

The Standard

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ST. JOHN, N. B., SATURDAY, FEBRUARY 17, 1912.

FROM BEHIND THE SPEAKER'S CHAIR.

Some Surprising Revelations.

An amazing statement showing the enormous cost of the Eastern Division of the National Transcontinental Railway from Moncton to Winnipeg, has been submitted to Parliament and the country by Mr. Cochrane, Minister of Railways. Canada will be called upon to pay a total of \$60,000,000 in interest in connection with the road instead of \$13,000,000 estimated by Mr. Fielding. The total cost of the Eastern Division by 1914, when it is hoped the road will be completed, is given by Mr. Gordon Grant, the chief engineer, as \$236,000,000, a sum which does not include the \$14,000,000 or \$15,000,000 for the Quebec bridge. The Grand Trunk Railway Company will have to carry a burden of interest amounting to \$6,000,000 a year, or \$3,300 per annum for every mile of the 1804 miles from Moncton to Winnipeg. These figures are from a statement showing work done up to December 31, 1911, and giving the estimated cost of completion. The statement discloses for the first time in all its nakedness the iniquitous record of mismanagement, graft and corruption in connection with this railway which prevailed under the regime of the Laurier Government during the past seven years.

The House was in committee on the bill to amend the National Transcontinental Railway Act and place the management under one commissioner when the Minister of Railways made his statement. There was a measure of grim humor in the incident in that the information was given in response to a request from Sir Wilfrid Laurier for some particulars as to the condition of the road. The attitude of the Opposition could be likened to that of a given image from the picture they presented as Mr. Cochrane, without comment, read the paper prepared by the chief engineer. "Mortified meat axes" was the picturesque expression used by one member in the press gallery in describing the scene.

Sir Wilfrid in response said he was obliged to his hon. friend for the information brought down. The figures which he had placed before the House could not, of course, be taken in at once, but they would be there for future reference. There is not the slightest doubt of it.

And there was a touch of retributive justice in the situation from the fact that the Opposition has been making a very valuable defence of the present Commission whose services the Government will dispense with. Mr. Ames, in a subsequent speech, did not miss this point. He said: "The astonishing statement, that the Minister has made tonight with respect to the cost of the National Transcontinental Railway, in so far as the eastern portion is concerned, is enough without any further evidence to enable this House to decide that the quicker this Commission is got rid of the better it will be for the country. When we consider that we have a good man who understands railway building and that we will be far more likely to reach an end of this untrammelled expenditure without making any further blunders my impression is that instead of continuing these two commissioners, the quicker they get out the better it will be for the country. One member of the Commission has resigned and he was wisely informed to do so. The others know that they had better do so as quickly as they possibly can before the country becomes thoroughly seized of the figures which the Minister has laid before the House tonight."

As a matter of record, the following is the memorable statement of Mr. Fielding in his summary in 1904, giving the total obligations of the Government in connection with the National Transcontinental:

Total present sum required to cover 7 years' interest (all other interest being paid by the company) on cost of Eastern Division . . . \$10,655,562
Total present sum required to provide Government portion of 7 years' interest (all other interest being paid by the company) on cost of Mountain Section, Western Division . . . 3,177,794

Total present sum required . . . \$13,833,356

"We are proposing, as I have shown by the statement 'I have read,' said Mr. Fielding, 'to assume an obligation equal to a present payment of between \$12,000,000 and \$14,000,000. That is the whole transaction; when we tell you that we tell you the beginning and the end of the obligation which the people of Canada are to assume.' Not only Mr. Fielding but Sir Wilfrid Laurier was quite confident on that point. The cost of the railway to the people of Canada was going to be met by the surplus of a single year!

