

## GOULD USES TO DIVIDE

side History of Tory Jockeying  
apt of Heelers to Get a Rake-off  
—How Flemming Failed to Get  
t at High Prices for His Lieu  
es Statement in Paper That At-

pany, who had an agreement first with Johnston Brothers and secondly with Kennedy & MacDonald, a responsible firm of contractors on the G. T. P. from Grand Falls north, who were to do the actual work, the tory crowd receiving a rake-off in the way of commission.

"Mr. Gould finally yielded, upon condition, however, that they must take the work at Corbett's prices. When the actual contractors, namely, McMartin, Johnson Bros., and Kennedy & MacDonald were brought face to face with these conditions, Johnson Brothers immediately ordered their plant from Woodstock to Western Canada, Kennedy & MacDonald snapped their fingers in the face of the Woodstock crowd, and old Jack McMartin, who never had a plant of any kind was simply dumfounded because none of them could do the work at Corbett's prices let alone allow a big rake off for the politicians and there the deadlock exists today and this is the reason for the Gleaner's howl against Mr. Gould.

"It is pretty hard to tell exactly where this little family quarrel will land. In all probability, however, Gould will have his way, the contract will go to the man who will do it for the lowest price and Mr. Flemming no doubt can make an arrangement with Mr. Gould's masters, the C. P. R. by which the rake off will come in a lump sum and not be distributed according to his previous intentions.

"This will look better, sound better and will be much harder to detect, but the rake off will come just the same. It will be interesting to watch the developments. In the meantime the Gleaner will back down, as it has done in the past on so many occasions over this railway question, but we hope the public will take note of the fact that evidently the surveys have followed up the banks of creeks to such an extent in order to reduce the cost and make the road so crooked that five miles have been added to its length between Woodstock and Fredericton, and ten miles between Fredericton and St. John, thus allowing Mr. Flemming's friends \$375,000 more bond guarantee than is necessary, but, of course, it means at least \$375,000 more profit than necessary, of which, no doubt, Mr. Flemming and his friends will receive the lion's share. It is an interesting game to watch."

Mr. Gould's Explanation.

Fredericton, April 25.—(Special).—Mr. Gould's statement as published in the Gleaner tonight, is as follows:

"Fredericton, April 25, 1912. "Premier Flemming, Fredericton (N. B.).

"As reported to me, the contents of the interview by phone with myself as published in the Daily Mail of April 23, I am reported as saying that on more than one occasion unless I performed my duties to the party I might expect something of the kind, meaning criticism of me in the Gleaner.

"The interview further says: 'I care nothing for those who inspire that article in the Gleaner. I owe them nothing and will pay them nothing.' The reference to 'party' did not apply to the government or any member of it, neither does 'inspired' mean that I held any member of the government responsible for the article or had any reference to the government.

"When I use the words, 'I owe them nothing and will pay nothing,' it had reference to the government. My dealings with the government of the province have been satisfactory. There has been no graft or suggestion of graft, and hold-up on the part of the government. Everything has been straightforward, honest and above board, and will continue so.

"Some politicians have kept themselves very busy, and are sometimes annoying, but our relations with your government have been business-like and satisfactory. (Signed) "A. R. GOULD."

ice from the same side we were on, but she was also unsuccessful. We cruised around in an effort to force our way through the ice, but without success.

"Between eight and nine o'clock we got a wireless from the Carpathia saying that she had picked up many of the Titanic's boats and that it was useless for us to stand by any longer. I then ordered the steamer turned about and we proceeded on our journey. From the time we first turned at half-past twelve o'clock until very early in the morning we could see no lights at all, as it was pitch dark, and I do not see how any of the passengers could.

"I had at least 1,000 people on board my steamer, and it would have been very foolish for me to try to force my way through five miles of ice flow, for undoubtedly I would have met with the same disaster as did the Titanic. The ice was so thick that it would have cut through the iron plates on the ship like paper, so I decided that it was useless. I would have been very thankful if I could have been of any assistance, but God knows I did all that I could."

In regard to a story told by E. W. Zurich, a passenger on the Mount Temple, and referred to in today's despatches, Captain Moore said: "It is an utter falsehood. Why, how would that passenger know anything about what I and my officers were doing? And then again there was not one passenger on deck all night long. The man that is circulating stories like that is looking for cheap notoriety and has an utter disregard for the truth. To think that after all that I did to render assistance I should have such statements as these hurled at me is more than I can stand, and it just shows you what some people will do."

SOCKS.

Too many of us wear the same sort of foot clothing in all seasons. We have the socks, and then the leather of the boot or shoe. Except in warm weather, leather, it is pointed out by Health, is open to the objection that it lacks porosity and capacity for absorption; in this respect it is too much like rubber. In cold weather leather should always be lined with woollen cloth or wool felt. For all cold climates and for winter wear, in all climates where there is any winter, a pad of an all-wool material, between the stocking and the leather, should be worn. It is well known that an illness in one part of the body may be occasioned by some irritating cause far removed from the development of the trouble. The nerves of the entire body may be irritated to a dangerous extent by coldness of the feet.—Weekly Scotsman.

