The Standard

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ST. JOHN, N. B., WEDNESDAY, JANUARY 3, 1912.

WHAT HONEST GOVERNMENT HAS DONE,

The newspapers opposed to the Provincial Government still continue to whimper about ancient history, when the record of the Liberal Administration in provincial affairs is referred to. It is so bad that no one ventures to defend it, hence the cry of ancient history. The Standard has already referred to the over-expenditures and extravagance of the hate Administration which were largely responsible for doubling the funded debt of the Province in nine years. The administration of the Crown Land Department during these same years was perhaps the greatest scandal that has disgraced 'New Brunswick in its whole history. Without going further back than the last three years of the old Administration during which the territorial revenue was the largest of their whole twenty-live years of office, a comparison with the last three years of the present Administration gives some idea of what might have been the financial condition of the Province had this department always been in capable hands and its revenues honestly collected.

From 1996 to 1998, inclusive, the territorial revenue of New Brunswick was as chlows.

					Total.	Stumpage.	
190	6				\$304,313.41	\$171,072.25	
	7					180,135.44	
190	8				343,292.77	191,414.63	
	To	ials			\$969,156,67	\$542,622,32	

The revenue derived from the same sources in the year, three years from 1909 to 1911, inclusive, under the present Administration, was as follows

		Total.	Stumpage.
1909	 	\$ 395,283.58	\$246,742.77
1910		494,491.64	330,360.28
1911	 	528,439.04	367,679.14
Totals		\$1,418,214.26	\$944,782.19

These statements show that the present Government collected \$449,057.59 more territorial revenue in three years than their predecessors, and of this total \$402,159.87 was obtained from the stumpage of timber cut on Crown Lands. All the returns that are available go to prove that there was as much lumber cut on the public domain in the last three years of the old Government as during the three years from 1909 to 1911. Indeed, if anything, the cut was less in the last three years than it was from 1906 to 1908, but the old Government failed to collect the full revenue. The public treasury was mulcted out of over \$400,000 by the incompetence or worse of the men who supervised the collections. And all the while they were adding to the funded debt at the rate of over half a million a year, one half of which, had the books been

would have been chargeable to current expenditure.

The effect of such maladministration of the affairs of the Province is plainly visible in the expenditures for its important public services such as agriculture, education.

Arising out of the dispute over the settlement of the and public works. These were as follows for the years estate of Mrs. Mary Baker Eddy, which involves the dis-1906 to 1908, inclusive

Year. 1906,	1907.	1908.
Agriculture \$ 26,029.25	\$ 36,534,84	\$ 21,987.19
Education 217,928,07	220,750.05	254,836.18
Public Works 197,350,00	230,421.61	228,133.71

Year.	1909.	1910.	1911.	
Agriculture .	\$ 31,194.16	\$ 41,478,30	\$ 49,958.17	
Education	261,522.45	265,892.89	276,512.91	
Public Works	s 310,097.41.	328,443.26	416,265.31	
				ł
Totale	2609 814 09	2025 814 45	8749 726 20	

criment in fine years. In short, had the present Administration been content to permit the conditions existing in the Crown Land Department to continue and been content to permit the conditions existing in the Crown Land Department to continue and been content to permit the conditions existing in the Crown Land Department to continue and been content to permit the conditions existing in the Crown Land Department to continue and been content to permit the conditions existing in the Crown Land Department to continue and been content to permit the conditions existing in the Crown Land Department to continue and been content to permit the conditions existing in the Crown Land Department to continue and been content to permit the conditions existing in the Crown Land Department to continue and been content to permit the conditions existing in the Crown Land Department to continue and been content to permit the conditions existing in the Crown Land Department to continue and been content to permit the conditions existing in the Crown Land Department to continue and been content to permit the conditions existing in the Crown Land Department (Philadelphia Farm Journal.)