A brief examination of Mr. Cochrane's statement will be of interest. The Eastern section of the railway has cost up to date \$113,000,000 and it is now estimated that it will cost to complete \$57,000,000, making a total amount of \$171,726,000. That will be approximately the capital outlay. It has no reference to obligations on the Western Division from Winnipeg to Prince Rupert, nor to guarantees which have been given, nor to the \$10,080,000 which, through the blunder of the late Administration, the country is presenting to the Grand Trunk Company.

The interest to the date of completion on the Eastern Division, sometime in 1914, will be about \$16,055,000 and, supposing it is completed in that year, there will still be seven years interest to pay, amounting to \$29,434,000 more. That brings the expenditure up to \$227,215,000. Betterments will add \$7,885,000, and with interest on one-ninth of a year included amounting to \$900,000, we have the amazing total of \$236,000,000 as the cost of the railway from Moncton to Winnipeg. And these figures do not include some \$15,000,000 outlay on the Quebec bridge.

Canada's share in this expenditure in interest to date has been \$16,055,000. Seven years interest will amount to \$39,434,000, and if, as probably will be the case, an extra year's interest is required amounting to \$4,500,000, the total sum in interest to be paid by this country will be \$60,000,000 against Mr. Fielding's total estimate of \$13,000,000!

Now take the position of the Grand Trunk Railway Company. The company will have to pay interest on \$171,726,000 and on betterments \$7,884,000, or in all about \$201,710,000. This places a liability in interest on the Grand Trunk of approximately \$6,000,000 a year or \$3,300 per every mile of the road.

In view of these facts, and with a railway which is costing \$130,000 a mile to build, the question that was put by Mr. Ames to the House may well be asked. "How much do you think there will be left over to reduce the freight rates after working expenses are paid?"

"I do not think," added Mr. Ames, "any hon. gentle-

man in this House ever heard of a railway staggering along under such a burden as this. Is that going to be any relief to the farmer, of the West. I fail to see."

"Except it be in one way, and that is that the Dominion of Canada step in and take a bigger share of the burden than they are carrying today, and if the Dominion is willing to do that it may be possible for that railway to be operated in such a way that it will be a relief to the West."

What do the people of New Brunswick think of it? Is there not every reason for a searching investigation to find if possible where this \$236,000,000 has gone?

EXTEND THE BOUNDARIES OF THE CITY.

The present time offers an excellent opportunity for extending the boundaries of the city of St. John. The union of St. John and Portland largely increased the area of the city of St. John, but outside of Lorne, Lansdowne, Dufferin and Victoria Wards, where the population mainly resided, the number of people who lived in Stanley Ward, although it contains almost half of the area of the city, was comparatively small, and it will be many years before there is any marked increase in the population of this district. Whatever increase there has been since union has been in the city proper. In the meantime the population of the Parish of Lancaster has been largely increased and now that Courtenay Bay improvements are to be proceeded with immediately the population of the Parish of Simonds is bound to be greatly added to. If St. John is to get the benefit of this increase in population the boundaries of the city must be extended to include the populous districts both of Simonds and Lancaster.

Although Fairville is more populous than any of the towns of New Brunswick, with the exception of two or three, it has not yet even adopted a form of town government, its affairs being largely controlled by the three councillors representing its interests in the Municipal Council. Under an arrangement with the city of St. John, Fairville enjoys the benefits of the West Side water supply. To some extent Simonds enjoys the same privilege in connection with the East Side supply, but not to the same extent as Fairville. Although possessed of a good water supply, Fairville is still lacking in an effective fire protective service, and its police protection is on a limited scale. During the past year work was commenced on a system of sewerage for the most populous part of the village. While the assessment is still low it will necessarily increase from year to year until it will be quite as large proportionately as that of the city of St. John. That was the experience of the city of Portland.

