

## CARTER'S OPPOSITION PARTY HAS PLACED IN NOMINATION MEN WHO WERE PART AND PARCEL OF PLUNDERBUND RING

Continued from page four.

Mr. Carter had seen fit to issue a challenge to him to meet him on the platform, but his time during the next two weeks would be taken up with more important matters than in travelling about the county in company with Mr. Carter, taking part in a campaign of the character which Mr. Carter would carry on. However, he and his colleagues would have the greatest pleasure in meeting Mr. Carter and his colleagues at the nomination proceedings in Hampton and there discuss with them the issues of public concern. It had been the custom for years back to have such joint meetings, and while there was no law to compel the candidates to meet in joint debate, the people looked for such a meeting, and he would be very pleased to meet his opponents on that occasion.

The old crowd.

The opposition and their press are telling the electors of the province that the old government which was hauled from power in 1908 is a thing of the past, and he could well understand how the opposition would wish to have the people disregard the record of the old crowd. They had announced to the people that they would nominate new men, clean men, men of integrity, men against whom there was not the slightest suspicion of wrongdoing. But their first move had been to nominate members of the old crowd. Were these new men, clean men and men of integrity? They were members of the old crowd under whose control of affairs the people would remember the banks had refused a temporary loan of \$30,000. The opposition party had gone into Westmorland county and there had nominated Robinson and Sweeney, the former premier and the former surveyor-general, while they had also selected Mr. Legere, a salaried official of the old government. They had gone to Victoria county and nominated Tweeddale and Burgess, who had sat in the house and endorsed and swallowed every action of the old crowd. They had gone to Albert county and selected Ryan and Osmun, staunch supporters and former members of the old crowd who had condoned every one of the innumerable offences under the men who had been hauled from power by the votes of an indignant electorate in 1908. They said that the old government was dead. But the influence of the old crowd was there and when the people of the province went to the polls on February 24th they would be voting either for this government with its progressive record or for the return of the old crowd which they had swept from power because the people believed they had disgraced the province by their conduct of provincial affairs.

Opposition Platform.

Hon. Mr. Murray took up the opposition platform and compared it with the progressive platform of this government. He referred to the magnificent increase in the revenue from the crown lands, the increased expenditures on public works. "Have we not some grounds to ask you calmly and dispassionately to compare our record with the old administration who are now seeking to get control of the treasury benches?" asked the premier.

Hon. Mr. Murray dwelt at some length on the policy of this government for the classification of the crown lands of the province. It was a measure to classify the public domain, to determine the exact amount that this asset was worth to the people of the province. The crown lands had been estimated at a value of \$35,000,000, but the government felt that they were worth very considerably more than that amount. This classification was now being carried on by competent men and when completed it would give a correct statement of the lands that were suitable for timber producing purposes and of those lands which were suitable for agricultural purposes. The timber-producing lands would be used for that purpose alone while the crown lands deemed suitable for agriculture would be set aside for settlement purposes, giving an opportunity for our own boys and those from outside to take up the great farming industry. Was that not a business proposition? Was it not such a course that a great business-house would follow in order to take stock of what it owned. Leading timber journals and the foremost men in the country engaged in the lumber business said that New Brunswick had taken the most advanced step of any province in the Dominion in classifying the public domain. Did the people of the province want a return to the old conditions when there was no advanced legislation but only half of the stumpage was collected. This government, with systematic, prudent and businesslike methods had increased the territorial revenue of the province to double the amount under the old government, notwithstanding what was a matter of common knowledge that there had not been any increase in the amount of lumber that had been cut. "If this government is returned to power I propose to give New Brunswick as far as in me lies clean, honest and progressive administration, not perfection, for that would not be human, but I pledge myself to work to the best of my ability prudently, honestly and indefatigably in the interests of the people who have given me their confidence," said the premier.

The Road Problem.

