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TELEPHONE CALLS:

ST. JOHN, N. B., SATURDAY MORNING, JUNE 26, 1909 OTTAWA STILL BLOCKS THE VALLEY RAILWAY.

The conduct of the Dominion Government, and esecially of the Minister of Public Works, indicates a ettled purpose to block the Valley Railway project. Mr. Pugsley may wish to head it off lest the Hazen Gov ernment should get some oredit out of the question, or to keep it back so that the scheme can be made to do service four years hence on the eve of the next Federal election, or perhaps the Grand Trunk Pacific demands al the money in sight. Whatever the reason, obstruction Mr. Pugsley has now shown his hand.

The project is waiting for Sir Wilfrid Laurier and gues to say whether they will or will not oprate the Valley Railway as part of the Intercolonial paying a rental of 40 per cent. of the gross earnings. Mr. Hazen has offered on behalf of the Provincial Government to guarantee the bonds of the road to the extent 'John County, that the same vitality persists in the Lib of \$25,000 per mile if the Department of Railways will operate the line on these conditions. It is a simple and easy question which the Valley delegates submitted to Sir Wilfrid and his colleagues, in asking them whether they would lease the road on these terms.

Sir Wilfrid admits that it is "a proposal of a definite kind" for he used these very words in describing it at promptly for he promised a prompt 'answer.

This was seventy days ago, and Sir Wilfrid has not accepted Mr. Hazen's proposition. Neither has he rejected it. He has not even answered it, or explained his failure to answer. The Dominion Government has "an election, is not encouraging. Men upon whose efforts not even been decently civil with the New Brunswick delegation. So far as the leader of the Dominion Government is concerned there is no sign that the subject has ever occupied his mind since the 16th of April.

Instead of an answer from Sir Wilfrid we have ore than two months, and after a strong reminder from Mr. Hazen, a long letter from Mr. Pugsley to Mr Winslow, excusing the delay and inventing a host of new and ingenious impediments. If Mr. Pugsley had de sired to help along the project in co-operation with th Provincial Government, he would have been urging his leader to give a definite answer to a definite offer. As it is, Mr. Pugsley is trying to show that his leader was wrong in pronouncing the offer a definite and practical stating that it was a proper matter for wrong in promising a distinct and early Knowing what Sir Wilfrid said and what he of patronage promised, noticing what Mr. Pugsley says now, it is easy for one to guess what sinister influence has caused the Prime Minister of Canada to break his word.

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written for publication and has caused to appear in his own paper about the time that Mr. Hazen received it. Mr. Pugsley says: "So far as I understand the matter, "no definite proposition has been submitted by the Provi-"incial Government." Yet Mr. Pugsley was present when the "definite proposition" from the leader of the Provin-cial Government was presented. He was one of the Federal ministers to whom it was stated. He heard his nown leader say that "it was a proposal of a definite kind "which would have to be carefully considered." That was the occasion when any lack should have been pointed out, and Mr. Pugsley was the man to do it, if he thought anything was wasting. The fact is that the offer was definitely made by Mr. Hazen. It was taken by the Bir Wilfrid and to Mr. Pugsley and so regarded and de scribed by the Premier. It was so represented by Mr. scribed by the Premier. It was so represented by Mr. Carvell, with the approval of Col. McLean. It was not until long afterward, when a hard search for obstacles was made by Mr. Pugsley and his friends, that imaginary doubts were raised. Mr. Pugsley regrets that the Provincial Legislature did not pass an act containing the proposition of Mr. Hazen. Had that been done the minister says the offer "would have received most sympathetic considera-tion." Does this mean that the proposition not receive "sympathetic consideration?" it does Mr. Pugsicy either misrepresents leader, or the leader played the part of a hypocrite. Site Wilfrid certainly promised correctly consideration Sir Wilfrid certainly promised careful consideration SIR RICHARD SCOTT.

Inte in order to deal with the other the Legislature to which Mr. Pugsley belongs should be the first to do it. But it is a most singular fact that though Mr. Pugsley is a member of the Dominion Government which is spend-ing tens of millions on local railways, and of a Parliament which is voting the money, he is going out of his way to get the province of New Brunswick to do everything, and take all responsibilities, while he does not even try to get his leader at Ottawa to answer a simple question about it. Superior bout it

It is also a striking fact that Mr. Carvell who belon to the Dominion Parliament, is protecting his beaders at Ottawa from all responsibility, and devoting all bis powers to the effort to deplete the poor treasury of his own little province.

Mr. Pugsley wants still more from the pro He asks the Provincial Government at this stage to de-fine in exact terms the character of the road to be built. And then the minister proceeds to dictate that the grade shall be not more than four-tenths of one per ent. or 21 feet to the mile, and the bridges all of steel.

If the Dominion and This is clearly obstructive. the province are co-operating in the building of a railway to be used by the Dominion, why should the province rather than the Dominion define the standards? The Dominion (Ausember 1997) Dominion Government has a Department of Railways for these technical matters. If the line is to be part of the Intercolonial, the management of the Intercolonial would naturally determine the grades and bridge materials. As the Intercolonial itself has grades of 81 feet to the mile its management might be satisfied with a little more than 21 feet on this extension, and as the than 21 feet on this extension, and as the intercolonian has 94 wooden bridges, some of them up to 500 feet long, it may be thought that a few might be used on this new portion. If Mr. Pugsley had an "earnest desire" to help the scheme through he would not now introduce these llatory questions

But especially if he wished to "co-operate in every vay possible," he would not be asking Mr. Hazen to mak way possible," he would not be asking sir, haven to make other propositions but would cause an answer to be given to the definite proposition now before himself and his col-That is the best service which Mr eagues at Ottawa. Pugsley can render the Valley Railway project at this

LIBERAL REVOLT AGAINST SPOILSMEN.

