine that the people have forgotten how they were deceived by the old Administration into the belief that the Province was paying its way while it was really going further into debt every year for current expenses. There has been no such forgetfulness on the part of the electors. They will pursue the same course and in the cause of good government give Mr. Flemming their support.

VERY QUESTIONABLE ZEAL.

Mr. Cope is very desirous now that someone should be prosecuted in connection with the Central Railway frauds and is inclined to blame the present Government for not bringing criminal proceedings against some unnamed persons. Mr. Cope's record does not show that when his friends were in power he ever displayed any particular keenness in prosecutions of any kind.

He made his first appearance in the House of Assembly at the session of 1901 and was the mover of the address in reply to the Speech from the Throne. The Speech contained a reference to the scandalous act on the part of some over-zealous Liberals to add several hundred names to the non-resident electoral list for the Parish of Rothesay, Kings County. When he reached this paragraph Mr. Cope is reported as saying: "With regard to the Rothesay non-resident list, that was a matter about which he had no information, but all must regret that such a thing as wrong doing in connection with an election should take place. It will be the pleasure of the Government and their supporters to enquire into this matter and to see who is to blame so that they may be properly punished."

If any person was prosecuted in connection with these frauds no one ever heard of it, although the Government would have had no difficulty at the time in placing the perpetrators under lock and key if they had so desired.

EVIDENCE WANTED.

Mr. Veniot of Bathurst, who has been doing some organizing for the Liberal party on the North Shore during the past three months, in fact ever since he was dismissed from the collectorship of Bathurst, makes the charge that certain pay lists in Kent County have been stuffed with the names of children ten years of age. Mr. Veniot does not state what pay lists these are and fails to produce corroborative evidence of his assertion. Mr. Veniot has placed himself in a position where he must make good these reckless statements or stand convicted of the grossest kind of misrepresentation.

It is rather unfortunate for Mr. Veniot that any assertion he would make during a political campaign would require to be vouched for by someone else, but it is a fact. Under the old Government the stuffing of pay rolls was quite a common occurrence and during importunate repairs on the Suspension Bridge attained the distinction of almost becoming a scandal, to such an extent was this carried on by the men in charge of the work. Under the present Administration nothing had previously been heard of this method of stealing from the Government until Mr. Veniot made the charge, which is still uncorroborated.

What has Mr. Cope to say to this extract from his speech on the Budget in 1906: "While I do not lay it to the charge of any Minister or officer, I assert that all the 'stumpers' have not been collected, and while I would give the lumbermen fair and generous treatment we cannot afford to give a monopoly of the Crown Land to the rich 'concerns against the interests of the large class of 'small operators.'"

It would be in order now if Mr. Cope would explain why he and his party voted against the construction of the Valley Railway in the House on March 22nd last.

Current Comment

(Hamilton Herald.)

The early-closing movement which in the long run does not hurt trade, and it is a good thing personally for the merchants and their employees. It would be too bad to have it blocked.

(London Free Press.)

As for the Liberal party and the tariff, it will take some time for the party to rehabilitate itself in the confidence of the people and as a party it might as well take time to consider carefully in which direction it will move next. It has plenty of time for consideration, rest assured.

Children's Button and Laced Boots

Made on the Approved Broad Toe last that allows the foot to grow naturally.
Beautiful Kid, Tan, and Calf Leathers.
Flexible, Tough, Double Soles.
Nice Fit and Finish.
Will hold their shape and stand repairing.

This is the most desirable line of children's footwear we have ever seen and our customers are loud in their praises of these Money Saving Shoes.
Sizes 4 to 7 1/2, \$1.00, 1.25, 1.40, 1.50, 1.65, 1.75, 1.90, 2.00.
Sizes 8 to 10 1/2, \$1.40, 1.50, 1.65, 1.75, up to \$2.75.

Francis & Vaughan
19 King Street

6 Months' Course \$10

COMPLETE COURSE AND POSITION
Bookkeeping or Shorthand
GOOD FOR SHORT TIME
The J. R. CURRIE
Commercial Institute,
55 and 57 Union Street, Phone 2233.
Office, 959; Res. 2233.

SIGNS THAT MAKE A HIT
ARE MADE BY THE
ST. JOHN SIGN CO.
11, M. HAMPTON, Mgr.
Everything in Signs,
102 King Street, Phone M 578
SHOW CARDS.

Hemlock Boards.

One scow load of merchantable Hemlock Boards.
Good Large Boards
Sawdust and Shavings at our Erin Street mill.

The Christie Woodworking Company, Ltd.

TWO FACTORIES:
245 1-2 City Rd. 68-86 Erin St.

A Modern House

is not complete without

ART GLASS WINDOWS

When planning your new house remember that

Murray & Gregory, Ltd.
ST. JOHN, N. B.

