

A Vote for Pugsley, Lowell and Reciprocity is a Vote to Destroy the Trans-Atlantic Trade Through the Winter Port--A Vote Against St. John

MONTREAL STAR PRINTS STARTLING STORY ABOUT THE RECIPROCITY FUNDS

Prominent St. John Men Mentioned as Handling that \$5,000 American Gold Bank Note.

Frank Smith, of Scovil Bros., Named as the Man who Deposited Money and then Drew Part of it from the Bank-- Explanations are Certainly in Order.

An interesting development in the story that the Liberal campaign fund in this city is being replenished by the members of the Dough family in the United States, or in other words the trust magnates, who in ordinary times confine their attention to Washington, but who for the Reciprocity campaign have transferred their activities to Canada is printed herewith.

It is backed by the authority of the Montreal Star and intimates in a manner that leaves no room for doubt that a portion of the corruption fund is already in this constituency and in the hands of the gang who will do the manipulation between now and election day.

The name of Frank Smith, and of the firm of Scovil Brothers, is connected with the story. Mr. Smith is the man who deposited the \$5,000 American bill.

Possibly he had a right to do this. Possibly the money was for legitimate business in connection with the firm by whom Mr. Smith was employed. Or, possibly it was as the Star intimates intended for corruption funds. In that event it came from the nefarious Dough family of trust magnates who are anxious to exploit Canada for their own ends and who are being aided and abetted by every Liberal candidate in the Dominion and every man who votes a Liberal ballot on election day.

It is a serious thing to sell one's country for a Yankee dollar.

Can Mr. Smith explain? Can Scovil Brothers explain?

Can Mr. Pugsley explain? Can Mr. Lowell explain or can the grafter newspapers of Canterbury street quell the storm?

The Montreal Star puts it straight up to all of them. Here is the story, heading and all reproduced as nearly as possible from the Montreal Star of Saturday.

Readers of The Standard can draw their own conclusions.

WHAT HAPPENED TO FRANK SMITH? DEPOSITED \$5000 AMERICAN BILL IN ST. JOHN, N. B.

Where Did the Money Come From?—Smith is a Partner of Leading Liberal Ward Worker—\$15,000 in All in American Gold Bond Currency.

Special to the Montreal Star: St. John, N. B., September 15th.—All the electors throughout the city and county of St. John have been aroused by the charges which W. Shives Flaher made last Monday evening, to the effect that several American gold bond bills of \$5,000 each had been changed into Canadian money at local banks by prominent reciprocity workers in this city.

Today the anti-reciprocity workers are in a position to back up this statement by positive facts, and the revelation regarding the deposit of one \$5,000 American bill concerns a well-known Liberal of St. John.

On August 30 last, Frank Smith, one of the partners in the firm of Scovil Brothers & Co., wholesale and retail clothiers of this city, and closely connected with the Liberal organization of St. John, walked into the Bank of Montreal at the corner of King and Prince William streets, and, going up to the paying teller of the bank, handed over a \$5,000 American gold bond bill, which he deposited in his own name.

He thereupon, drew out \$1,300 of the deposit and walked out. These facts are attested to by a prominent business man of St. John, who saw Frank Smith deposit the American bill, and subsequently draw out the money. Further investigation, it is said, will undoubtedly show from the bank books that the money was deposited as aforesaid.

Frank Smith is an ardent Liberal and a supporter of Reciprocity; and while he is not himself directly connected with the Liberal organization, W. G. Scovil, his head partner, is one of the prominent ward workers for the Liberal party.

In addition to this, Mr. Scovil's brother is one of the heads of the Liberal organization in Kent County.

Frank Smith, who deposited the money, is not a wealthy man him-

PEOPLE ARE STRONG FOR R. L. BORDEN

Special to The Standard.

Halifax, Sept. 17.—R. L. Borden returned to Halifax late Saturday night after a series of splendid meetings in Liverpool, Shelburne, Bridgewater, Lunenburg, Kentville, Hantsport and Windsor. Mr. Borden was received everywhere with demonstrations of affection and confidence and the plaudits of many thousands of the citizens of that part of Nova Scotia. The growing unpopularity of the reciprocity deal and evidence of the determination of the people to have nothing to do with it are manifest.

Mr. Borden left Bridgewater on Saturday morning and crossed the province to Middleton where he was met by friends and proceeded to Kentville. He is a native of the splendid county of Kings but it is one of the counties where he has been heard less frequently than in any other. Indeed his meeting in Kentville on Saturday was the only big one he has ever addressed in the county. A band came along from Lunenburg with a great crowd of anti-reciprocity men from different parts of Annapolis accompanied by A. L. Davidson the opposite candidate from outside districts of Kings so that Kentville streets were thronged.

