

TO TEACH FATHERS HOW ST. JOHN LOST THE NAVAL SHIPYARD THROUGH MR. HAZEN TAFT INDEPENTANT IN CANAL DISPUTE

Government Plans Big Outlay
Will Spend \$10,000,000 in Ten Years in Various Provinces

New Brunswick's Share the First Year Will Be \$44,000
—Hon. Mr. Burrell Outlines the Scheme and Both Parties Approve of It—Larger Markets Most Needed, Declares Hon. Mr. Oliver.

Ottawa, Jan. 24.—Parliament listened tonight to the voice of Martin Burrell, minister of agriculture, and the mind of C. C. James, the dominion's best known constructive agriculturist. The fruit of the latter's investigations during the past year were made known.

The minister of agriculture presented to the house in succinct and lucid style the government's policy of agricultural education by means of an expenditure, totalling \$10,000,000 during the next ten years, designed to increase the rewards of "focuse, lean, honest, laborious toil on the farm now too often misdirected through lack of knowledge." His effort was greeted by hearty applause from both sides of the house.

In a nutshell, the dominion provides the means, and looks to the provinces to do the work. The practical benefit will depend on the spirit in which the provincial governments carry out the federal intention.

While Mr. Burrell pleaded that the measure should be considered from a non-partisan standpoint and expressed his appreciation of the courtesy and cooperation of Sir Wilfrid Laurier in this connection, it did not seem to be expected that Hon. Mr. Oliver could resist to object to the measure. He mildly pointed out that the minister himself was bringing down with a view to political effect, a spectacular appropriation of \$10,000,000, which in reality meant only \$100,000,000 during the next ten years. Moreover, he pointed out that the agricultural situation was being faced. Access to the larger markets was as important as the increasing production. On last year's crop in the prairie provinces, alone, the turning down of the policy of larger markets meant a loss to the farmers there of fully \$10,000,000.

Mr. Nesbitt took occasion to point out that the real problem lay in getting the farmers to work out in actual practice the theories and knowledge which they had believed the best way was increasing the number of illustration farms, thus providing an object lesson to every "old farmer like myself."

The scheme.

"We propose to develop," said Mr. Burrell, "the federal department by assisting and developing the live stock, dairying, fruit growing and other industries along lines of investigation, research, improvement in transportation, markets, etc., but in respect to funds applied to education we propose to follow what may fairly be termed constitutional lines, using and strengthening the machinery already existing in the provinces, or by them properly established."

"It is proposed by the bill to strengthen all lines of instructional and educational work to bring mind into co-operation with muscle. Help given in an educational direction will not only mean better farming, but better farmers and better and happier men and women.

"The particular form the assistance may take, may vary with the special needs and conditions in each province. It will embrace the increasing of the efficiency and equipment of our agricultural colleges, the establishment of agricultural schools, of dairying and horticultural schools, of short courses in agriculture, the initiating of agricultural teaching in the public schools and work by travelling or located qualified instructors. It might well include the valuable educational work carried on by means of demonstration farms, training of teachers in nature study and the work of domestic science concerned with women and girls of our communities."

Grants According to Population.

The main provisions of the bill as outlined by the minister are as follows:

From the consolidated revenue fund it is proposed to set apart the sum of \$10,000,000 to be expended over the period of ten years.

\$700,000 will be allotted the first year, and this amount will be increased by \$100,000 annually until 1917, from which year until 1923 \$1,100,000 will be provided yearly.

Generally speaking, but with some modifications, the principal of division on the population basis has been adopted.

\$20,000 a year is to be divided between such veterinary colleges as grant degrees and come up to a required standard.

In addition to this \$20,000 it is proposed to allot to each province, regardless of population, the sum of \$20,000.

With the exception mentioned the amounts allotted will be divided in proportion to the population, and on the basis of the bill, the provinces will share as follows, during the next fiscal year, 1913:

Prince Edward Island	\$25,000
New Brunswick	\$4,238
Alberta	\$4,238
British Columbia	\$4,238
Manitoba	\$4,238
Nova Scotia	\$4,238
Saskatchewan	\$4,238
Quebec	\$4,238
Ontario	\$4,238

There will be a reasonable dominion supervision over the expenditure by the provinces, federal inspection of the work done, and a detailed annual report to parliament.