Seventy-four women at present hold office in Kansan five more approached to keep things moving. By collecting the honest due of the Province would still be sumbling along and every year adding to its permanent debt to keep things moving. By collecting the honest due of the Province would still be sumbling along and every year adding to its permanent debt to keep things moving. By collecting the honest due of the Province would still be sumbling along and every year adding to its permanent debt to keep things moving. By collecting the honest due of the Province would still be sumbling along and every year adding to its permanent debt to keep things moving. By collecting the honest due of the Province would still be sumbling along and every year adding to its permanent debt to keep things moving. By collecting the honest due of the public services of the

It is evident judging by the complaints which were heard in the House of Commons this session that the inequality of the rates charged by railways is a burning question in many parts of the Dominion, particularly in the West. The Railway Commission, which was appointed eight years ago for the purpose of keeping rates at a proper standard, came in for severe, and in many cases probably unjust criticism. No remedy was suggested if we except the opinion expressed by Mr. Maclean of South York, that it was the duty of the Attorney General of the day to see that the law was enforced. Mr. Maclean covered a wide field in his indictment, and maintained that it was the immediate duty of Parliament to give the people relief in regard to express charges, telegraph and cable tolls, and railway freight and passenger rates either by layers and railway freight and passenger rates either by It is evident judging by the complaints which were

active competition or by an insistence on a reduction of the charges before the Rallway Commission. In the course of the debate both Mr. Borden and Sir Wilfrid Laurier pointed out that the Commission was an independent body, amonable not even to the Government but only to Parliament. "We can morely bring matters to their attention," said the Premier, and made the standing offer that if any member of the House would bring complaints to his notice he would undertake that they should be brought to the attention of the Commission without delay.

apable hands and its revenues honestly collected.
From 1906 to 1908, inclusive, the territorial revenue sin, that it would force capital to seek less restricted fields of investment, that it would ruin the railways, and

that it would not benefit the people of Wisconsin, but would result to their detriment.

Nevertheless the bill became a law. The State Railway Commission was established, and it lost no time in getting busy. It made reductions in freight rates that resulted in the saving of \$1,200,000 a year to the people who pay the freight; and it made passenger rate reductions that saved the travelling public some \$800,000 a year. And these reductions stuck, and still stick. The railways were not able to have them done away with on constitutional or any other grounds.

And what have been the results to the railways in Wisconsin? During the five years under review the tariff revenues of the railways in Wisconsin have increased 100 per cent., while the average increase throughout the United States has been but 16 per cent. In other words, the reductions in freight and passenger rates in Wisconsin the reductions in freight and passenger rates in Wisconsin the reductions in freight and passenger rates in Wisconsin the reductions in freight and passenger rates in Wisconsin the reductions in freight and passenger rates in Wisconsin the reductions in freight and passenger rates in Wisconsin the reductions in freight and passenger rates in Wisconsin the reductions in freight and passenger rates in Wisconsin the reductions in freight and passenger rates in Wisconsin the reductions in freight and passenger rates in Wisconsin the reductions in freight and passenger rates in Wisconsin the reductions in freight and passenger rates in Wisconsin the reductions in freight and passenger rates in Wisconsin the reductions in freight and passenger rate reductions in freight and passenger rate reductions in freight and passenger rate reductions in the same men undertake a second and similar enterprize, under conditions that are identical, results the same men undertake a second and similar enterprize, under conditions that are identical, results the company that has scored the great success naturally and properly warrants the conclusions that ar the reductions in freight and passenger rates in Wisconsin have been followed by a great increase in the traffic of the State. And has the work of the State Commission

MRS. EDDY'S ESTATE.

position of nearly \$3,000,000, the courts in the United States will give a decision on public policy in relation to

Agriculture \$ 26,092.03 \$ 36,504.84 \$ 22,857.19

Education .. 217,028.05 220,750.05 204,525.18

Totals ... \$441,002.02 \$487,706.50 \$ 504,957.08

This makes a grand total of \$1,423,965.90 expended in three years for public works, elseation and agriculture by the old Government ... Compare these figures with the expenditure sunder the present Administration for the same services from 1990 to 1911, Inchasive.

Ven. 1906, 1910, 1911.