The following leading editorial in the Sun of yester day shows that the smouldering fires of Liberal protest in St. John have at last broken out:

late Mr. Tarte was Minister of Public Works he was once asked about the personal relation among the members of the cabinet of that day. 'Oh, we

"fight like blazes,' was his cheerful reply. "It is significant of the vitality of the Liberal part; that its leaders could fight like blazes among themselves 'and still win elections handsomely as regularly as they 'came around. And it is to be hoped, for the sake of 'Liberal success in the approaching by-election in St. "eral party in this constituency.

"With political parties in power it is an accepte practice-though one not generally mentioned in polite political society-TO SHOW SUBSTANTIAL FAVORS

"SHOW FAVORS IN RETURN TO THE PARTY IN TIMES OF NEED. And the impression is general among the Liberals of this constituency-whether well-fou the time. He admits that it is a proposition entitled to or not we cannot say-THAT FEDERAL FAVORS HERE serious consideration, for he promised to consider it carefully. He admits that the question can be answered promptly for he promised a prompt answer. "OF NEED.

"From this seed of discontent there has grown and 'is growing A LACK OF HARMONY IN THE LOCAL LIBERAL ORGANIZATION, which, on the verge of "the party has largely depended heretofore are holding "aloof, FRANKLY DISCONTENTED WITH EXISTING "CONDITIONS. In ordinary circumstances a certain amount of rivalry in the party ranks is wholesome; in the past the Liberal party has thrived "PRESENT SYMPTOMS ARE NOT ALTOGETHER "HEALTHY, and some RADICAL REMEDIAL PROCESS "would seem essential to success in the coming contest "And the time is short. Only two days intervene before the Liberal convention, and the election is likely to be 'sprung at once.'

The Sun mentions no names, but its readers know what is meant. Here it is in plain terms:--

Patronage and rake-off are given by the Government to its friends on condition that they put up money for campaign and other political purpose The Dominion Government has given to one hard-

ware firm and one dredging contractor too large a share

ware firm and one dredging contractor too large a share of patronage. Liberals of St. John believe that these beneficiaries have ungratefully withheld financial assistance. Wherefore there is discontent and want of harmony. Good workers hold back and the by-election situation is discouraging. A good Moore-McAvity cheque, is the "radical rem"

Boston Dental Poriors 527 Main Street. Scho FOR THE BRIDE Witch Hazel; Calabria. 13 to adorn her table:--New patterns and designs in Serving Spoons, Forks, Fish Knives, Carving Sets, etc. Wed ding gifts of silver are always sure to please. You'll not make a mistake if you merchant of the set of the set of the set of the form merchant of the set o tetson's m Theresa A. POYAS, Watchmaker and Jeweler, 16 MILL STREET ST. JOHN, N. B. Phone Main 1807. Arrived-June 25 Arrived-June 25. Str. Calvin Austin, 2833, Pike, Bos-ton, W. G. Lee, mdse and pass. Coastwise-Strs. Springhill, 96, Cook with barges Nos. 2 and 6, Parrsboro and cid; Schrs H. A. Holder, 94, Rolfe, Alma; Virginian, 88, Graham, Apple River; Str. Aurora, 182, Ingersoll, Cam-pobello. Cleared-June 25. Cleared-June 25. Creared-June 20. Str. Ransom B. Fuller, Boston via Maine ports, W. G. Lee. Coastwise-Schrs. Aurellia, Sabean, Hillsboro, Frances, Gesner, Bridge-town; str. Amelia, Wrayton, Yarmouth etc.

coastwise—Schr. Constance, Blinn, Belle Cove; Str. Aurora, Ingersoll, Grand Mauan.

Canadian Ports.

Canadian Ports. St. Peters, N. S., June 24.—Arrived —Schrs. Dove, Sanglen from New C Campbellton to Hastings; Kate B. Burke from Marble Mountain to River Borgeolse; Edward Grover, Bennett, from Charlottetown to Sydney; Jus-tine, Boudreat from River Borgeolse, bound fishing; yacht Bras d'Or, Robb, from Hawkesbury to Baddeck; str. Harlaw, Hickman from Newfoundland ports to Halifax; Ada Renard from Buctouche to Sydney. Parrsboro, June 24.—Arrived—Schrs Yolanda from Boston; Dora from St. John.







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DR. J. D. MAHER,

MARINE NEWS

For Sie Wilfrid certainly promised careful consideration and expressed the deepest sympathy. If Mr. Pugsley believes in negotiating by statute, why did he wait for the province to act? The Federal Parliament was in session long after that meeting. The Valley, Railway is for the general advantage of Canada. The Dominion Government subsidized to all the provinces of Canada. It was proposed that this road become part of the Dominion Government Railway system. The Dominion has a De-partment of Railways. Surely if one party should legis

Competitor, 2,216, W. Malcolm, Me-ay, C. P. R. berth.

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A five-ton propeller was brought in the last trip of the Siberian to tohn's. Nid., for the steamer Bi enc, which has been undergoing sasive repairs at that port.

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