It is also proposed to have a general conference each year for the elected representatives and agricultural representatives generally to discuss co-operative methods.

D.A.R. SECTION MAN LIKELY FATALITY HURT

John Tebo, Returning Home on a Handcar, Collided With Light Engine and Received Terrible Injuries.

Digby, N. S., Jan. 24.—(Special)—A serious accident occurred on the D. A. R. line in this vicinity about 5:30 tonight. John Tebo, section man, was returning home from his day's work on a handcar. A C. P. E. engine had left a construction train and was running to Digby, tender first, with water, in charge of Driver Hibbert, who had with him a fireman and brakeman. The engine struck the handcar on a blind curve just west of the little Joggins bridge, cutting off Tebo's right leg, breaking his right arm and severely injuring his head and body.

He was brought to the Digby station and removed to a private home, where he is being attended by two physicians. It is doubtful if he lives through the night.

Tebo is about 44 years of age, is married and has a large family. He has been employed on the railroad for more than twenty years.

Digby, N. S., Jan. 25.—At the corner of the main street yesterday afternoon on the death of John Tebo, after the engine, fireman, brakeman, foreman of the section and others had been carefully examined, the following verdict was returned:

"That the said John Tebo, deceased, was struck by the tender of C. P. E. engine No. 315 while running tender first towards Digby for water, while the deceased was also running in the same direction on a railroad velocipede, and that the engine crew were using proper precautions and in his opinion no blame for the accident can be attached to the railway." Signed, O. S. Dunnam, foreman, and eleven others.

REJECT PROPOSAL FOR AN ALMSHOUSE

Westmorland County Council Vote Against Better Care of Paupers—Delegates Appointed to Good Roads Convention.

Dorchester, N. B., Jan. 24.—(Special)—The municipal council adjourned at noon today. The finances of the county are in a satisfactory condition. As stated by The Telegraph at Dorchester, the county has no bonded indebtedness, and this year the report of Auditor Murray showed some \$300 of a surplus after all current bills were paid.

Councillor Fred Magee moved that the county proceed to purchase a farm and some house for the better care of the poor. After discussion the matter was defeated. The committee was appointed to report on the advisability of the same, on motion of Councillor Taylor, to report at the July session.

The usual grant of \$2,000 was made to the Municipal Council and generous provision made for the protection of forest fires, and for the anti-tuberculosis educational campaign.

Warden Campbell and Councillor Taylor were appointed delegates to attend the good roads convention to be held at St. John.

A pleasant feature of the session was the presentation of an address to Alderman Purves, for a couple of weeks. Beverly Currier, a representative, who has acted in that capacity for many years, but who is this year retiring from civic politics.

PROVINCIAL PERSONALS

King's County Record—George W. Fowler, M. P., returned home from Ottawa this week to attend the sittings of the different courts. Mrs. R. B. Davidson, of Amherst, is the guest of Mrs. J. P. Atherton, for a couple of weeks. Beverly Currier leaves for St. John on Monday, where he has accepted a position with S. Hayward & Company. Mr. and Mrs. J. T. Folkins of Moncton, spent January 21, the fiftieth anniversary of their wedding with their daughter, Mrs. J. Y. Wright, Apohaqui. Miss Della Dal and Miss Della White were in St. John last week. Curtis Hicks was returned to Dorchester from a visit to St. John, he has fully recovered from his recent illness. Mrs. Crawford, of St. John, is visiting Mrs. A. B. Smith and Mrs. Robinson, in Dorchester.

St. Croix Courier—Mrs. Fred Foster, of St. John, is a guest of Miss Louise Purves. Miss Purves entertained a number of friends at a musicale on Wednesday evening in honor of Mrs. Foster. Miss Eva Foster, daughter of John, a daughter of Miss Beale, built at Acadia, has been a guest during the week at the Johnson Hotel.