Unfortunately for the comfort of the people rain began falling shortly before the hour for R. L. Borden's meeting which was in the open air, facing a platform erected at the rear of the court house, and where an assemblage of some 2,000 people stood for two hours listening to a speech by Mr. Borden and to short addresses from Mr. Foster who is putting up a splendid fight against Sir Fred Borden and A. L. Davidson, who is carrying the opposition standard in Annapolis, and where a remarkable that a big crowd should assemble to hear Mr. Borden. That was expected, but the notable thing was the intense interest of him as the people there all the time in spite of the rain which began with the meeting and continued to its end. The crowd made a road through the mud and got along pretty well but such a demonstration of attention under conditions like these is rare.

Leaving Kentville by automobile Mr. Borden went to Hantsport close to the Kings county line where he stopped for an hour to address a meeting in the Oddfellows' Hall, presided over by Mayor Patterson, who gave to Mr. Borden a cordial welcome speaking of him as a broad-minded statesman who was engaged in a patriotic fight to save his country from the evils sure to follow in the wake of any such foolish action as the adoption of reciprocity.

Mr. Borden's car was adorned with Union Jacks and presented a striking picture on the road.

At Grand Pre, on the way to Hantsport, Mr. Borden stopped for a couple of minutes to see his mother. Mrs. Borden who is now 87 years old, looked 20 years less than that, as she stood at the door of her home and waved a good-bye and good wish to her distinguished son.

At Windsor the hall where the meeting was held with a capacity of 1200 was altogether too small and an open

air meeting was out of the question. For two hours, Mr. Borden, Mr. Treman and Mr. Jameson spoke and hardly one had left the crowded auditorium. It was midnight when Mr. Borden left for Halifax on a special train.

This concludes his provincial tour and the three days between now and polling he will spend in Halifax. This morning he goes to Middle Musquodiu to address a meeting in that splendid agricultural district and meet friends there, returning to the city in the evening.

There is no discounting the splendid cordiality that marked the receptions to Mr. Borden at the ten meetings he has addressed in Nova Scotia this week. He was met everywhere he went with unbounded enthusiasm and a confidence was displayed by his supporters on all sides which indicates that on Sept. 21st, the reciprocity deal will be found to have far less supporters than the government anticipated.

Everything points to success for the men who are fighting to retain for Canada her own great home markets. Mr. Borden's pledge of federal aid for the permanent highways for the provinces and for the practical technical education for the agricultural communities of Canada, invariably elicited applause a second in intensity to that which followed his appeal to prevent anything looking like a sacrifice of Canada's interest on the tariff reciprocity and to render impossible any infringement of our fiscal independence of British connection.

self. Why should he, all of a sudden, deposit \$5,000 American money, and then draw out \$1,300? This is the question which the electors of St. John will naturally be anxious to have answered.

Connected with all this is the fact that a prominent shipping man from Portland arrived at St. John in his yacht the week before and for several days in succession was seen in the company of Liberal organizers.

There is also reliable information in connection with the deposit of two additional \$5,000 American bills in other banks of the city—the Bank of New Brunswick and the Bank of Nova Scotia; and it is said that these deposits were made by two of the leading backers of the reciprocity forces.

There are also charges of wholesale bribery throughout this city, in several cases, it is said that when inducements made to anti-reciprocity supporters to vote Liberal failed, they were told that it would be, at least, made worth their while if they remained out of town till after election day.

In one case, it is said that an elector told the reciprocity organizers: "Well, I was thinking of taking some holidays anyway, and if you make it \$100, I will stay away."

In another case, a leading Liberal, closely connected with the Liberal headquarters was overheard talking in the corridor of the Royal Hotel in this city.

To one of his workers, he said: "We must get that man in a back room. We'll make the proposition to him then, and if he does not agree at once, we'll give him a few whisks and soda. That will fix him."

The next day the man was overheard talking to another worker who was asking for \$1,200 for his ward, whereas an effort was being made to induce him to take less.

A WARNING TO FARMERS

The following article, reproduced headlines and all from the Mars Hill View, a Journal published in

WILL WE SKIN THE CANADIAN FARMER?

Already "Yankees" are laying great plans for a Regular "Skinning of the Canadians" when Reciprocity takes Hold Good and Hard

Aroostook county, in the State of Maine, throws an instructive light on the expected outcome of reciprocity as viewed from across the border.

If the Canadians know what is best they will never vote for Reciprocity. The VIEW reporter overheard two "Yankees" thrashing the thing all over and over the other day. One said to the other that he and his large company were just waiting until Canada passed the act and then the fur would fly. They would skin Canada of its spruce for pulp; skin her wheat fields for grain; in fact skin where there was any skin that would graze in the U. S., and finally skin the Canadian himself and roll him in the sand.

Of course good Canadians can see that this is not a very attractive prospect, but they will not be satisfied until Canadian hides hang on their test doors. The class of regulars will vote against the measure, and get their neighbors to vote against it.

