

# The Standard

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ST. JOHN, N. B., MONDAY, JUNE 3, 1912.

## ATTACKING THE CREDIT OF THE PROVINCE.

For the past two or three days the candidates of the Opposition party have been going through the country making the untruthful assertion that the debt of the Province has been increased \$1,000,000 by the present Government since coming into power. Why it should be necessary to make an assertion so far from the facts is difficult to understand, but misrepresentation seems to be the sole stock in trade of the Opposition. Whether from ignorance or from the mere habit of being untruthful the Telegraph and Times both repeat the statement made by Opposition candidates, the Times going so far as to charge the Government with injuring the credit of the Province by adding unduly to the debt.

According to the Auditor General's report for 1909, the first full year of the present Administration, the debt of the Province was \$6,090,026. In 1911 the debt was \$6,719,978, an increase of \$629,952. The sinking fund to meet this indebtedness in 1909 amounted to \$215,603 and in 1911 it had increased to \$268,942 or \$53,338 in three years. The interest charges on the debt, which represent the burden on the people, amounted to \$356,411 in 1909 and \$250,825 in 1911, an increase of only \$105,586 during the term of the present Administration, which is the smallest increase in interest charge during a similar period for many years past.

The following brief table made up from the Auditor General's reports shows the total debt and sinking fund for the years named:

Year.	Debt.	Sinking Fund.
1909 .....	\$6,090,026	\$215,603
1910 .....	6,291,339	235,887
1911 .....	6,719,978	268,942

The total increase of \$629,952 is almost entirely due to the legislation of the old Government. With the hope of gaining political advantage, the old Government in 1907 passed what is known as the "Tobacco bridge bill," in which the Government was authorized to construct a large number of bridges in every county of the Province. The bill also contained a provision for a loan of \$250,000 wherewith to begin work. At the same session of the Legislature a re-arrangement was made regarding the subsidy for the International Railway, and another act was passed respecting the outstanding indebtedness of the New Brunswick Coal and Railway Co.

The present Government were compelled to expend \$150,000 on permanent bridges named in this act, \$132,400 on the New Brunswick Coal and Railway, and \$175,000 on the subsidy for the International Railway. Between \$150,000 and \$160,000 expended on permanent bridges represents the total addition to the permanent debt of the Province under legislation brought down by the present Administration. This is a mere bagatelle compared to the huge additions made to the debt under the old Administration.

In 1905 when the old Government commenced to issue Treasury notes instead of selling bonds, because of the depressed condition of the market for this class of security, the debt of the Province was \$3,697,846. In 1908 the debt had risen to \$5,824,523, an increase in four years of \$2,126,677, or more than half a million dollars annually, about three times the annual increase of the present Government.

The figures for the debt and sinking fund for the years mentioned are as follows:

Year.	Debt.	Sinking Fund.
1905 .....	\$3,697,846	\$139,424
1906 .....	4,841,719	147,907
1907 .....	5,363,657	166,161
1908 .....	5,824,523	185,277

Among the expenditures which produced this large increase in the debt was \$1,034,431 for the New Brunswick Coal and Railway enterprise; \$197,065 over-expenditures of the Public Works Department; \$22,592 over-expenditures on account of the Provincial Hospital, and \$215,781 of general over-expenditure which was funded by the new Government.

The present Administration have not found it necessary to add a single dollar to the permanent debt either for the Public Works Department or the Provincial Hospital. The present Administration spent an average of \$34,000 annually more for Public Works than the old Government and paid for everything out of current revenue, while the old Government added \$600,000 to the debt. Notwithstanding the higher price of all kinds of provisions, the cost of maintenance in the Provincial Hospital has been reduced and the institution has been maintained within the appropriation, and that without the assistance of a suspense account.

The present Administration, like the old Government, have been unable to make the New Brunswick Coal and Railway a paying proposition, even so far as running expenses are concerned. This railway, which was responsible for so much scandal and fraud on the part of the old Administration, will cease to be a further charge upon the Province, the present Government having entered into an arrangement by which the Canadian Pacific Railway Company undertake to operate a railway from Gibson to Minto, to open up the coal fields of Queens and Sunbury counties, and to operate the New Brunswick Coal and Railway proposition without further loss to the Province.