Fredericton Mail—W. H. Campbell, of St. John, is registered at the Queen. E. R. W. Ingraham, of St. John, arrived in the city last night. A. W. Ealey, of St. John, is at the Queen.

In conclusion, Mr. Burrell declared that, though the grant seemed large, the work to be accomplished was equally large. He believed the house would be ready in the not far distant future to supplement the present appropriation.

"Our law would be better," he concluded, "there would be less bitterness in our strife if we were often moved by a sincere desire to lighten the work and brighten the lives of those who in the silence and solitude of the fields and woods are doing the foundation work of our common country."

Documents Showing That Cammell, Laird & Co. Selected This Port as the Best Site in Canada and Were Ready to Build the Canadian Warships Here When Mr. Hazen Returned Their \$100,000 Cheque.

In a vain effort to save the minister of marine and fisheries from the condemnation of the people of St. John for returning the deposit of \$100,000 to the shipbuilding firm of Cammell, Laird & Company, Limited, and so depriving this port of the benefits which would have resulted from the establishment here of a great shipbuilding plant, The Standard recently endeavored to show that Cammell, Laird & Company did not intend to build at St. John, and that the ex-minister of Public Works was endeavoring to humbug the people of this city by his statements in this regard.

In order that the public may judge fairly between The Standard and Dr. Pugsley we have procured, and print below, a copy of the tender for the vessels for the naval service submitted by Messrs. Cammell, Laird & Company, Limited and their correspondence with the naval department.

TENDER OF CAMMELL, LAIRD & COMPANY, LIMITED.
Montreal, April 29, 1911.

To the Deputy Minister of the Naval Service,
Ottawa:

Sir,—In compliance with your invitation of February, 1911, to tender for the construction of vessels required for the Naval Service of Canada, we now have the honor to place our proposals before you.

We have realized that the first consideration is the acquisition of a convenient site seeing you attach great importance to its suitability for the proposed naval shipbuilding and engineering works. Under the terms of your invitation to tender these works must be established in Canada in a situation approved by the minister, "on the east or west coast or on the St. Lawrence at or below Montreal."

We have, therefore, carefully studied the comparative claims of numerous locations, both on the St. Lawrence and on the east and west coasts of the Dominion.

With regard to the Pacific coast, we are forced to the conclusion that warship construction there would be at present carried on under such difficulties as to supplies of labor and material as to render prices for the building of your proposed warships quite prohibitive. On the Atlantic coast our consideration of suitable localities for the proposed works has mainly been confined to Sydney and St. John (N. B.).

As regards the former, we cannot find that there is any prospect of immunity from serious interference during the winter from pack ice, which in our opinion would be most detrimental to the operations connected with the building, docking or repairing of vessels of every class; but especially with warships. We believe that strategically and practically the only location which will meet with approval is one in which there should be no possibility of interference from ice during the winter months.

WE HAVE THEREFORE DECIDED UPON ST. JOHN (N. B.), AS AFFORDING THE MOST NATURAL AND ADVANTAGEOUS SITE FOR THE PROPOSED SHIPYARD, DRYDOCK, AND OTHER ASSOCIATED WORKS, AND WE ENCLOSE TWO PLANS, NO. 1 BEING A KEY PLAN SHOWING THE PROPOSED SITE, AND NO. 2 BEING A COMPLETE PROPOSITION FOR A SHIPBUILDING PLANT CAPABLE OF HANDLING THE LARGEST AMOUNT OF WARSHIP CONSTRUCTION WHICH IS LIKELY TO BE REQUIRED FOR MANY YEARS.

In order to acquire the site for the proposed shipyard, we have entered into negotiations with a firm of contractors located in Canada, and provided satisfactory arrangements can be entered into with this firm in respect to the provision and handing over of the site with the necessary buildings, launching ships, etc., we are prepared to equip the same with sufficient machine tools, power plant, cranes and other requisites for carrying out the programme of your department.

