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LATEST **EDITION** 



THAT MISLEADING SPEECH OF MR. PUGSLEY'S

A politician-for-revenue-only always can be trusted to drag politics into every question.

t is not strange, therefore, that Mr. Pugsley accuses the Landry Commission of partisanship. He complains that his enemies have conspired to ruin him. Talk like that has been heard before. Every pickpocket who is brought before the courts accuses the police of plotting against him. If he were honest he would have no trouble. So also, if Mr. Pugsley, this "smooth proposition" from New Brunswick, had played a square game himself he would

not be so ready to accuse others of cheating. The man with aces up his sleeve is always the one to scrutinize his opponents' clothing. Let it be understood that Mr. Pugsley did not

acquire without cause that uncomplimentary nick-name whereby he is called from Campbelford to the Sea. "Slippery Bill" is not the product of a straightforward public career.

he knows it. The first mis-statement was that he had never taken a dollar from the Provincial Treasury to which he was not entitled. At one time his salary account was over-

drawn by \$7,000. After he was appointed Minister of Public Works he paid the Province \$2,000 which he still owed. One cannot but wonder at the colossal assurance of the man in

there was a shortage of over \$100,000. He professed to give the Commission everything

he knew, but he absolutely failed to give any satisfactory account of the shortage. Mr. Barnhill, counsel for Mr. McAvity and Senator King, said that he had made investigations, but

Mr. Pugsley says that the balance of the purchase price of the railway-\$39,590was improperly deducted by the Commissioners from their statement of expenditures. Yet Evans swore that all his firm received was \$140,409.03. Against this statement the mere

unsupported declaration of the accused cannot be accepted as conclusive. And, in view of its plain and certain falsity, what reliance can be placed on the interest accounts which Mr.

Pugsley manufactures, and sets forth to the sound of the trumpet? Mr. Pugsley has a good

deal to say yet before he will clear himself of these damaging accusations, and the charac-

ter of the Commissioners is not to be destroyed by his wild statements and their echo in Gov-

imagining that this thing is forgotten so soon.

could throw no light on the disappearance of the money.

ernment newspapers.

Mr. Pugsley's speech in the House was "smooth" of course. But it was not true, and

Mr. Pugsley said that the Commissioners did not ask the president of the company or the directors to file an account of their receipts and disbursements from the beginning to the end. This is a slight change in wording from his first complaint. Formerly he said that he himself had no opportunity to make an accounting before the Commission. But in view of the fact that the president and directors did nothing and that Mr. Pugsley did everything, the complaint is really the same. This is untrue. Judge Landry adjourned the inquiry to accommodate Mr. Pugsley. He also wrote him to the effect that it was most important that he should make his statements as to the disposition of the money. Moreover, Mr. Pugsley came upon the stand knowing from the preliminary report of a chartered accountant that

THE . WORLD'S

VOL. 1. NO. 41.

SAINT JOHN, CANADA, WEDNESDAY, MAY 12, 1909.

Price— \$5.00 By Carrier; \$3.00 A Year Mail

### **ALL INSURANCE AMENDMENTS EXCEPT ONE AGREED TO BY THE COMMITTEE**; MANY CHANGES

A number of incidental changes are made in the investment clauses, the general effect being to widen the power. No loan shall be made to a company, director or officer "except on the company's own policies."

As to voting by proxy the provisions apply to every company "other than a life insurance company."

Life Insurance.

In the accord part of the bill, which

KING SIXTH IN

HALIFAX RACE;

**ROGERS WON** 

In the second part of the bill, which deals with life insurance there are also many amendments. Circulation many of them in Montreal.

Ottawa, May 11.—Consideration of the insurance bill was practically concluded this afternoon. All the amendments were agreed to.

The bill was taken up this morning by the Banking and Commerce Committee. There were many changes from the original draft.

Hon. Mr. Fielding said that the subconclusion. He hoped it would soon go through the committee and the House and Senate so that all the work would not be unavailing.

Amendments cover fourteen printed pages.

The Amendments.

Section 3 is omendmented to provides that any society having an as-

# **MANSLAUGHTER VERDICT IN THE** HAINS CASE

Halifax, N. S., May 11.—By a remarkable sprint in the eighth mile A Roger, of Halifax, after beating out forty-one competitors forged to the front and won the great ten mile race at the Arena tonight by nearly two laps in 54.55 which is very fast considering that he ran on a hardwood floor with only an inch of sawdust on the course. A. D. Campbell, of St. Francis Xavier College, was second and finished with a long untiring stride which he maintained right through the race from the crack of the pistol.

