ST. JOHN MARKETS

ere was very little change in the esale prices in the local market during last week. The price of butter is ily getting lower and now stands at nts wholesale. The following were the esale prices yesterday:

COUNTRY MARKET.

western	0.10½	to	0.12
butchers	0.10	"	0.11½
country	0.08	"	0.10
on, per lb	0.10	"	0.12
per lb.	0.10	"	0.10½
g lamb, per carcass	4.00	"	5.00
per lb	0.08	"	0.10
coes, per bbl	2.25	"	2.35
hennery, per doz	0.00	"	0.22
butter, per lb	0.22	"	0.23
mery butter	0.25	"	0.26
s	1.25	"	1.50
s, pair, fresh killed.			
r lb.	0.20	"	0.18
g chickens, pair.			
sh killed, per lb	0.22	"	0.25
ey, per lb	0.00	"	0.20
ice, per doz	0.40	"	0.50
le syrup, per gal	1.00	"	1.25
le sugar, per lb	0.14	"	0.00
n	0.16	"	0.18
	0.17	"	0.18
ots, per bbl	2.00	"	2.25
s, per bbl	0.00	"	2.00
sh	0.00	"	0.04½
ips, per bbl	1.25	"	1.25

FRUITS, ETC.

can oranges	2.50	"	2.75
uda onions	1.75	"	0.00
s, per crate	2.75	"	3.00
oble walnuts	0.14	"	0.15
ot walnuts	0.12	"	0.13
onds	0.15	"	0.00
ornia prunes	0.12½	"	0.14
rts	0.11	"	0.12
ls	0.00	"	0.15
ns	0.14	"	0.16
dates, per lb	0.05	"	0.06½
uts, roasted	0.10	"	0.13
figs, per lb	0.04	"	0.05
ns, Messina, box	3.00	"	3.50
anuts, per doz	0.60	"	0.70
anuts, per sack	4.00	"	4.50
ed beef, 2s	3.35	"	3.45
hes, 2s	1.95	"	2.00
nas	1.75	"	3.00
ornia navel, box	3.00	"	3.50
oranges	4.00	"	5.50
figs, box	0.10	"	0.15
tian onions	0.00	"	3.25

FLOUR, ETC.

eal	5.90	"	6.00
ard oatmeal	6.50	"	6.60
toba high grade	6.65	"	6.70
rio medium patent	5.90	"	6.00
rio full patent	6.10	"	6.20

CANNED GOODS.

s following are the wholesale quota. per case:

on, cohoes	7.25	"	7.50
on, red spring	7.75	"	8.00
n haddies	4.40	"	4.50
ered herring	4.25	"	4.40
	4.00	"	4.25
rs, 1s	1.35	"	1.45
rs, 2s	2.25	"	2.35
ed beef, 1s	2.00	"	2.10
ies, 3s	3.00	"	3.05
pple, sliced	2.10	"	2.15
pple, grated	2.10	"	2.15
apore pineapples	1.75	"	1.85
ard plums	1.10	"	1.15
berries	2.05	"	2.10
, per doz	1.00	"	1.05
	1.20	"	1.30
berries	1.85	"	1.90
toes	1.75	"	1.80
kins	1.05	"	0.10
h	1.20	"	1.25
beans	1.20	"	125
d beans	1.15	"	1.25

SUGAR.

ard granulated	5.50	"	5.60
d Empire granulated	5.40	"	5.50
yellow	5.30	"	5.40
yellow	5.00	"	5.10
lump	6.50	"	6.75

PROVISIONS.

domestic mess	24.00	"	24.50
American clear	23.75	"	25.75
ican plate beef	18.50	"	19.50
compound, tub	0.12½	"	0.12¾
pure tub	014¾	"	0.15¼

GROCERIES.