Agriculture . \$1,194.16 \$ 34,147.80 \$ 49,95.81.7

Education ... 281,522.45 265,928.99 275,512.91

Public Works 310,997.41 .283,442.05

Public Works 310,997.41 .283,442.05

Totals ... \$802,314.02 \$932,814.45 \$742,735.95

The case now pending in the courts of New Hampshire is nor magniture, 5 10,194.16 \$ 41,047.80 \$ 41,025.21

Totals ... \$802,814.05 \$935,814.45 \$742,735.95

The grand total of the expenditures of the present Government for these important public services in the past three years is \$1,813,618.85 or \$54,75,82.89 more than the old Government spent in the last three years of their administration. Such expenditure would not have been possible had it not been for the businessilke methods of the Province and eliminating for all time the scandar of the past three years is \$1,813,618.85 or \$54,75,82.89 more than the old Government spent in the last three years is \$1,813,618.85 or \$54,75,82.89 more than the old Government spent in the last three years of their administration. Such expenditures would not have been possible had it not been for the businessilke methods of the Province and eliminating for all time the scandar of the prayers to be one of the most important of the past three years is \$1,812,618.85 or \$54,75,82.89 more than the past three years is \$1,812,618.85 or \$54,75,82.89 more than the past three years is \$1,812,618.85 or \$54,75,82.89 more than the past three years is \$1,812,618.85 or \$54,75,82.89 more than the past three years is \$1,812,618.85 or \$54,75,82.89 more than the past three years is \$1,812,618.85 or \$54,75,82.89 more than the past three years is \$1,812,61

Secing that they couldn't get Reciprocity, the Americans are now trying to get Canadian goods admitted into their country free, anyhow. Which shows who was the real beneficiary of the proposed pact.

factors That Assure Another Marked Success to frome Company Manufacturing A Staple Article.







THE CAR WAS CROWDED AND THE SHOPPERS
WERE STANDING ON EACH OTHERS FEET, WHEN A HEAVY SET LADY CRIED OUT,
"IF THE CONDUCTOR KNOWS DOWN FARES, WHAT WILL THE MOTOR-COP!

KNOW IT ONLY COST DOLLAR BECAUSE THE RICE TAG IS STILL ON IT.

IN MACEDONII

Constantinople, Jan. 2.—Great Britain has threatened to intervene in Macedonic and Albania.

Sir Gerard A. Lowther, the British ambassador, has informed the grand dister Said Pasha, that if the situation in European Turkey does not improve, the British Procision Orice will e, obliged to publish a blue book on the reports of the British consuls, retire to the many crimes which have no committed in Macadania.

CONTROVERSY WILL BE TAKEN TO COURTS BY PRESIDENT TAFT

Washington, Jan. 2.—President Taft will refer to the courts the wood pulp and paper controversy, involving the question of the free entry of those articles into the United States from nations having most favored nation treaties. Protests by importers will be presented to the Board of General Appraisers in New York, and then sent to the United States court of customs appeals.

HOTEL ARRIVALS.

A Lawson, Edmundston; C R Oak, Bangor; A Mercer, J J Coade, Hallfax; A J Thompson, W D McKay, Fredericton; R Archibald, Saskatoon; J L, Heath, Toronto; R J Graham, G K Graham, Belleville; R N Scott, Montreal; R S Wright, Saskatoon; R S Weight, Woodstock; L D Hatfield New York; J Ferguson, Newcastle; W D Carter, Richibucto; R Hackin, Picton; J F Deveen, Merguan; W E Barnes, Moncton; J T Hallisey, G W Steeves, Truro.

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James Buchanan, Halifax; W H White, Calgary; H G Deeds, Nerepis; M H Jennings, C A Noble, do.: John Mardens, Belleville; George J Green, McAdam Jct.: J A Murray, Sussex; M Atkinson, Fredericton; J F Calder, Campobello; S S Wetmore, Clifton; C J Mersercau, Chatham; J A McIsaac, Halifax.



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St. John, N. B., Canada, January 1st, 1912.



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