Since coming into power the present Administration have collected a much larger revenue from the Public Domain than the old Government were ever able to get. They have expended this revenue for the improvement of the Public Works of the Province and have increased the grants for both agriculture and education. Because they have done this they have been accused of extravagance, and now, when the permanent debt has been increased by carrying out the pledges made by the old Government, the very men who made these pledges attack the Administration and allege that the credit of the Province is being affected thereby.

There never was a more unfounded charge. The present Administration have given the Province honest and economical government. This cannot be said of the Administration which they supplanted, which were reckless and wasteful of the resources of the Province to a degree which was almost criminal. The whole revenue was not collected and about one-half of the expenditures for Public Works, instead of being paid out of current revenue, was added to the permanent debt, which increased under their administration over \$2,536,000 in four years, while the increase of the present Administration

in three years has only been \$629,000. The electors should bear in mind that the same party which misgoverned the Province and almost doubled the debt in four years, are now seeking by misrepresentation and falsehood to get back into power.

## THE VALLEY RAILWAY.

The hysterical attempt of the Opposition, assisted by Mr. Pugsley, to prove that there was no intention of constructing the Valley Railway to Grand Falls, has received its quietus. It will now be the duty of the Opposition fabricators to originate some new fiction regarding the Central Valley Grand Falls section of this road.

A day or two after the opening of the last session of the Legislature, Mr. Tweeddale commenced to display some anxiety respecting the Northern section of the railway and as the session advanced other members of the Opposition made similar enquiries, to which Mr. Fleming always gave the same answer that the intention of the Government was to construct the railway from St. John to Grand Falls, and that a contract had been entered into making provision for the completion of the Central section by November 1st, 1913, and of the whole road by November 1st, 1915.

This answer had a quieting effect on the Opposition for a few days, but their anxiety to discredit the Government was so great that they returned to the question again and again. Towards the end of March, when the Federal bill, providing for the construction of the bridges across the St. John and Kennebecas was introduced at Ottawa, confirming Mr. Fleming's statement by the provision therein for the erection of a bridge at Andover, the Opposition had another spasm and secured the assistance of Mr. Michael to move an amendment requiring the Government to make special provision for the Andover bridge. Because this was refused, they made it a handle to repeat their assertions that the Government would not carry the railway to Grand Falls. During the whole course of the discussion they have not been able to produce a single title of evidence in support of their assertions, but this has not prevented them continuing their misrepresentations.

The contract entered into for the construction of the railway contains a provision, authorized by the Act of Assembly, providing for the issue of the bonds en bloc. Under this section the Government authorized the Provincial Secretary to endorse the bonds of the company to the amount of \$5,250,000, or \$25,000 a mile, for the whole length of the road to be built from Rethesay via Perry's Point to Grand Falls. These bonds are secured by a first mortgage on the railway and are in the hands of a Trust Company to be paid over to the St. John and Quebec Railway Company as the road is completed under the terms of the contract.

The Province is thoroughly secured in every way and should the company fail in its obligation the Trust Company is bound under the terms of the trust to hand over the proceeds of the bonds to the Receiver General. All of these bonds have been underwritten, and a portion of them was put upon the London market a short time ago. Because the underwriters did not choose to offer the whole issue at first, the Opposition resented that the road will not be built to Grand Falls. The only evidence in support of their assertions is that the amount of the bonds placed upon the market was not sufficient to construct 210 miles of railway. As the underwriters have in their possession the full issue of bonds necessary for this purpose, the assertions of the Opposition do not count for much and are readily disposed of by the statement of Mr. S. H. Macdonell, vice-president of the Saint John and Quebec Railway Company, that his company has the charter for the railway from Grand Falls to St. John, a distance of 210 miles, and will build the road from end to end. There is no evasion or equivocation about this statement. It is to the point and a complete answer to the misrepresentations and false deductions and assertions of the Opposition.

## SIR WILFRID CANNOT EXPLAIN.

The straits to which Liberals who favored Reciprocity have been reduced by the publication of the Taft-Roosevelt correspondence, were never more strikingly illustrated than in the pitiful attempt of their leader, Sir Wilfrid Laurier, to offset the significance of the "adjunct" letter.