e seeded raisins, 1s	0.09	"	0.09½
do	0.09½	"	0.10
a clusters	2.35	"	3.00
nts, cleaned 1s	0 08	"	0.08¼
e (new), per lb	0.14	"	0.15
per lb	0.03¾	"	0.04
tartar, pre, box	0.21	"	0.22
soda, per keg	2.10	"	2.20
ses, fancy Barbados	0.34	"	0.35
hand picked	3.00	"	3.10
yelloweye	2.90	"	3.00
peas	8.00	"	8.10
arley	7.50	"	7.60
neal	3.95	"	4.00
lated cornmeal	5.25	"	5.50
pool salt, per sack, ex e	0.70	"	0.75

GRAINS.

ings, car lots	29.50	"	30.00
small lots, bagged	31.00	"	31.50
small lots, bagged	29.00	"	29.50
heal, in bags	1.90	"	1.95
ed hay, car lots, 1	12.00	"	14.00
ed hay, per ton, No. 1	14.00	"	16.00
Canadian	0.57	"	0.60

FISH.

dry cod	4.00	"	0.00
m dry cod	5.25	"	5.50
k	3.75	"	4.00
Manan herring.			
	5.00	"	5.25
Manan herring, bbls	2.75	"	3.00
haddock	0.03	"	0.03½
d shad, half-bbls	8.00	"	11.00
cod, per lb	0.02½	"	0.03
ers, per box	0.85	"	0.90
ut	0.10	"	0.15
red herring, per doz	0.30	"	0.00
n haddies	0.00	"	0.00

OILS.

s Astral	0.00	"	0.20½
Rose and Chester.	0.00	"	0.17½
grade Sarnia and ight	0.00	"	0.17
Star	0.00	"	0.17
ntine	0.60	"	0.00
Oil	0.00	"	0.95
Oil	0.00	"	0.98
lard oil	0.87	"	0.00
No. 1 lard	0.81	"	0.00
gasoline	0.00	"	0.20½

WHOSE NOSE.

w cold your nose is!" These words from the daughter of the house, who itting in the parlor with her beau. owser in the parlor again?" demand mother from the next room. There long pause. "No, mother; Towser n the parlor." And then silence re its reign.

The Semi-Weekly Telegraph and The News

VOL. LI. ST. JOHN, N. B. WEDNESDAY, MAY 29, 1912 NO. 69

LIBERALS ARE SURE OF WESTMORLAND

Winners Nominated Monday

A. B. Copp, C. M. Leger, Fred Magee and I. N. Killam Chosen

Four Hundred Delegates from All Sections of the County at the Convention, Which Was the Most Enthusiastic Ever Held in Sackville—Hon. Mr. Sweeney Nominated But Declined.

Special to The Telegraph.

Sackville, N. B., May 27—The Liberal convention held here this afternoon was by far the largest and most enthusiastic ever held in Westmorland county.

When the convention was called the idea was to hold a representative meeting, but no one for a moment believed that the attendance would assume such large proportions. The meeting was advertised to take place in Dixon's hall, which will hold several hundred people, but the gathering had scarcely been called to order before it was seen that the hall was altogether inadequate and the convention consequently adjourned to the Music hall.

There were fully 400 delegates present, representing all portions of the county. Dr. E. A. Smith, of Shediac, president of the Westmorland County Liberal Association, occupied the chair. The first business was the election of officers, the following being chosen: Dr. E. A. Smith, Shediac, president; Dr. Gaudet, St. Josephs, vice-president; Fred. Magee, Port Elgin, 2nd vice-president; A. J. Chapman, Dorchester, secretary; W. A. Gass, Sackville, treasurer.

A nominating committee, consisting of three from each polling district, was chosen and retired to Dixon's hall, where it was soon decided to nominate A. B. Copp, Sackville; C. M. Leger, Memramcook; Hon. F. J. Sweeney, Moncton, and Coun. I. N. Killam, Salisbury. The committee, through its chairman, Dr. James McQueen, Shediac, reported to the convention amidst tremendous cheering.

There were calls for Mr. Sweeney and that gentleman came forward and made a fighting speech which aroused the meeting to a very high pitch. Mr. Sweeney stated that while he appreciated most heartily the nomination which had been tendered him, he felt that in view of various circumstances the ticket would be strengthened by his retirement.