King Made Good Showing.

The feature of the race was the splendid showing of E. W. King, of the St. John Y. M. C. A., who came in sixth after a game fight, two laps behind the leader. For the greater part of the time in the first five miles the speedy St. John man set the pace and he was picked out a winner, but in the second half of the race King slackened down his fast pace and Rogers, Campbell, Wolfe and Harley passed him, and the St. John man was unable to make up his lost ground, although he made several attempts to get up in the lead:

The First Six.

1st—A. Rogers, Crescents A. A. C.,

assed him, and able to make up have able to make up have able to make up have a get up in the lead:

The First Sik.

1st—A. Rogers, Crescents A. A. C., Hallfax, time 54.55.

2nd—A. D.| Campbell, St. Francis Xavier, Antigonish.

3rd—G. Wolfe, Dartmouth, B. C. A. 4th—H. Harley, Charlottetown.

5th—J. F. Martin, Dartmouth D. B. C. A. 6th—E. W. King, Y. M. C. A., St. John's for repairs, after a collision with an iceberg. The Bruce reached her dock at 3 a. m. and an hour later was on her way back to Port Aux Basques where the remaining two hundred of the Champlain's passengers will be waiting for her. An hour after the Bruce arrived one of the special trains pulled out for the west with all the first class passengers. Speaking to a number of massengers who came up today your andent was told that the Chamble on the special trains pulled out for the west with all the first class passengers. Speaking to a number of massengers who came up today your andent was told that the Chamble of the property of the standard.

MONTREAL

# **ROYALTY OF GERMANY AND**

BAINS CASE

IMPORTANT EVIDENCE TAKEN

TODAY; ACCUSED CHEERFUL;
IMPORTANT EVIDENCE TAKEN

IMPORTA

### **GRAND TRUNK PACIFIC WILL EXPECT MORE CONCESSIONS** SAYS SENATOR LOUGHEED

had given parliament to understand that the project would not contend that the project would not cost the country more than thirteen millions, and the Finance Minister had estimated the outside cost of the eastern section at fifty-one millions.

A Reckless Government.

A loan for ten millions was now asked, but it was clear that there would follow applications for aid which would be granted UNTIL THE ADVANCES BY WAY OF AID AMOUNTED TO SEVENTY-FIVE MILLION DOLLARS. The administration must have been better in the days when the Canadian Pacific was built, FOR THE ESTIMATE IN THAT CASE WAS NOT EXCEEDED. Senator Lougheed questioned the wisdom of the government in having appointed gentlemen inexperienced in railroad building to constitute the commission to build this road. THERE WAS NO EVIDENCE THAT THE COST OF BUILDING THE PRAIRIE SECTION WAS ANYTHING LIKE THAT CLAIMED BY THE COMPANY. Senator Lougheed had been informed by a competent authority that the legitimate increase in cost since the contract was agreed SHOULD NOT EXCEED FIFTEEN HUNDRED TO TWO THOUSAND DOLLARS A MILE, OR A TOTAL INCREASE OF TWO MILLION DOLLARS. The whole transaction showed

Special to The Standard.

Ottawa, May 11.—In the Senate to day on motion for second reading of the G. T. P. loan bill, Sir Richard Cartwright stated the company had underestimated the cost of construction of the prairie section of the line, and under the conditions of the money market had to apply to the government for aid, which it was proposed to give in the form of a ten million dollar loan. The Grand Trunk had not been alone in underestimating the cost of the railway construction. The government had done the same on a large portion of the line it was constructing.

Senator Lougheed.

Senator Lougheed.

Senator Lougheed said it was apparent this was only one of a series of concessions to this company. The underestimation of the cost of construction of this road was colossal. Would parliament in 1903 have given its approval to this project if they had known the many millions it would eventually cost? The Prime Minister had given parliament to understand that the project would not cost the country more than thirteen millions, and the Finance Minister had estimated the outside cost of the eastern section at fifty-one millions.

A Reckless Government.

A loan for ten millions was now

### **TORONTO HAD** \$80,000 FIRE YESTERDAY

## **GUILTY OF** WHIPPING **NEIGHBOR**