What do the farmers and the people of New Brunswick think of it? Are they prepared to open their doors to the "Yankees" who are laying great plans for a regular "skinning of the Canadians." The warning comes in good time.

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CONTRACT FOR VALLEY RAILWAY TO BE SIGNED WITHIN NEXT TEN DAYS

QUEBEC SHOE FIRMS ARE OUT AGAINST PACT

Special to The Standard.

Quebec, Sept. 17.—Nineteen shoe firms of this city have declared against reciprocity in definite terms saying that it would be an injury to their business. The letter from the firms was read by Mr. Price, conservative candidate in Quebec west, at a meeting on Friday night. Mr. Price also made an important statement that the government employees in Quebec were being intimidated and that numbers of them had said to him they would like to vote for him but if discovered they would lose everything. Even employees of the provincial government had been warned.

The text of the protest of shoe trade follows: "We, the undersigned boot and shoe manufacturers of the city of Quebec, are opposed to the proposed reciprocity treaty with the United States, and are of the opinion that said treaty if passed will result in the ruin of the boot and shoe industry of Quebec and of Canada in general and the closing up of all the factories."

(Signed) J. A. Duchene, President of the Boot and Shoe Manufacturing Association; The Wm. A. Marsh Co., Ltd., W. A. Marsh, President; O. Gale Brothers; J. M. Lacrochelle, Picher and Co.; J. B. Drolet & Co.; Elie Jobin, Ltd.; Elie Jobin President; J. M. Stobo, Eugene Thivierge per J. B. Lamontagne; The C. E. McKee Co., per Frank W. McKee; The Louis Gauthier Co., Ltd., per J. E. Plamondon; The John Ritchie Co., Ltd., per John Ritchie; J. E. Samson, Sec. of the Rock Shoe Manufacturing Co.; The James Muir Co.; The Poirier Shoe Co.; O. Goulet; P. C. Lachance, of Lachance and Tanguay; The Solid Shoe Company, per J. S. Beaulieu.

Of the above Mr. Ritchie, Mr. W. A. Marsh, Elie Jobin and Mr. James Muir are said to be conservatives; all the rest are liberals.

ACCIDENT DELAYS MONTREAL TRAIN

She Arrived Shortly After Six O'clock Last Evening, Six and a Half Hours Behind Time.

Six and a half hours overdue, the Montreal train due to arrive here at 11:40 o'clock reached St. John last evening at 6:10 o'clock, the delay being due to a collision which occurred early yesterday morning a short distance from Greenville Junction.

While the Montreal train was approaching the junction at the rate of about 3 miles an hour, the passenger train ran into a freight which had backed onto a siding to await the passing of the Montreal train. As it was dark at that hour, the driver in charge of the express train could not see that the engine of the freight was partly on the main track and before the express could be brought to a stop collided with the engine of the freight. Fortunately the express was traveling very slowly as it neared the junction and thus all the passengers as well as the crews of both trains escaped serious injury. The passengers of the Montreal train received quite a jolt when the trains collided, a number thrown forcibly from their seats, but all escaped without injury. Conductor Wade received some scratches about the face, but was otherwise unhurt.

The mail cars of the Montreal express and both engines were badly damaged, but with the aid of wrecking crews, the work of clearing the track was rushed and within a few hours the line was cleared sufficiently for the Montreal train to proceed to this city.

History of Negotiations. In 1909 a delegation had come to Fredericton representing the Valley counties asking for aid for the Valley Railway. He (Mr. Hazen) felt that the time for playing with the question had passed and assured the delegation that the province would guarantee the bonds of a company that would undertake the work to the amount of \$25,000 a mile if the Federal government granted the usual subsidy and would agree to operate the road on completion as part of the C. P. R. system and would pay an annual rental to the province 40 per cent of the gross earnings.

This was really the first practical step taken looking towards the construction of the road and the delegation left Fredericton and proceeded to Ottawa and there submitted the proposition to Sir Wilfrid Laurier and the members of his cabinet. Although Sir Wilfrid promised an early

answer no reply was given to the request thus presented until very late in the year when Mr. Pugsley wrote his letter to Mr. Carvell stating that the Dominion government would accept the proposition made by Mr. Hazen if the road was built to a certain standard—a standard that was absolutely prohibitive having regard to financial assistance available.

After this was announced, he (Mr. Hazen) wrote to the St. John Valley Railway Company suggesting a conference with the Dominion government which conference was refused by the federal authorities.

The Local Act. In the session of 1910 the local legislature passed an act authorizing in the first place a survey to be made for the purpose of determining the best route to be adopted and the cost of construction. Part 2 of the act authorized the government to enter into a contract with, and to guarantee the bonds of a company to construct the road on the standard laid down by Mr. Pugsley and Sir Wilfrid Laurier. The government, however, realized that construction of the road on that standard was impossible with the financial assistance available and therefore as the local government was determined to deal justly with the people of the St. John valley, a third part was added to the act which authorized the government to guarantee the bonds of a company that would be prepared to construct the road on a standard equal to that of the I. C. R.