He was a resident of Moncton, and therefore could not as fully as he would like represent the interests of the county. The nominating committee was again asked to retire and bring in a name to succeed Mr. Sweeney. The committee had three names before it, but after a brief discussion it was unanimously decided to pick as winner Fred. Magee, of Port Elgin.

Ovation to Magee.

The announcement of the committee's choice to the convention was the signal for an outburst of cheering, shouting and enthusiasm rarely witnessed.

Speeches were then made by the leader, A. B. Copp, C. M. Leger and the new candidates, I. N. Killam and Fred. Magee. Mr. Copp, in a splendid speech, dwelt briefly upon some of the planks in the platform already announced. He referred to canvasses that had been made against him and personalities that had been resorted to. For his part, he said that if his opponents wanted to go into personalities they would have to carry on that mode of warfare all by themselves, for he would have nothing whatever to do with such methods.

Mr. Leger spoke at some length, making a speech that pleased the audience both in matter and presentation. He appealed to the convention to elect not only Mr. Copp and himself, but the new men as well.

Mr. Magee, who was the next speaker, received an ovation. The crowd rose to its feet and cheered and cheered again. Hats were waved in the air and shouts which could be heard many blocks rent the air. Seldom has such enthusiasm been manifested for any public man. Mr. Magee said he had accepted the nomination at much personal sacrifice. At this season of the year his lobster business engaged a large portion of his time and it meant a great deal to him to go into an election campaign. However, he had accepted the nomination and was in to stay.

He pointed out the necessity of every Liberal taking off his coat and going in to win. Hard work is necessary from now till the last vote is polled.

Mr. Magee made a most favorable impression by his manly, straightforward, business-like speech. He is recognized as a very strong man in the eastern end of the county and the Conservatives have already begun to shiver in their shoes.

Killam Made a Hit.

Coun. Killam, who was the last speaker, was given a rousing reception equal in cordiality and heartiness to that accorded Mr. Magee. He spoke of his lack of experience in public speaking. But his address was an excellent one, coming as a complete surprise to the convention, which chose Mr. Killam because he was a prominent farmer rather than for his ability as a speaker.

It is a matter of satisfaction therefore that Mr. Killam though an agriculturist is able to express himself fluently and well and in a manner creditable alike to

(Continued on page 8, sixth column.)

ELECTION WRITS ARE ISSUED

Nomination June 13 and Polling Day a Week Later

THE GIBSON LUMBER

Boom Company Asked to Raft 7,000,000 Feet for St. John—Orangemen Gather in Force at Capital for Meeting of Sovereign Grand Lodge and Affiliated Societies.

Fredericton, May 27—The legislature has been dissolved. Polling will take place on Thursday, June 20, with nomination on June 13.

A special meeting of the St. John River Log Driving Company directors will be held either tomorrow or on Wednesday to consider a proposition which has been made to the company to raft 7,000,000 superficial feet of logs from the Gibson Company property on the Nashwaak. It is said to be the intention of the company purchasing the Gibson property to have 7,000,000 superficial feet of the smaller logs sent to St. John to be received as pulp wood at the Partington Pulp Mill there and that the balance of the season's cut on the Gibson lands, about 10,000,000 superficial feet, will be manufactured at Marysville. In the event of the Log Driving Company accepting the proposal, it is not known whether the logs will be rafted at the mouth of the Nashwaak or sent through the sorting booms at Lincoln.

Delegates from all over Canada arrived today for the annual meeting of Sovereign Grand Lodge of British North America and affiliated bodies, which will be held in this city this week.

A large party arrived from Upper Canada and points as far west as Winnipeg and Vancouver. Today's arrivals included Col. J. H. Scott, Walkerton (Ont.), Grand Master of the Sovereign Grand Lodge, who was accompanied by Mrs. Scott. Rev. Canon Walsh, of Brampton (Ont.), was another of today's arrivals.