The Telegraph on Saturday published a full report of Sir Wilfrid's speech at the Montreal banquet in which the following sentence occurs: "President Taft in that letter only repeated what had been said by the Canadian jingoes and admitted that he had borrowed both the idea and the expression from the Canadian Tories." Considering that the "adjunct" letter was written on January 10, 1911, that the Reciprocity Pact was not signed until January 21, and that its contents were not made public to the "Canadian Tories" or anyone else, this childish attempt of Sir Wilfrid to explain away President Taft's own convictions is ridiculous on the face of it.

The first intimation the Canadian people received of the design to make Canada an "adjunct of the United States," was given by Mr. Champ Clark, leader of the Democrats, on February 14 last year, when he openly declared himself convinced that annexation would follow Reciprocity. The leaders of the Republican and Democratic parties in the United States were at least on one of that point. Sir Wilfrid's efforts to minimize the significance of President Taft's statement is on a par with the foolish excuses which have been offered on the same subject by Liberal organs supporting him.

In an interview published in the Telegraph a short time ago Mr. Pugsley criticised the condition of the highways between here and Rethesay. At a meeting held at Newtown, Kings County, Saturday night, which was addressed by the Opposition candidates for that county, the same complaint was made regarding other roads in the county. Neither Mr. Pugsley nor the Opposition candidates in any way referred to the defeat by the Senate of Canada of the Highway Bill brought down by Mr. Borden under which the Province of New Brunswick was to receive \$50,000 from the Dominion for the improvement of the highways. This progressive measure for the improvement of the roads of the whole country was opposed by Sir Wilfrid Laurier, Mr. Pugsley and the Opposition at Ottawa generally. Unable to defeat the measure in the House of Commons the Liberal majority in the Senate was requisitioned and the bill which would have greatly benefited the roads was prevented from becoming law. This act on the part of the Liberal majority goes to show that the Liberals at Ottawa care but little for the people's interests, yet they have the support of the Kings County candidates, who are the nominees of that party.

Mr. Copp made a speech at Woodstock on Friday night last but did not refer to the fact that he voted against the bill to aid in the construction of the Valley Railway. Mr. Copp will probably reserve his explanation on this vote for some other locality. The people of Carleton County want the Valley Railway and are quite satisfied with the arrangements made by Mr. Fleming to secure railroad competition for them and will give Mr. Copp's candidates scant support.

(Vancouver News-Advertiser.)

Our condolences to the people of the United States. From a careful reading of their leading journals we learn that their next president will be an incompetent reactionary, a madman, a mountebank, or a visionary demagogue. It is to be hoped there are dark horses in the background.

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## OPPOSITION CAMP OPENS REVOLUTION

Pugsley Organs Try Hard to Disguise True Import of Events at Convention Friday — The Machine Ruled

That an open revolt against the Liberal machine and its chief operator, Mr. Pugsley, characterized the opposition convention in this city on Friday last, cannot be disguised by the frantic efforts of Mr. Pugsley's organs to gloss over the situation. The Times on Saturday attempted to throw discredit on The Standard's report of the meeting by claiming that it was an "utterly burlesque account" and that the Standard was endeavoring to make it appear that machine methods dominated the convention.

The Times would have it believed that the meeting was a love-feast of the supporters of Mr. Pugsley and that the most perfect harmony prevailed. A few extracts from the report showing what the insurgent delegates actually said at this harmonious convention and the kind of reception Mr. Pugsley received will supply the best evidence on this point.

Dr. Lunney Not Wanted.  
Take the case of Dr. Thomas Lunney, who was nominated but was one of the four candidates not wanted by Mr. Pugsley and the machine. Here is the report on this incident: "Now, will somebody move that Dr. Lunney's name be withdrawn," demanded Mr. Pugsley. "I know, he won't run."

"A delegate—Dr. Lunney told me no later than five o'clock this afternoon that he would accept a nomination." Mr. Pugsley then wanted a committee appointed to wait on Dr. Lunney and a delegate said it would be impossible to find the doctor in time. "Take the case of Dr. J. M. Smith," "Next Mr. Pugsley wanted a motion to eliminate Dr. Smith."