The growth of the Parish of Simonds, or that portion of it fronting on Courtenay Bay, will be rapid during the next ten years—more rapid than any other part of the city. The construction of the harbor works in Courtenay Bay alone, will call for the housing of a population of not less than 2,500, and when completed the docks and ship repairing plant should furnish employment for as many people as during the construction of the works. But these will not be the only residents of this section of the Parish of Simonds, for there are many people now residing within the city limits who will seek suburban homes, and these will require water, sewerage, fire and police protection and street lighting, all of which means the expenditure of borrowed money. The Little River water supply which is not now necessary to St. John city except as a reserve, could be extended into the new district at a comparatively small cost, but it should only be done when the district becomes a part of the city of St. John. It is hardly fair that the city should accept the full responsibility for the construction and maintenance of such works receiving only the revenue from consumption derived therefrom. The arrangement with Lancaster was a very generous one and it is not likely that the same terms would be given to any other locality.

There would be objections urged against bringing this new territory into the city limits, the chief of which would be the cry of increased taxation for the new territory. That was the objection urged by many residents of the city of Portland when union was proposed, but when the matter was placed before the electors for decision a large majority of the citizens of Portland voted for union. While the eastern side of the old city of St. John had to bear the large share of the expense resulting from improvements made in the North End, there had been no word of complaint or have any regrets been expressed that the union was consummated.

In arranging for the extension of the boundaries of the city the fact that a large proportion of the new territory, that would be included within the city boundaries, is now purely agricultural lands, would have to be taken into consideration. Residents of Stanley Ward pay only one-half the rate of taxation levied in the other wards and apparently have no complaint to make regarding their treatment in particular. It is not impossible to arrange a basis of union that would be highly beneficial, not only to the people of the new territory but also satisfactory to those who reside within the limits of the present city. Some arrangement should be made immediately, otherwise confusion is bound to result in the laying out of streets and in constructing a town on the eastern side of Courtenay Bay and in the vacant lands of Lancaster.

Current Comment

(Boston Transcript.)

Shortly before his departure for India, King George was visiting at a country house near the scene of one of Oliver Cromwell's battles. Strolling one morning alone, he met the village blacksmith. "I say, my good fellow," said His Majesty, genially, "I understand there was a big battle fought here." "Well—er," stammered the blacksmith, recognizing and saluting the King, "I did 'ave a round or two with Bill the potman, but I didn't know Your Majesty 'ad 'eard of it."

(Vancouver Province.)

The dicker of the political David Harums in North Renfrew have not been ratified and the electors will be given an opportunity on February 22 to personally select the candidate they desire to have as their representative. Being the first contested by-election since the new Government assumed office the result will be awaited with interest.

(Rochester Union and Advertiser.)

A hen near Tarrytown laid an egg in a snowdrift, and to protect it put two shells on it. A really perspicacious hen would have laid an egg with fur on it. The owner should kill this stupid fowl.

(Kansas City Journal.)

So the Colonel will spend another four years in the White House provided the people pick him up bodily and throw him in at the front door. But the people must be really fussy about it and wear the air of a mob lynching its victim.

(Hamilton Spectator.)

Despite all the warlike predictions, that Belfast Home Rule meeting proved rather a tame affair after all. Cold steel and cold rain-water are two deterrents that would dampen the enthusiasm of even a cigar-store Indian.

(Ottawa Citizen.)

Hon. Mr. Lemieux was out today selecting a valentine for Hon. Mr. Monk, on which appears the touching couplet:

"If you love me as I love you,
The police will be out to arrest us two."

Grand Opening of Baby Go-Carts and Carriages

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The best display of the latest styles of English and American Baby Go-Carts and Carriages we have ever made. They can be seen in our Carriage Department and must be sold quickly. By leaving a deposit you can make your selection and have same stored free and delivered later on.