The Grand Chapter of the Royal Black Knights of Ireland met this evening and will meet again tomorrow. Grand Master Joseph Magill, of Deloraine (Man.), is at present in the old country. His place was taken by Thomas Haw of Montreal, the acting grand master.

The Ladies' Orange Benevolent Association will open their sessions tomorrow afternoon in the Orange Hall. Grand Mistress Miss Cullum, of Toronto, will arrive tomorrow, but several officers are now here, including the Deputy Grand Mistress, Miss Nixon, of Winnipeg, and Miss McKee, the Grand lecturer, also of Winnipeg.

The Grand Sovereign Orange Lodge of British America will open its sessions on Wednesday afternoon.

Among the delegates already here is George Langmead, of St. John's (Nfld.), who on behalf of the Orangemen of the ancient colony will ask the Grand Sovereign Lodge to meet at St. John's (Nfld.), next year.

It is expected that upwards of 500 delegates will be here for the three meetings.

WORLD'S GREATEST MANUFACTURER OF COTTON GOODS DEAD

M. C. D. Borden, Owner of Seven Big Fall River Mills, Dies at New York—Always Ran His Plants Independently

New York, May 27—Matthew C. D. Borden, one of the most prominent cotton goods manufacturers in the country, died at his residence here this afternoon of intestinal trouble in his 74th year.

Mr. Borden was the largest individual cotton manufacturer and printer in the world. His seven print cloth mills operated under the name of the Fall River Iron Works Company, constitute the largest print cloth manufacturing plants in the United States. He was also the owner of the American Print Cloth Company of Fall River. For many years he was identified with Bliss, Fabyan & Co., of New York and Boston.

Mr. Borden was not a member of the Fall River Cotton Manufacturers Association and his independent action in the matter of prices and wages occasionally compelled the other mill owners to adopt his policy. He had resided in New York for many years, although he was a native of Fall River. Mr. Borden was a descendant of Richard Borden, born in England in 1595.

RUNNING PROVINCE INTO DEBT AT AN ALARMING RATE

Searching Criticism of the Government's Record Made by Hon. Wm. Pugsley, ex-Minister of Public Works

Highways Sadly Neglected and People Are Justified in Their Complaints About the Wretched Condition of the Roads—How the Province Has Lost by Mr. Flemming's Railway Policy—The Things the Premier Conceals in His Manifesto.

Tuesday, May 28.

Searching criticism of the railway policy of the provincial government and an arraignment of the Hazen-Flemming administration on its general record, was made last evening in an interview given The Telegraph by Hon. Wm. Pugsley, ex-minister of public works.

"So far as I can judge," said Hon. Dr. Pugsley, "there is a very strong feeling throughout the province that the present provincial government has not managed the affairs entrusted to their keeping with any reasonable degree of judgment or prudence. With a revenue at their disposal which ought to be amply sufficient for all public needs, they are running the province into debt at an alarming rate, while the public services, particularly the highways, are being sadly neglected. I have heard a great deal with reference to the wretched condition of the roads and the statements have come from so many people that I cannot doubt their truth.

The Poor Roads.

"I have traveled recently a great deal on the road from St. John to Rothesay and, having used this highway with very great frequency for the last thirty years, I can truly say that I never saw it in as bad condition as at present. If the attention given to this road is a fair sample of the care which is given to other highways throughout the province, the public who are so deeply interested in good roads have the very best possible reason for the complaints which are being made on every hand.

The people who take a deep interest in the conservation of the forests strongly disapprove of the action of the government in reducing the authorized size to which lumber may be cut, because while this enables the government to boast of an increased revenue from stumpage it tends to more rapid depletion of this most important source of wealth."

That Manifesto.

Asked if he had read Premier Flemming's manifesto, Hon. Mr. Pugsley said:

"Yes, I have read Mr. Flemming's appeal and it is in many respects a unique document, particularly that portion of it which refers to the St. John Valley railway. Mr. Flemming says: 'Despite difficulties put in our way, our efforts have been successful, and a splendid arrangement has been entered into for the construction of the St. John Valley railway. The arrangement is such that I do not believe any burden will be placed on the people of the province, although the railway will be of a high standard, will bring a large amount of through traffic to St. John and open up and make accessible a large portion of the St. John River Valley.'

