

WESTMORLAND CANDIDATES SUCCESSFULLY OPEN CAMPAIGN FOR GOOD GOVERNMENT

The Candidates and Others Well Received at Fox Creek, Salisbury and Petitcodiac—Strong Arrangement of the Old Crowd of Discredited Politicians Who Were Turned Out of Power by an Enraged Electorate—Successful Opening of Campaign Augurs Well for Government.

Special to The Standard.
Salisbury, Feb. 14.—The Murray government candidates in Westmorland, Hon. P. G. Mahoney, Col. F. B. Black, A. J. Legere and Albert E. Trites, have opened their campaign with a swing that will carry them to a sweeping victory on the 24th. Last night all the candidates spoke at their first meeting at Fox Creek, and it was an auspicious opening. The meeting was held in the recreation hall of the magnificent Convent building and was presided over by Ex-Cong. Albany E. Bourque. In the vicinity of seventy electors were present, at least fifteen more than attended the opposition meeting held a few nights ago and in every way it was a fine meeting as any party has held in the Fox Creek section in recent campaigns.

The candidates met with that cordial warm-hearted reception which indicates strong support for the government ticket on polling day. This is one of the sections of the county upon which the opposition rely for a favorable vote but judging from the reception accorded the government candidates they will be bitterly disappointed. Fox Creek and vicinity may be depended upon in this contest to show its appreciation of progressive and honest government and clean representative men such as compose the Murray government ticket.

At Salisbury and Petitcodiac.
Tonight the government candidates carried their campaign into the extreme western part of the county, holding rousing meetings at Salisbury and Petitcodiac. The reception extended to them in Salisbury parish was as hearty and enthusiastic as could be wished, although Salisbury is normally Liberal but with such a personally popular representative as Albert E. Trites the largest and most successful farmer in Salisbury parish or, perhaps, in the whole county, there is every prospect that the Murray government candidates will come out of Salisbury with a good majority. The meetings tonight held in the village of Salisbury and Petitcodiac give every reason to believe that the ticket representative of fair dealing and honest methods in the administration of the public business will be strongly supported. Men in touch with the sentiment of the people declare that there is a noticeable change in favor of the government candidates, particularly in Mr. Trites' home section.

The meeting at Salisbury was held in the Baptist hall. The hall was packed and the meeting extended an enthusiastic reception to Hon. P. G. Mahoney, the only candidate present. The other speakers were Leonard Gray and Dr. O. B. Price, the popular candidate in Moncton City. The closest attention was given to all that was said in support of the Murray government. The emphatic answer to the passing criticisms of the opposition who are endeavoring to persuade the people to put them back into power in order that they may continue their plunder of the public treasury created a most favorable impression. The scathing arraignment of the old government which was kicked out of office in 1908 and the presentation of the excellent record of the present government with its honest collection of the revenues of the province and the great improvement in the public services received strong endorsement from almost the entire audience. The Salisbury band attended and rendered selections.

At Petitcodiac the meeting was held in the public hall which was completely filled. The speakers were Col. F. B. Black, A. E. Trites and A. J. Legere, three of the candidates, all of whom received a reception that leaves no doubt that the Petitcodiac end of the parish will do for the government ticket on polling day. The meeting was indeed most encouraging from the government standpoint and the audience showed the keenest interest in the straightforward and manly way in which the issues upon which the Murray government is appealing for support were presented. Col. Black, so recently returned from France where he was for two years doing his bit in fighting the battles of the Empire, injected into his admirable speech a little description of conditions at the front. That was of especial interest

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NEW CANADIAN WAR LOAN IN MARCH LIKELY

Important Conference at Ottawa Between Minister of Finance and Dominion Bankers.

Special to The Standard.
Ottawa, Feb. 14.—The next Canadian war loan may be brought out early in March. Last week the Minister of Finance summoned the executive committee of the Canadian Bond Dealers' Association to Ottawa for a conference as to the outlook and today he had a conference with representatives of the Canadian Bankers' Association upon the same subject.
No information can be given as to the amount, terms or price of the loan as these details will not be settled until immediately before the issue is made. They will no doubt be determined then in the light of prevailing conditions. It is understood that the minister has the assurance of the financial co-operation of the financial community and of the bond dealers and brokers whose activity and enterprise contributed materially to the success of the last loan.

In view of the exchange situation between the United States and Canada, which is at present adverse to Canada, it is regarded as probable that the securities of the new loan will be made payable both in Canada and in New York.

Today's conference was attended by representatives of nearly all the chartered banks of Canada.