"A voice—Do you think we are getting a square deal here? You want to weed out everybody but the machine ticket. This thing is going too far." At this there was uproar, and some of the delegates wanted to know why was running the convention. "Let us vote on both Dr. Lunney and Dr. Smith," they demanded. "It won't be much if they refuse to run."

Harmony Wanted.  
The delegates were clearly in earnest to defeat Mr. Pugsley's scheme to eliminate the names of Dr. Lunney and Dr. Smith so he shrewdly capitulated. The report proceeded: "Mr. Pugsley waved his arms and tried to still the storm. 'All I want is harmony,' he said. 'There is no intention to force a machine ticket upon you. I want a ticket selected that will win victory for us.' "Mr. Pugsley then descended from the pulpit and Mr. J. H. Hayes took charge of the meeting. A resolution was adopted declaring that a majority vote should be necessary to a nomination."

A Cut and Dried Executive.  
At this juncture another vigorous protest against the tactics of the machine in riding rough shod over the delegates was in evidence. It arose out of an attempt to add a cut and dried list of names to the executive. The report continued:

"J. D. P. Lewin moved that certain names which he read from a typewritten list be added to the executive committee."

"A delegate—Will Mr. Lewin tell us who prepared that list?"

"Mr. Lewin named the names and finally said he assumed responsibility."

"The delegate repeated his question and Mr. Lewin again assumed responsibility."

"That is not a satisfactory answer," insisted the delegate. "We have had too much of machine tactics."

"Mr. Pugsley again stepped into the breach and assured the gathering that there had been no intention of selecting a machine executive."

The Chairman to the Rescue.  
Does any sane person imagine that Mr. Lewin prepared that "list of names"? It was machine made from start to finish, and the delegates were expected to swallow it. The chairman came to the rescue.

The chairman expressed the opinion that the delegates ought to be satisfied and the list of names was adopted with the addition of some others, put in nomination by the delegates.

"After this the convention proceeded to vote on the names of Messrs. Foster, Mahoney, Knowlton, Kierstead, Lunney and Smith."

When the result of the vote was announced strong objection was taken to the statement of the chairman that the scrutineers had decided that the first four on the list should be chosen as candidates. It was claimed that Mr. Kierstead did not have a majority. Mr. Pugsley again came to the help of the machine and urged the convention to support a motion confirming the selection of the machine candidates.

"They are four men who will work in harmony," he told the convention, "and we need harmony," an admission which confirms The Standard's report of the meeting and is not open to dispute.

Objects to Machine Tickets.

The report continues:

"Dr. K. J. Ryan immediately objected to what he called machine tickets. He said a couple of men were trying to run the convention."

"A voice—That's right. Let them go out and elect the candidates."

"Another delegate declared that Mr. Kierstead did not have a majority vote as there were 107 ballots cast."

"The chairman pointed out that six ballots had been thrown out and that as Mr. Kierstead had 51 votes he possessed a majority of the remainder, 101."

"A voice—May I ask why the ballots were thrown out?"

"A scrutineer—Some of the ballots had six names on them."

"A voice—Well, they might not spoil them next time. The resolution read a majority of the votes cast."

"At this juncture there was a great deal of disorder, and Mr. Pugsley again attempted to quiet the turmoil."

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But his plea for harmony received scant attention.

More Protests.

"It is up to the chairman," cried some of the delegates.

"Accordingly the chairman ruled that the four men receiving the highest votes had been duly nominated."

"That is not fair, Reopen the nominations," retorted the insurgents.

"After some further disorder, a motion to reopen the nominations was made and seconded, and this was followed by an amendment to sustain the chair."

"The chairman put the amendment, and there were loud cries of Aye and likewise loud cries of Nay."

"I declare the amendment carried," ruled the chairman.

"Question," promptly yelled the insurgents, and kept it up. Presently a standing vote was taken, and the amendment was carried, though nearly a third of those present voted against it.

"Then a motion was made to vote the nominations unanimous, and a standing vote was taken on this. A scoldy number of insurgents refused to rise."

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