Make all kinds of Leaded Glass, Bevel Plates, Mirrors, etc., etc., and sell Plate and Sheet Glass at prices to compete with any firm in Canada.
For Bathrooms, Halls, Stair Windows, etc., Art Glass takes the place of blinds and curtains, does not cost any more, has a much nicer appearance and is permanent. Write for designs and prices.

MURRAY & GREGORY, Ltd.
St. John, N. B.
Everything in Wood and Glass for Buildings.

45 Successful Years

The Last Year the Best of the 45
Thoroughness and progressiveness have always been the dominating ideas in the management of this College; shrewdness and superficiality, the rocks to be avoided. Our reward has been ample and satisfying.
St. John's cool summer weather makes study during the warmest months just as pleasant as at any other time.
Students can enter at any time.

S. KERR,
Principal.

LOCAL GOVERNMENT CONVENTION

All friends and supporters in Queens County of the Provincial Administration are respectfully requested to meet in Convention at the Court House, Georgetown, at 2 p. m., Monday, June 3rd, 1912, for the purpose of selecting two candidates to contest the County in the approaching general election.

Hon. J. K. Flemming, Premier and Surveyor will address the convention.

May 27th, 1912.

BETTER FARMING SPECIAL ON C. P. R.

College on Wheels Leaves Montreal Next Monday.

The C. P. R. Better Farming Special starts out on its journey through Quebec and New Brunswick on Monday next from Windsor (Montreal) station at 9 a. m. This week the principals of the Macdonald College at St. Anne de Bellevue have been very busy preparing the exhibits and equipping the train with the necessary products for the College on Wheels.

The train consists of three end door baggage cars, two first class coaches one equipped tourist sleeper and one commissary car. The exhibits of livestock have been prepared by the provincial governments and agricultural colleges. The object of the train is to promote better farming methods throughout the two provinces and give the farmers an opportunity to hear farming lectures given by experts and obtain the best possible advice on various topics of interest to the farming community.

In order to give every facility to those desirous of attending the lectures, the C. P. R. have made arrangements for the issuing of excursion tickets at the lowest one way first class fare and where passengers are desirous of proceeding from one place to another to hear a lecture on a different subject the company has provided that they can travel on the Better Farming Special, and the fare will be collected on the train. Where large numbers are expected special train accommodation will be provided and every effort will be made to enable the farming community to take advantage of the lectures and the exhibits. The lecturers will also take pride in giving information concerning the various exhibits and furnish all information within their power.

The train will make the first stop at St. Phillip, Quebec, whence it will proceed to St. John, N. B., and the cars will remain open at the latter place from 7.30 to 10 p. m. and an hour lecture will be given at each place en route. On June 4 calls will be made at Cowansville, Sutton and Knowlton and on June 5 at Waterford, Eastman and Nogo. June 6 will be a big day at Sherbrooke as it is Farmers' Day, and the train will be open for inspection from 9 a. m. to 10 p. m. June 7 will see the train at Cookshire, Scotland and Megantic; June 8, at Harvey, N. B., Fredericton Junction, Wellsford and Westfield Beach; June 9 and 10 at West St. John; June 11, Musquash and St. George; June 11 and 12, St. Andrews, N. B., Rothesay Road and St. Stephen; June 13, Moore's Mills, Lawrence and McAdam Junction; June 14, Canterbury, Debec Junction and Woodstock; June 15, Hartland, Florenceville and Bath; June 16 and 17, Edmundston, St. Leonard and Grand Falls; June 18, Ortonville, Aroostook Junction and North Junction; June 19, Millville, Zealand and Keswick, and on June 20, Fredericton, remaining there from 9 a. m. until 10 p. m.

Mr. Hubbard, secretary to the agricultural department of New Brunswick, has been at St. Anne de Bellevue conferring with Prof. Harrison in conjunction with H. P. Timmerman, the industrial commissioner of the C. P. R., with regard to the equipment and the arrangements arrived at were considered satisfactory.

Most Anything

Says Grandpa Grippeak.
You can build castles in the air without a permit. But you can't get insurance on them.

Uncle Thaddeus asks us why they have orchestras in restaurants. They drown out the soup brigade, uncle.

Go to the ant, you sluggard, when you're busted and down and out. But I'll visit my uncle, for I know what I'm about.

Mr. Rat on the Wire.

Citizens of Bakersville, Conn., have offered a reward for the capture of persons who have been wiring live rats to doorknobs and bell-pulls. The joking has been going on for a week and no clue as to the perpetrators has been discovered, although a close watch has been maintained. Women are so scared they dare not answer a door call after dusk or venture out for fear of being tripped up by a rat tied to a wire.