OUR PRICE FOR EACH OF THE FOUR CRUISERS OF THE IMPROVED WEYMOUTH TYPE WILL BE THE SUM OF \$1,950,000.

OUR PRICE FOR EACH OF THE SIX DESTROYERS OF THE "RIVER" CLASS OF THE ACORN TYPE WILL BE THE SUM OF \$580,000.

The vessels when completed will be handed over to the minister of the naval service in the harbor of St. John (N. B.).

CONTRACT.

We agree generally to the provisions set forth in the forms of contract and schedules submitted with your letter of enquiry, observing that some modifications may be necessary if the proposed site of St. John is approved.

For your further information we desire to state that our firm are at the present time constructing at our Birkenhead works a cruiser and destroyers—duplicate to those herein tendered for: the cruiser "Melbourne" for the Commonwealth of Australia, and the destroyers for her majesty's government. Under these conditions we are particularly well fitted for carrying out this important and special class of work.

We beg to state that should our tender be accepted it would be our aim to carry out this work to the entire satisfaction of the minister and the members of his official staff of the naval service. We have the honor to remain,

Your obedient servants,
CAMMELL, LAIRD & CO., LTD.
(Sgd.) R. R. B. Bays,
Managing Director.

TENDER FOR CRUISERS AND DESTROYERS.

Montreal, April 29, 1911.

To the Deputy Minister of the Naval Service,
Ottawa:

Sir,—In compliance with the terms embodied in your letter of enquiry, we herewith enclose our certified cheque for Twenty Thousand Pounds (£20,000) receipt of which should be acknowledged, and addressed to:

Cammell, Laird & Co., Ltd.,
Care John Reid & Co.,
231 Board of Trade Building,
Montreal.

We have the honor to remain,

Your obedient servants,
CAMMELL, LAIRD & CO., LTD.
(Sgd.) R. R. B. Bays,
Managing Director.

Note—The agents in Ottawa of the Capital & Counties Bank, London, are the Canadian Bank of Commerce.

(Sgd.) R. R. B. Bays,
Ottawa, May 5, 1911.

Dear Sirs,—I am in receipt of your tender of April 29th, for the construction of vessels required for the Naval Service of Canada.

There are a few points of your tender which seem rather in (Continued on page 6, sixth and seventh columns).

A MATTER THAT OUGHT TO BE INVESTIGATED

Why is New Brunswick Fruit Land Not Attracting More Attention

ARMY OF INVESTORS SHOULD BE COMING IN

Raw, Undeveloped Land in British Columbia Selling for \$500 to \$1,000 an Acre, and it is Greatly Inferior to Land in St. John Valley, Along the Kennebecasis, and in Other Localities in This Province.

If raw undeveloped fruit land is sold for \$500 or \$1,000 an acre in British Columbia, why is better land for fruit-growing, in the St. John valley, along the Kennebecasis, and in other New Brunswick localities, not commanding a good price?

Why is it not attracting an army of investors and settlers?

It is nearer the great markets than British Columbia; it has better rail and water communication; it is surrounded by better social and educational advantages.

Isn't this a good subject for the Board of Trade, the local government, and business organizations generally, to grapple with?

The following article applies as well to New Brunswick as to Nova Scotia (Halifax Chronicle).

Rev. J. W. Macmillan, in his New Year's contribution to The Morning Chronicle, told a friend from British Columbia who had recently visited him and who upon being shown over Halifax exclaimed: "You ought to have a bigger city than you have. You've got more shipping. You've got more industries. You've got a better developed country behind you. If Vancouver had Halifax's chance it would be twice as big as it is."

Dr. Macmillan's friend, if he is not a bit of a visionary, is right. His host, if Vancouver had Halifax's chance it would be twice as big as it is. It is not a bit of a visionary, is right. His host, if Vancouver had Halifax's chance it would be twice as big as it is.