"New Folding" Go-Cart, body, wood sides, green; leather hood, brass joints, gear all steel, wood, enamel push bar, artillery wheels, etc. Price, \$9.90

Folding Go-Cart, green leather hood, iron handles, folds in one motion, etc. Price \$6.30

Reclining Go-Cart, wood sides, painted dark green, varnished, upholstered in leather cloth, leather hood, gear all steel, patent anti-friction wheel fastener, etc. Price \$16.20

Pullman Runabout, extension hood, wood sides, painted dark green, gear all steel, artillery wheels, etc. Price \$18.90



English Carriage, wood sides, with fibre panels, painted dark green, upholstered in leather cloth, leather hood, patent anti-friction wheel fasteners, etc. Price \$20.00

Reclining Go-Cart, extension hood, wood sides, painted dark green, removable side curtains, gear all steel, patent anti-friction wheel fastener, etc. Price \$19.60

English Baby Carriage, wood sides, painted dark green, upholstered in leather, patent anti-friction wheel fastener, etc. Price \$22.00

English Pullman Chaise, patent applied for, wood sides, painted dark green, with foot, well and adjustable reclining back, leather hood, brass joints, gear all steel, anti-friction wheel fastener, etc. Price \$25.65



Pullman Chaise, patent applied for, wood sides, painted dark green, with foot, well, adjustable reclining back and metal fenders, leather hood with removable side curtains, etc. Price \$28.90

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ACROSS THE BAY.

To the east, and toward the sunrise,
Slopes a land beyond Courtenay Bay.

Here the wild goose and the sea bird
Sought repose on nestled lakes,
Once the caribou and moose
Gambled round in forests green;
Here the red man pitched his tent,
And the moik played by the sea,
Their baskets strong and sturdy
Were exchanged for bread and tea.
Here the south wind brought the fog,
And the tide rose twice a day;
But the farmer drove all back,
No, the tides and fog remained,
And the grain fields rose to view,
Reapers early sought their fields,
Early rose and chased the dew;
Now the farmer makes a deal,
And his green and garden spots,
Now are piled with railway steel.
And a busy hum is heard,
As the business booms along,
All along the shore is seen
No more torchlight, no more green,
No more teat, no more cow bells,
But the bright light of the city,
Shining out across the water,
From the dwellings on the hills,
From the shores, oh, so many
Now the trains are rushing in,
Bringing produce from afar,
Now the trains are rushing out,
Laden now from foreign lands,
Yes, no better port there is,
Than this peaceful Courtenay Bay
Vessels ride at anchor here,
Safe removed from any fear,
And she sails out well equipped
Well insured for any sea,
Wireless telegraphy,
St. John, Feb. 16, 1912.

THE MONCTON LAND CASE.

With reference to the case of the King vs. Moncton Land Co., Ltd., et al., M. G. Teed, K. C., is in receipt of the following communication from L. A. Audette, registrar general, Ottawa:

"I am in receipt this morning from Mr. Powell, of the undertaking in this case.
"The judgment which had been delayed pending the receipt of this undertaking, was delivered this morning, being in favor of the Moncton Land Co., for \$27,280 with interest on \$16,100 and the costs of the action. The defendant, Breaux, was allowed \$150 and costs, which were fixed at \$50."
Messrs. Teed, of St. John and Nesbitt, of Toronto, conducted the case for the land company, while James Friel, of Dorchester and H. A. Powell, K. C., represented the interests of the Crown.

The Uplift.

She longed for a stellar position
To uplift the stage her ambition;
Now she's in the first row
In a burlesque show—
And her shape's worth the price of admission,
Cincinnati Enquirer.

The fast young man set quite a pace
And shows his gait,
But he comes home after the race
On a slow freight.
—Cincinnati Enquirer.

\$6.50 CLOCKS
For \$5.00

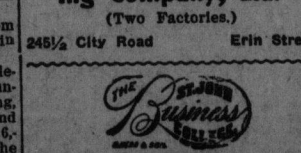
For a limited time we are offering a very handsome solid oak or walnut cased clock, 12 inches high, brass or bronze trimmings fitted with an 8 day movement, striking the hours and half hours on a cathedral gong. We guarantee every one of them to be durable and accurate timekeepers.
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