Discussing the road problem, Hon. Mr. Murray said that he wanted to assure the people of New Brunswick that the road problem was not confined to this province alone. He would give the electors his word of honor

that the worst road he had travelled over in fifteen years was that in Nova Scotia, between Parrsboro and Five Island, which he had managed to get over in a Ford car last year. When this administration came into power in 1908 they found the roads and bridges of the province in an absolutely ruinous condition. They were spending more money on the roads and bridges than the old government had ever spent. Take ordinary bridges for an instance. From the years 1899 to 1907 this old government had expended \$844,266 on ordinary bridges, while for the eight years under this government the great sum of \$1,380,536 had been expended, and it was keeping the government busy building up those bridges which the old administration had allowed to get in such a ruinous condition. On permanent bridges, one of which was being built across the Nepereps, this government had expended the sum of two and a half millions of dollars and there was no one who could say that the government was not absolutely justified in the erection of these magnificent structures which would stand as a monument to the province of New Brunswick.

This government having collected such a larger revenue than did the old government was enabled to expend greater sums on the various public services. They had given more money to education, to agriculture, to the public works of the province and they had kept the ordinary expenditure within the current revenue which in all the years of its power the old government had never been able to accomplish.

The government, realizing the necessity of doing everything within its power to further improve the roads of the province, had decided upon an advanced policy for the construction and maintenance of the roads of the province, and he desired here to pay a tribute to the energy and ability of the Hon. Mr. Smith in working out the measure. Instead of adding to the permanent debt of the province, which would be a burden for the people of the province to carry for years,

which was the policy of the opposition, this administration proposed the issue of serial bonds to the amount of \$500,000, while the amounts received from the automobile fees would be used to pay the interest and retire these bonds annually. Not one cent would be added to the permanent debt of the province under this advanced policy. The department had already purchased modern road machinery to the value of \$70,000. Realizing that it was necessary to men continually on the roads. Section men would go about and repair the roads and generally keep the roads up to the highest standard of efficiency. Concrete arches would be installed to replace the wooden culverts and the most up-to-date system followed in connection with the road work in the various counties.

Hon. Mr. Murray repeated his assertion that a vote against the government is a vote to delay prohibition. He spoke of the advances made in agriculture, education and the other public services under this government. He knows that Studebaker heat treated steels, Studebaker standards of accuracy, and Studebaker efficiency of manufacturing methods make Studebaker cars the highest quality cars on the market for the money.

### CLIFTON.

Clifton, Feb. 9.—An enjoyable farmer's supper, given by Kingston Agricultural Society, was held at Clifton Hall, last evening, at which many representative farmers and their families from all quarters of Kingston and adjoining parishes gathered to discuss agricultural questions of importance, social gossip and good "talks." Reports of the Farmers' and Dairy-men's Convention were read by the delegates of the society, Mr. George Bruce and Mr. A. D. Northrup. Short talks on farming in England, and the sterner business of war, were given by Major S. S. Wetmore and Capt.



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Rev. C. G. Lawrence, late rector of Kingston, who are returning to England next week. Clifton Hall has recently been under repairs and was much admired in its new dress.

In many progressive concerns the only typewriter known or ever used is the Remington—Why? A. Milne Fraser, Jas. A. Little, Mgr. 37 Dock Street, St. John, N. B.

# "A Declaration of War Against the United States"

was Germany's answer to President Wilson's address to the United States Senate on world peace, remarks the New York World, an organ very close to the administration. After thus characterizing the German note establishing a "war zone," or submarine blockade on February 1st, the same organ added that "if Germany wants war with the United States, let Germany have war with United States."

While outbursts of indignation come from many of the leading newspapers there are others which caution a "sit-tight" policy. The German-American press takes the news calmly, an exceptional attitude being that of the St. Louis Amerika which regards the move of the Berlin Government as "a mistake," and questions "whether it was wise to answer in such a way the suggestion of the President." Quite as exceptional, and perhaps more significant, as showing the German government's present feeling, is the expression of George S. Viereck, of the "Fatherland": "This country being honestly desirous for peace can not but approve a measure which we know Germany has only decided upon as a last resort and which promises to bring the hostilities to a close before Easter."