It was contemplated in this part of the act that the road should be built to Anderson in the County of Victoria and that there it should be connected with the railway across the state of Maine and Quebec to the Quebec bridge. This would have given the shortest route from Quebec bridge to the Maritime Province and a route shorter by very many miles than any in existence and a road as short from Montreal to St. John as the present route of the C. P. R.

This road would have been a great trunk line of railway carrying the products of the west down the valley to the city of St. John and would have done more to build up the city of St. John and surrounding district than any existing line.

Last summer A. R. Gould, a gentleman who had been a most successful railway builder in the state of Maine was prepared to enter into a contract with his associates and had made all the necessary financial arrangements for the construction of the road but the federal government refused to give it the subsidy which had been given to every other line of railway in the country.

Playing Politics. This action of the Dominion government was simply in consequence of political reasons and because the government of Canada, acting on the advice of Mr. Pugsley and Mr. Carvell did not wish the Hazen government to have the credit of giving the people of the valley of the river St. John the transportation facilities they had been anxiously looking for since Confederation.

When this decision of the Dominion government was announced, Hon. Mr. Fleming, who was acting premier during the time the speaker was attending the Coronation ceremonies, wrote to Mr. Pugsley suggesting a conference on the matter. The result of that conference was that Mr. Pugsley had taken back water and had agreed to modify the required standard of part 2 of the act which made possible the construction of the road.

Had the government agreed to give the subsidy under part 3 of the act, the road would now have been under construction today as Mr. Gould had made all the necessary financial arrangements to proceed with the work. The result, however, of the government agreeing to modification of the standard laid down by Sir Wilfrid Laurier and Mr. Pugsley, had been to delay the work.

Caused Further Delay. The guarantee of bonds by the province and the federal subsidy were not sufficient to provide for its building and any other company which undertook the work under the modified conditions would have to raise at least

A. R. Gould Made Important Announcement at Meeting in Centreville, on Saturday.

Premier Hazen, in Stirring Address, Exposed Carvell's False Statements Regarding Valley Road and Reviewed Negotiations--Enthusiastic Gathering in Interests of B. Frank Smith.

Special to The Standard.

Centreville, Sept. 17.—The meeting here Saturday evening in the interests of the anti-reciprocity campaign was one of the most enthusiastic ever held in this district. Premier Hazen in the course of an eloquent and convincing address thoroughly exposed the untruthfulness of Mr. Carvell's recent statements regarding the Valley Railway. He reviewed the history of the negotiations and amid the cheers of the audience announced that as a result of a conference with A. R. Gould he believed the financial guarantees were satisfactory and that the road would be built. Mr. Gould was also one of the speakers and endorsed Mr. Hazen's statements and said he expected to have the contract signed within ten days. B. Frank Smith, the Conservative candidate also gave a stirring address.

Rev. J. B. Daggatt, who was elected chairman said that he hoped each elector would deposit his ballot according to the dictates of his own conscience and prove himself a man, and not allow himself to be bribed. He then introduced the first speaker, Hon. J. D. Hazen, whom he said, he had known a great many years, and regarded as a public man of the highest type, and one who had given the province the best government enjoyed in its history.

Mr. Hazen Receives Ovation.

When Mr. Hazen came forward to speak he was accorded the greatest applause ever given to a public man in Centreville. After referring to the fact that he was no stranger among them he stated that he proposed to deal with the prominent issue in the present campaign, reciprocity with the United States.

Before doing so, however, he alluded to the fact that the Liberals had been untrue to every plank laid down in their platform which was laid before the country in 1896, and also to planks in Mr. Borden's platform in favor of assisting from the Federal treasury the construction of great lines of highways throughout the different provinces and contribution for the purposes of agricultural education and the development on agriculture. These he contended were planks which must appeal to the citizens of every province in Canada.

Mr. Hazen then turned to a discussion of the Valley Railway project. This question, he said, had been the plaything and football of politicians for many years and during twenty-five years the government which Mr. Carvell had supported at Fredericton had been in power nothing had been done to advance it to a practical issue.

During the time that Mr. Carvell had been a member of the local house he had never been known to raise his voice in support of the Valley Railway. Instead, he had set back and tamely submitted to the building of the National Transcontinental by the back route, at the dictates of the members from Nova Scotia, when he well knew that the St. John Valley was the natural and shortest route to the seaboard, in regard to this matter Mr. Carvell had plainly shown that he preferred party to considering the interests of his constituents and the welfare of the province.

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Watch for Pugsley's Fake Tenders on The Courtenay Bay Works