"If Mr. Flemming," continued Dr. Pugsley, "by his reference to 'difficulties,' has in mind the public statement made by Mr. Gould of the attempt of Conservative politicians to hold him up, I have nothing to say. It he intends, however, to charge any member of the Liberal party with placing difficulties in the way of the construction of the Valley railway, the slightest consideration for the truth would have induced him to omit such a statement.

"It is true that I and my colleagues from New Brunswick firmly declined so far as the federal government and parliament were concerned, to countenance an agreement which the provincial government wished to enter into under which a second trolley railway could have been built beginning at some point on the C. P. R. in the parish of Andover and terminating at another point on the C. P. R. thus making the road but a branch of that railway and depriving the people of the St. John Valley of the competition which they so earnestly desired. By our determined attitude the provincial government was compelled to agree to the construction of a first class line of railway to be built all the way from St. John to Grand Falls.

Not Sincere.

"It is charged, however, and with apparently good reason, that the government is not sincere in its profession of a desire to build from Andover to Grand Falls and so make the Valley railway a portion of a trunk line in connection with the Transcontinental railway. The delay in providing for the construction of this section would seem to warrant the suspicion which some people have as to the good faith of the government in this respect. In my judgment it is essential to the success of the enterprise that this portion of the line should be constructed simultaneously with the other sections. Anyone who has given thought to the subject must be aware that the operation by the federal government of the whole line from St. John to Grand Falls is most important from a revenue standpoint apart from other considerations. It is the through traffic which will go the farthest to make the road a paying proposition assuring that 40 per cent of the gross earnings which is to be paid over to the government will be sufficient to pay the interest upon the bonds and thus prevent the province being called upon to meet a heavy deficit on the interest account.

"Every elector, therefore," said Dr. Pugsley, "who feels that it is vital to the interests of the whole province as well as to the St. John valley that the railway should be a through line from St. John to Grand Falls should in my opinion consider the situation carefully and determine whether or not it his duty to place in power a government sincerely determined to bring about this result.

"I notice also," continued Dr. Pugsley, "that Mr. Flemming refers to a contract which the government has given for the construction of a railway from Monto to Gibson. I should be sorry to say or do anything which might be construed to show opposition to this line of railway. The terms as to its operation, however, are not stated by the premier, and he has left the public in the dark as to the rate of tolls to be charged and failed altogether to give any information which would enable the people to judge as to whether or not proper measures had been taken to safeguard the province in respect to the guarantee of the principal and interest on the bonds to the extent of $15,000 a mile for thirty-one miles or a liability which amounts to $465,000.

"Mr. Flemming states that the C. P. R. undertakes to use annually 50,000 tons of screened coal from the Queens-Sunbury coal fields for a period of ten years to be hauled over this road. If the C. P. R. should be dissatisfied with its bargain at the end of ten years I fail to see that the province has any guarantee that the interest on the $465,000 would be met by the company. It would, it seems to me, have been an act of prudence for the government to have insisted upon the C. P. R. entering into a long lease at a fixed rental sufficient to pay the interest on the bonds before engaging to make the guarantee.

He Conceals It.

"There is another most extraordinary feature in connection with this transaction," went on Dr. Pugsley, "Mr. Flemming states that the N. B. Coal and Railway being a line from Minto to Norton, is also to be operated by the C. P. R. He, carefully and from his own standpoint, wisely conceals from the people the fact that the C. P. R. is to have the use of this line of railway, not upon the ordinary terms upon which railways are leased by the lessee paying either a fixed rental or a fixed percentage of the gross earnings, but as anyone who reads the statute will see, the compensation to the province for handing over to the company this valuable piece of property, which under the old commissioners had begun to earn a surplus, is only to be 50 per cent of the net earnings. The result of this will be that not only the C. P. R. have the usual profits included in the operating expenses, but will have 50 per cent of the net earnings besides, and I have it on the best of authority that under the agreement to lease the C. P. R. will have the right to first apply the gross earnings to betterment of the road before there is any division of the net earnings.