After the British Columbian, came a Winnipeg real estate agent to visit Dr. Macmillan. "He said Dr. Macmillan," he had been hearing something about the fruit lands in the Annapolis Valley and asked me if it were true, that raw apple land could be bought for \$1,000 an acre. I assured him that the literature published by the provincial government so stated. He broke in: "WHAT'S THE MATTER, THEN? WE GET \$1,000 AN ACRE AT SHTSWAY, in the Annapolis Valley, WITH THE STUMPS STILL IN THE GROUND!"

If there are sermons in stones and certainties in trees, there are certainly certainties in the fruit lands of the Annapolis Valley. The actual value of fruit land is in the province. The actual value of fruit land is in the province. The actual value of fruit land is in the province.

Who is to blame for this? Is it the fault of the people who pass by or of those who let them pass? This is such a profound problem that we shall not attempt to solve it. We merely mention it for the public. One thing, we can say, however—it is not the fault, it is the very great misfortune of those who are passing by and fare so much more.

It is also a sad misfortune for those who are passing by and fare so much more. It is also a sad misfortune for those who are passing by and fare so much more.

But while this continues to be the Nova Scotia attitude of mind—and body—as it is, it is not the best and start them on it as soon as possible. It is not the best and start them on it as soon as possible.

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MONCTON CIVIC CANDIDATES MADE VOWS FROM PULPITS

Nine Out of the Seventeen Running Attended Sunday Church Meeting and Went on Record for Temperance.

Moncton, Jan. 26.—This afternoon a public meeting, called by Rev. J. L. Betty, was held in Central Methodist church for the purpose of hearing from the civic candidates their attitude on the temperance question.

Nine out of seventeen candidates in the field put in appearance and from the pulpit declared themselves to be temperance advocates, in favor of the right of temperance of the Scott Act, and for retention of Chief Riddout as the man to enforce the act. All the candidates were asked to attend the Rev. Mr. Betty said, nearly all accepted, some declined but half failed to show up. The candidates taking part in the meeting were, W. K. Gross, for mayor; F. C. Robinson, J. H. Crandall, for aldermen-at-large; E. J. Pyers, J. A. McAnn, S. E. Forbes, candidates in Ward 2; W. D. Martin, B. Tucker, H. Allen, in Ward 3.

RESPECTING THE FISHERIES

Resolutions Passed at Ottawa by the Conservation Commission.

The following resolutions respecting fisheries were passed at Ottawa by the Commission of Conservation on February 22, 1912, at its fourth annual meeting:

Whereas, The present fisheries protective service is admittedly susceptible of much improvement, and it is the duty of the government to provide for the betterment of the service by the attention of the minister of marine and fisheries and;

Resolved, That the immediate necessity of a reorganization of the service be called to the attention of the minister of marine and fisheries and;

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Defends His Course Again

Nothing Dishonorable in Repudiating a Treaty

Still Willing, However, to Leave Matter to a Select Tribunal—The President's Canal Expert Says Coastwise Exemption of Tolls Means \$250,000,000 Subsidy to Vessel Owners.

Baltimore, Jan. 25.—President Taft speaking tonight at the annual banquet of the Merchants and Manufacturers' Association, declared that his position was not unpatriotic and dishonorable, and said that there was no reason for anyone to oppose the proposal for arbitration by an impartial tribunal.

"Whether you call it a subsidy or not, I am in favor of making the transportation rates between the coasts through the Panama canal lower," said the president.

"Now the question is, can we do that under our international obligations? I think we can, and if you read the authorities, I think you will find we may. But if we are bound not to exempt coastwise vessels we can agree to submit the question to an impartial tribunal. I am willing to admit there are arguments on the other side. We are willing, however, to submit our views to arbitration. There is nothing in the attitude of the administration, as I have stated it, to show that we have been dishonorable. There is nothing to show a disposition to evade, and we are willing to rest our case with a tribunal that is impartial."

Coastwise Vessels Should Pay Tolls.

Philadelphia, Jan. 25.—Prof. Emory Johnson, special commissioner of the United States on Panama traffic and tolls, in an address here tonight declared that the coastwise vessels should pay tolls.

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