DREAMSTICKS

FRED WAS ABOUT TO ROLL THE BALL DOWN THE ALLEY WHEN HE STOPPED WITH THE BALL HIGH IN THE AIR AND INQUIRED: "IF I BET FIVE DOLLARS, HOW MUCH WOULD ALPHABET?"

WIT HIM AGAIN, HE OWES FOR THE LAST GAME!

ST. JOHN, N. B.

ST. JOHN, N. B.

ST. JOHN, N. B.

ST. JOHN, N. B.

ST. JOHN, N. B.

ST. JOHN, N. B.

ST. JOHN, N. B.

ST. JOHN, N. B.

ST. JOHN, N. B.

ST. JOHN, N. B.

ST. JOHN, N. B.

ST. JOHN, N. B.



Thousands of people chew Chiclets who would not use any other chewing gum. Dainty morsels of the finest chewing gum crisply coated with the pearly peppermint. Not the horse-mint or the swamp-mint—but *Mentha piperita*—the peppermint—the true mint—delicately fragrant—cooling and salutary.

Chiclets

REALLY DELIGHTFUL
The Dainty Mint Covered
Candy Coated
Chewing Gum

Chiclets for Digestion—Fastidious women serve Chiclets at their luncheons and teas—as after-dinner mints—at bridge parties and all social gatherings where a crisp confection is en vogue. Chiclets are the refinement of chewing gum for people of refinement.

Look for the Bird Cards in the packets. You will find one beautiful bird picture in each packet of Chiclets. Send us any fifty of these pictures with ten cents in stamps and we will send you—free—our splendid Bird Album.

For sale at all the Better Sort of Stores, 5c. the Ounce and in 5c., 10c. and 25c. Packets.

CANADIAN CHEWING GUM COMPANY, Ltd.
Toronto

THE LATEST ACHIEVEMENT OF THE WALTHAM WATCH CO.

THE "EQUITY" \$5.50 WATCH

The Greatest Watch Value Ever Offered

This is a neat model (for Man or Boy). 16s. Open Face. Cased in a screw back and front Nickel case and is guaranteed to be a fine time keeper.

COME AND GET ONE NOW

FERGUSON & PAGE,
Diamond Importers and Jewellers
41 KING ST.

McAvity Valves

ARE GOOD VALVES

We Could Make Them Cheaper — BUT WE WON'T.
We Would Make Them Better — BUT WE CAN'T.

T. McAVITY & SONS, Ltd.
ST. JOHN, N. B.

Printing, Bookbinding, Manufacturing Stationers, Up-to-date Methods.

Loose Leaf work and Binders any size or pattern, made in our OWN factory. First-class work guaranteed.

At BARNES & CO. Ltd. 84 Prince William St.

LACE LEATHER

CANADIAN AND AMERICAN RAW HIDE AND TANNED

Both in Sides and Cut

Also a Complete Stock of

LEATHER, BALATA, HAIR AND RUBBER BELTING

D. K. McLAREN, Limited

64 Prince William Street, Phone Main 1121, St. John, N. B.

HOLBROOK'S

IMPORTED ABSOLUTELY!!

SAUCE

A. C. SMITH & CO.

WHOLESALE

Hay, Oats

AND

Millfeeds

Choice White Middlings and Manitoba Oats Now on Hand

Telephones West 7-11 and West 8

West St. John, N. B.

New Brunswick

Boxed Potatoes

Every one hand-picked and packed. If your grocer does not handle the ask your friend's grocer.

PACKED BY

CLEMENTS & CO. Ltd.

ST. JOHN, N. B.

WE MAKE

Art Glass Domes

and Lamp Shades

TO ORDER

Also Art Glass and Mirror Plates of every description.

MARITIME ART GLASS WORKS, Ltd.

Rel. 1218. W. C. BAUBER, Manager.

St. John, N. B.

SAVITARY BAKERY

BUTTER

BREAD

MONETARY WORTH

PRETZEL FLAKES

CENTRAL POINTS.

MURPHY BROS.

15 City Market

TURKEYS, CHICKENS, GEES, WESTERN BEEF, HAMS AND BACON Everything Best Quality.

ORANGES ORANGES ORANGES

Landing one car California Fancy "SUNKIST" Oranges.

One car California Oranges, Extra Quality.

One car Mexican Oranges.

A. L. GOODWIN

MARKET BUILD

Fresh Fish

Fresh Codfish, Haddock, Halibut, Herring.

JAMES PATTERSON,

19 & 20 South Market Wharf

ST. JOHN, N. B.

ROBT. MAXWELL

Mason and Builder, Valuations and Appraisals.

General Jobbing Promptly done

Office 16 Sydney Street. Tel. Res. 285 Union Street.

J. Fred. Williams

MACHINIST AND ENGINEER

Steamboat, Mill and General Work.

INDIAN TOWN, ST. JOHN, N. B.