"This most improvident arrangement under which a property belonging to the province and worth $1,200,000 is practically handed over as a free gift to the C. P. R. would be wholly inexcusable under any circumstances but very much more reprehensible is it when the avowed policy of the federal government is to take over the branch lines connecting with the I. C. R. and when the province might reasonably expect that this road which could be made a most important feeder of the I. C. R. would, if taken over by the federal government upon just and equitable terms, yield to the province for all time a revenue of between $40,000 and $50,000 a year.

"Through what is difficult to describe otherwise than grossly bad management as evidenced by the carelessness with which the bridge over the Washademoak, which collapsed causing great inconvenience and interfering greatly with the receipts, was built, the operating expenses have been far above the receipts. In light of these facts it is difficult to avoid the conclusion that the government has been utterly careless as to how the road was run, believing that periodical deficits in its operation would justify handing it over to the C. P. R.

Reckless Mismanagement.

"As further evidence of the reckless mismanagement of this road reference might be made," said Dr. Pugsley, "to the fact that the government has expended upwards of $8,000 in building a spur to an alleged coal mine where there was nothing to warrant such an expenditure and no paying traffic has resulted from it. There is one most extraordinary evidence of the recklessness with which this government is plunging the province headlong into liabilities and to which Mr. Flemming makes no reference is that of the guarantee of the principal and interest on the bonds to the extent of $10,000 a mile for a railway thirteen miles in length from a point on the C. P. R. in York county to a lumber mill owned by one of the government supporters in the legislature. The pledging of the credit of the province to the extent of $130,000 for this purely local line of railway is entirely indefensible. When I remember how vigorously the guarantee of bonds of the International Railway, which is an important line connecting with the east and west sides of the province to the extent of $8,000 a mile, was attacked, it is impossible not to be amazed at the readiness with which the government has yielded to the demands of one of its prominent supporters and guaranteed bonds to the extent of $10,000 a mile for a purely local road.

"These are some of the matters," concluded Dr. Pugsley, "which have struck me most forcibly in reading the premier's manifesto. There are several other subjects dealt with by the premier calling for attention and these will, no doubt, be taken up by Mr. Copp, the able leader of the opposition, and his supporters during the present campaign."

Hon. Dr. Pugsley returned to the city on Saturday evening and will leave again tonight to attend the banquet to Sir Wilfrid Laurier in Montreal.

COLONEL SAM WILL MAKE THE MONEY FLY

Minister of Militia Negotiating for Two More Training Grounds for Artillery Like Petawawa—One in Maritime Provinces.

Special to The Telegraph.

Ottawa, May 27—The minister of militia, Hon. Col. Hughes, is instituting an important change in connection with the annual training camps. At present there is but one national military training ground for the higher tactical field manoeuvres and for artillery practice, namely Petawawa. To this camp the artillery, the permanent corps, the engineering services, etc., are now brought from all parts of the dominion. This involves a large expenditure for transportation and considerable loss of time to the men coming from the west or from the maritime provinces. The transportation expenses of the maritime provinces contingent to Petawawa this year, for instance, will be more than $30,000.

Hon. Mr. Hughes believes that there should be at least three national training camps for a country the size of Canada and he is now negotiating for the purchase of areas in the maritime provinces and in the west where the men from these districts can secure the training they now have to come to Petawawa for.

ALLAN LINER LEFT 750 PASSENGERS IN QUARANTINE

The Tunisian Delayed Twenty Hours at Grosse Isle on Account of Smallpox Aboard.

Juebec, May 27—The steamer Tunisian, of the Allan line reached Quebec at 5 a.m. today after a delay of twenty hours at Gross Isle, where she left 750 of her passengers, all steerage, in the quarantine station. A case of smallpox was discovered on board. Several stewards were also landed together with some provisions. The passengers will have to remain at Grosse Isle for at least sixteen days.