THE SUGGESTED ELECTRIFICATION OF THE ST. JOHN VALLEY RAILWAY

The building of the St. John Valley railway has been a subject of much political discussion. It is an old story, of the manner in which the liberal party for years made a football of this question. It was not until the present government came into power that anything was accomplished. Despite all the barriers placed in the way by the leaders of the liberal party in this province, and by its leading newspaper, the Telegraph, the road is an accomplished fact.

There is one phase of the Valley Railway discussion that seems to be lost sight of, that should be kept prominently before the people. The first proposition of the Hazen Government for the building of this road was, that it should be an electric system. With the tremendous water power all along the St. John Valley, it was a very feasible proposition. Perhaps there is no place in the world where electricity can be generated and utilized more economically than along the valley of the St. John river. When the proposition was made to build the Valley Railway as an electric road, we all remember the howl of the opposition, led by Mr. Carvell and his satellites and of the vigorous attack made by the party press, led by the St. John Telegraph. This was a new thing to the people of this province and the liberal leaders took advantage of this fact, knowing that the average man in New Brunswick had not given much consideration to this question, they raised a cry against the proposition. It was attacked as a trolley line, as something impracticable, which could not handle the traffic, especially during the winter months. As a result of the campaign which was carried on by the opposition supporters, a strong prejudice was created in the minds of the vast majority of the electorate. Under the pressure of public sentiment, the government was compelled to abandon this proposition and go back to a steam road.

During the past five years there has been a marvellous development in electrically operated railroads, throughout the world, and especially in America, wherever it is possible to generate electricity at a reasonable cost, the railroads of the country are doing away with steam, replacing the old steam road with the electric system. The General Electric Company of the United States has recently compiled some very interesting data in this connection. There are today in the United States and Canada no less than 4,284 miles of regular trunk line railroads operated by electricity, of this, 1,724 miles were formerly operated by steam.

It is generally admitted today that the electric locomotive outclasses steam in power, in flexibility, in reliability, in ease of control, in economy, in comfort, and substantially in every feature.

The past year has been one of great progress. The Chicago, Milwaukee and St. Paul Railway, one of the great American railroads, has recently cut 440 miles of the line under electricity, and this is in the mountain section of their transcontinental system. The first electric locomotives were placed in regular service on this line on December 24th, 1915, and have been a wonderful success. In crossing the three mountain ranges, there are several grades of one per cent. or more, the most difficult of which is a twenty-one-mile two per cent. grade, and another forty-nine mile per cent. grade on the west slope of the Belt mountains. The curvature is necessarily very heavy, the maximum being

ten degrees. The passenger service consists of two all steel, finely equipped, transcontinental trains in each direction. The freight traffic comprises from four to six trains daily in each direction. It has been clearly established that anything that can be done by a steam locomotive can be handled much more satisfactorily by an electric locomotive.

In the light of these facts, what have the electors of the St. John Valley to say of the attitude of Mr. Carvell and his friends in their opposition to the electric road down the St. John valley? It is simply another evidence of their blind partisanship and their absolute indifference to the public welfare, provided they can make a monetary party gain, but we believe the time is at hand when the electors will recognize what enemies these men have been to the province, all for their own selfish ends.

We would point out that, had the Valley line been built as an electric road, the province could have been easily developed in the valley of the St. John, not only to have operated the road, but there would have been sufficient surplus which could have been transmitted for many miles on either side of the river, for the lighting of farm buildings, and power for the most desirable kind of industry, such as threshing machines, cream separators, and, in fact, anything and everything which requires power for its operation. This would have made New Brunswick to have blossomed as the rose and would have made it one of the most desirable places in the world. All this has been denied the farmers of this country, through the vicious partisanship of the men who are now seeking to again obtain power. We believe, when the farmers fully grasp these facts, they will be done with this clique forever.

If Strength Declines As Age Advances Follow This Suggestion

So many women grow old before their time, perhaps your wife or sister. A little while ago, buoyant full of vigor and activity — she enjoyed life and imparted pleasure to the whole family; but now in a few short years she has faded and lost color and strength. She is just ready to develop some disease that will further weaken and debilitate. You remember how it began, failure of appetite, tired in the morning, found housework burdensome, always nervous and a little irritable. It's a shame to let her go down hill further when you can build her up so quickly with Ferronze. The change this nourishing tonic makes in a weak woman is surprising. It gives great zest for food, increases appetite and digestion enormously. The blood gets richer and stronger and adds new life to every organ in the body. A rebuilding process works through the entire system. The first week will show an improvement and a month or two will fasten up the things most run-down woman you can think of. Take Ferronze for lost color, for nervousness, for weakness, — use it when run-down and feeling poorly — it will do you more lasting good, keep you in better health, than anything else. Just as good for men and children, too, because Ferronze is harmless and safe. 50c. per box or six for \$2.50, at all dealers, or direct by mail from the Chateaufort Co., Kingston, Ont.

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