# WESTERN CANADA

Will Concentrate At

## COQUITLAM

Pacific Supplementary Operating Terminus of the Canadian Pacific Railway, which has started to build there the largest railway terminals in Pacific America; also objective point for other great railway systems; deep water port and coming industrial and manufacturing centre

### YOUR BIG OPPORTUNITY RENEWED

If you had bought lots on the business street of Vancouver years ago, you would now be worth a fortune. Lots which started at \$8 a foot and less are now worth \$4000 to \$5000 a foot. Dozens of people who had grand opportunities to get these lots when they were cheap and when Vancouver was small, now say: "If I had only bought a 25-foot lot I would now be worth \$100,000." The same thing might be said regarding Winnipeg, and in a lesser

degree Calgary, Edmonton, Saskatoon, Regina and half a dozen other places in Western Canada.

Let us tell you right here and now that YOU have these opportunities renewed — not in the innumerable townsites now on the market all over the country, because there can be only a few real metropolises, but in Coquitlam, which some conservative people say will have 50,000 people in five to 10 years.

### WHAT WILL MAKE COQUITLAM?

First of all the mighty Canadian Pacific Railway, the greatest transportation system in Canada, will have at Coquitlam its great railway terminals. There is not one city or town in all Western Canada, started by the C. P. R., where initial investors have not made money. The railway will ultimately expend millions here and work has already commenced on a 48-stall round-house and the first terminal unit of 25 miles of yards. Nearly a thousand men are or are about to be employed.

Since the C. P. R., less than a year ago, decided to establish at Coquitlam yards and other facilities which would do for all time, other great transportation systems have had their eyes on Coquitlam. Ask any railway man, any shipper, any business man, what the advent of a competitive railway system means to a place. They will tell you that such incalculable advantages will accrue to that city in the shape of trackage,

car storage, freight rates, etc., all competitive, that manufacturers, wholesalers and all kinds of businesses will flock there bringing with them hundreds of employees. This is exactly what is happening at Coquitlam.

Coquitlam will be the front door to Canada, in its relation to the shipment of grain and a hundred and one other commodities into and out of the country. It has been estimated by railway officials that the three Canadian roads will ship one hundred million bushels of wheat each to the European markets via the Pacific and the Panama canal the first year the canal is ready for business. To a thinking man this one item of grain alone is wonderful, but when all the commodities which depart from and enter Canada are included the effect is staggering.

It is, perhaps, not generally known that the continent of Asia alone contains nearly one-half of the whole world's population. The Oriental races are just now waking up rather suddenly to

Western civilization and all that it implies. That means a large increase in Pacific commerce. Vancouver and Coquitlam are on the short route. That is another reason why the C. P. R., with big, far-sighted men at its head, is building the Coquitlam terminals.

In this age of electricity any city which aspires to be a real metropolis, as Coquitlam does, must have cheap power to drive the wheels of great industries. The power lines of two competitive power and light companies are there now, and both will not only furnish electric power and light at low rates, but will also build tram lines, connecting Coquitlam with Vancouver and the whole Vancouver Metropolitan District and the Fraser Valley. Being a deep-water port easy of access to the coal mines on Vancouver Island and other places, Coquitlam will also get coal at rock-bottom prices. Important new discoveries of coal have been made near Coquitlam.

Among the new enterprises are the Brown-McKay lumber mill which employs forty men at the start; two other lumber mills, a large hotel; an industrial trunk line railway (the finest trackage layout in Western Canada) to be built by ourselves at a cost of \$30,000. One hundred buildings have recently been completed or are now in course of erection. There are twenty residences in one small part of the townsite that have been erected within six months.

Coquitlam is so situated in relation to the whole of Western Canada, the province of British Columbia, now on the eve of an era of unprecedented development and prosperity, and the Vancouver Metropolitan District, that it must and will become a big city.

As we said before, you have thrust in front of your face the Winnipeg, Calgary, Vancouver opportunity of a few years ago. Thousands of others are realizing this fact. If YOU realize it don't lay this paper away till you have filled in and torn out the coupon. Mail it to us today, and if you want further information write us an accompanying letter. But sign the coupon anyway before prices advance—it costs you nothing to learn fully about this wonderful opportunity.

Business Property, \$600 to \$1500  
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Easy Terms if Desired

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Dept. 26

Without cost, liability or obligation on my part, send full particulars, maps, etc., of the Pacific Coast Operating Terminus of the Canadian Pacific Railway, prices of lots, etc.

Name .....  
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