TWO QUEBEC MEN DROWNED BY THE CAPSIZING OF BOAT

Sorel, Que., May 27—News of the drowning of two men, Joseph Thibault, aged nineteen, and J. Henriperts, aged twenty-one, while attempting to land on Isle St. Loyola from the government steamer Lac St. Pierre, Saturday night, reached here tonight.

The vessel had aboard a number of passengers destined for Isle St. Loyola but the current was so swift and the weather was so stormy that it was decided to land them by life boat rather than attempt to moor at the wharf. Eight people got safely into the boat, but a ninth man took a reckless jump in order to secure his position and the lifeboat capasized. Seven of the passengers succeeded in reaching land, which was not far distanct, but Thibault and Henriports were lost. The bodies have not been recovered.

BROKE ABOUT ALL THEIR PROMISES

DROPPED SQUIRES IN CARLETON CO.

Tories Substitute Leverett White for Young Harvard Student

PRESSURE TOO STRONG

Flemming Loath to Drop His Favorite, But Rank and File of the Party Wouldn't Stand for His Selection—Liberals Have Plenty of Timber for a Strong Ticket.

Special to The Telegraph.

Florenceville, May 27—There is trouble already in the government ranks in Carleton county and as one result the youthful Fred C. Squires has been dropped from the ticket, being substituted by Leverett White, of Centreville, son of the late Hon. George White.

Premier Flemming, whose pet Squires is, was loath to let him go, but there was such a hue and cry throughout the county that something had to be done.

Mr. White, who was offered the nomination at the convention, refused it, and he now only consented to run after much persuasion. The situation from the government standpoint, in Carleton, has, at the best, been anything but promising but this latest affair has made matters decidedly worse.

The Liberal forces on the other hand are jubilant, in fact the party were never in better shape. The party convention to be held at Hartland on Friday is expected to be a rousing one and of one thing it is certain, that there will be no dearth of material from which to choose candidates to run with George W. Jackman, the present popular member. There are a number of Conservatives who would like a place on the opposition ticket, taking the premier at his word that party lines are not drawn.

On Friday night after the convention there will be a public meeting at Woodstock, at which there will be addresses by prominent speakers.

ROYAL BLACK KNIGHTS OF IRELAND IN ANNUAL SESSION

Grand Chapter Met at Fredericton Last Night—Representatives from All Sections of Canada Present.

Special to The Telegraph.

Fredericton, N. B., May 27—The most worshipful grand black chapter of British America of the Royal Black Knights of Ireland, convened for its 38th annual session in the Y. M. C. A. hall this evening.

The grand chapter was opened with the usual formalities by Deputy Grand Master Sir Knight Thomas Howe, of Toronto, acting in the absence of the grand master, who is at present in the old country on a business trip. The acting grand master was assisted by the following officers:

John J. Tulk, Vancouver, associate deputy grand master; Rev. Canon Wm. Walsh, Brampton (Ont.), grand chaplain; J. S. Williams, Toronto, grand registrar; W. H. Wilson, Toronto, grand treasurer; Geo. White, New Glasgow (N. S.); J. W. Featherstone, Ottawa (Ont.); John Easton, Winnipeg, grand ansor; W. H. McLeod, North Battleford (Sask.), grand marshal; Benj. Dirk, Toronto, grand standard bearer; J. W. Whiteley, Vancouver (B. C.); Jas. Jennings, Toronto (Ont.); W. R. McConnell, Winnipeg (Man.), grand committeemen; Wm. Lee, Wm. Chenery, Toronto, grand auditors.

Business was suspended for a short time while Mayor W. S. Hooper delivered a short address of welcome. Acting Grand Master and Lieut. Col. J. H. Scott, of Walkerton (Ont.), past grand master, responded.

An address of welcome from White Throne preceptory, R. B. K. of I., No. 308, Fredericton, was read and replied to by the acting grand master.