In this week's LITERARY DIGEST (dated February 10) there is an illuminating description of the effect of Germany's note upon the people of the United States and elsewhere. Editorial comment representing public opinion from every section is given.

Other articles of special interest and importance in this number are:

**Has the President Buried the Munroe Doctrine?**  
Editors in the Old World Believe that He Has, and in this Article they give their Reasons for Thinking So.

**Pain: A Friend in Disguise**  
How to Win Trade After the War  
Teaching Europe to Bathe  
Variable-Star Observers Get Together  
The Power of the Peanut  
Did the "Fatal Amateur" Kill Ibsen?  
What Tagore Found in the United States  
Billy Sunday in Boston

Many Interesting Illustrations.

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The average man or woman nowadays finds every hour of the twenty-four crowded to the uttermost and has constantly to postpone important affairs from sheer lack of time. Owing to this ever-growing pressure and the multiplicity of magazines and periodicals published most people are able to get only a sketchy and unsatisfactory idea of what is going on in the world about them and that at the cost of much precious time that could be better employed

and the expenditure of considerable money for garbled versions of the news. THE LITERARY DIGEST saves hours of time and much small change by giving you the real news and nothing else, and that in the most concise and accessible form. Two hours reading of this all-around weekly will keep you up to the minute on the war, politics, religion, art, literature, science and all else that you should know. Get it today!

February 10th Number On Sale Today—All News-dealers—10 Cents

**The Literary Digest**

FUNK & WAGNALLS COMPANY (Publishers of the Famous NEW Standard Dictionary), NEW YORK

## TRANSPORTATION ADVERTISING.

### 13th Announcement FOR BUSINESS MEN

This is the proper season for the Canadian business man to take his holiday, but he must not stay in Canada while doing so. He must go to a place where he is always in the open air—to a country where the windows are never closed—to an atmosphere that is absolutely pure and healthy. Ships of the "Royal Mail" sail from Halifax each alternate Friday morning at nine o'clock. Note the following examples of cost of tickets from various points:

From Halifax a return ticket costs ... \$125.00  
(Rail trip, St. John-Halifax, \$5.00 extra)  
From St. John a return ticket costs ... 125.00  
(Rail trip, St. John-Halifax, \$5.00 extra)  
From Quebec a return ticket costs ... 140.00  
From Montreal a return ticket costs ... 140.00  
From Toronto a return ticket costs ... 144.10  
From Hamilton a return ticket costs ... 144.10  
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Until further notice two auxiliary boats (carrying freight and mail only), will run as follows: Leave St. John, N. B., Thorne Wharf and Warehousing Company, Ltd., on Saturday, 7.30 a. m., daylight time for St. Andrews, N. B., calling at Dipper Harbor, Beaver Harbor, Black's Harbor, Back Bay or L'Etete, Deer Island, Red Store or St. George. Returning leave St. Andrews, N. B., Tuesday for St. John, N. B., calling at L'Etete or Back Bay, Black's Harbor, Beaver Harbor and Dipper Harbor. Weather and tide permitting.

Agent—Thorne Wharf and Warehousing Co., Ltd., Phone, 2851. Mgr. Lewis Connors.

This company will not be responsible for any debts contracted after this date without a written order from the company or captain of the steamer.

**GRAND MANAN S. S. CO.**

After Oct. 1st and until further notice S. S. Grand Manan leaves Grand Manan, Mondays 7.30 a. m., for St. John, returning leaves St. John Wednesdays 7.30 a. m., both ways via Campobello, Eastport and Wilson's Beach.

Leave Grand Manan Thursdays 7.30 a. m., for St. Stephen, returning Friday 7 a. m., via Campobello, Eastport and St. Andrews, both ways.

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SCOTT D. GUTHRIE, Mgr.

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