Encouraging and satisfactory reports were presented by various officers. Sir Knight Lt. Col. J. H. Scott presented a past grand master's jewel to Sir Knight Thomas Gilday of Montreal.

Regular committees were appointed and at 10.30 p.m. the grand chapter adjourned to meet at 9 a.m. tomorrow.

The Ladies' Orange Benevolent Association will hold its opening session tomorrow afternoon at Orange Hall, beginning at 2.30. This branch of the order will hold several sessions.

The Grand Orange Lodge of British America will hold its opening session at the same hour Tuesday. Its sessions will be held in the Knights of Pythias Hall, York street, and will extend over several days.

Montreal Bank Manager Dead.

Montreal, May 27—J. A. Prendergast, sixty-eight years of age, general manager of the Bank of Hochelga, died this morning about 10 o'clock. The cause of death was Bright's disease. Mr. Prendergast had been for twenty-seven years with the Bank of Hochelaga. Previous to that he was engaged in journalistic work.

Hazen Got Power on False Pretenses

Work-by-Tender Pledge Violated in a Barefaced Manner

Flemming Government's Reckless Expenditure is How They Carried Out the Economy Plank—The No-Party-Cry Only Lasted Till the Votes Were Counted.

Special to The Telegraph.

Fredericton, May 27—When Premier Flemming was in opposition, his leader, Mr. Hazen, appealed to the people on a platform with eight planks in it. They were:

(A) That if returned to power they would put all public works to tender, and award the contract for the same to the lowest tenderer.

(B) That they would conduct and carry on a government free from all party lines, political bias and prejudice.

(C) That they would repeal the present Highway Act and enact a new law in its place, which should vest the management of the roads and the appointment of all officials absolutely in the County Councils.

(D) That they would have a survey and a valuation of our Crown Lands made so that this valuable asset might be Conserved.

(E) That they would inaugurate and establish a new Agricultural and immigration policy, giving particular attention to the promotion of the settling of our lands by our own people.

(F) That they would improve the quality and reduce the price of our school books, so that our people would not be robbed of hundreds of thousands of dollars.

(G) That they would extend and encourage local and rural schools so that every parent could have an opportunity to give a child an elementary education.

(H) That they would increase the Provincial allowance to school teachers.

When Messrs. Hazen and Flemming appeared on the public platform they were fond of enlarging upon this platform. Their complaint was that all of the public works were not put up to public tender. Their platform was to put all of the public work up to public tender.

The fact is they do not put nearly as much work up to public tender as their predecessors did. They do the public's work by day's work and ignore tender. They place the jobs with their political supporters and favorites and the people pay the price.

The "No-Party-Lines" Joke.

What a farce they have made of the second plank—conducting a government free from all party lines, political bias and prejudice. One has only to recall how the Liberal office-holders lost their positions just as soon as Hazen learned of his majority.

What about the third plank to vest the management of the roads and the appointment of all officials absolutely in the county councils? The secretaries of the highway boards appointed by the government have more power than all the other officials. They get the government money and spent it and render no account of their expenditure.

They have paid no attention whatever to a survey and valuation of the crown lands, as promised in the fourth plank, but they have gone into the school book business and cancelled a contract that called for higher prices.

They have placed an enormous official expenditure in the agricultural department and charge it against the farmers; they have carried out the orchard policy of the old government and added two officials to do the work at salaries amounting to $2,500 a year.

The performances of the government have not kept pace with their promises. Today they are appealing to the people without reference to any of these planks save those referring to school books and agriculture.

But Premier Flemming in his manifesto does not say that the government has made the selling of school books a part of the patronage of the government. Only those store-keepers in the country recommended by the government members can sell school books and the people in many sections have been put to great inconvenience because of this discrimination.

FRENCH REPULSE MOORISH ATTACK WITH HEAVY LOSS

Fez, (by wireless to Tangier), May 27—A strong body of Moors made another fierce attack on this city this morning, some got inside the walls, but were dispersed or killed. The French lost one officer killed and thirty soldiers killed or wounded. The Moorish casualties were heavy.