

# The Semi-Weekly Telegraph

## The News

VOL. LIII.

ST. JOHN, N. B., SATURDAY, APRIL 4, 1914

NO. 91

### ASQUITH'S BOLD STROKE MAKES UNIONISTS GASP

(Continued from page 1.)  
of which John E. Redmond is the head, uttered a word in the English night it out alone. Premier Asquith, Viscount Morley, Col. Seely and General French and Ewart all visited the king during the day.

The debate following Premier Asquith's withdrawal was tame. Frederick E. Smith, Unionist leader with Wilton division of Liverpool, renewed his accusations that the government had hatched a conspiracy against Ulster. "It was Napoleon, but there was no Napoleon," he said.

#### Tried to Seduce the Army.

Winston Spencer Churchill, first lord of the admiralty, said that the plotting had all been done by the opposition. He tried to seduce the army. He quoted from the Unionist leaders' speeches, in which they advised the army to refuse to serve against Ulster.

In the house of lords the Earl of Selborne spoke with the warmth of a politician heard in that house. He termed Churchill's charges as "foul falsehoods." Field Marshal Lord Roberts appealed to the country to dismiss the idle but dangerous and malicious accusations that the army was implicated in a political conspiracy and the ridiculous fallacy that the officers are a wealthy and privileged class. The government's ultimatum, he said, was like springing a mine on the army. He wished to nail to the counterpane the fact that any officer had disobeyed orders.

Viscount Haldane rejoined that the lords opposite were beginning to realize the seriousness of the situation raised by the issue of the army versus people.

#### May Not Oppose Asquith.

London, March 31.—It has not yet been decided whether the Unionist will contest Mr. Asquith's seat. A large section of the Unionists favor allowing the premier's re-election with full opposition, which would permit his returning to the house of commons a week earlier than if he were opposed.

The Daily Mail and other Unionist papers accuse the premier of running away, and of deliberately taking the course he adopted in order to be able for a fortnight to avoid awkward questions in parliament. The general view is, however, that he has taken the war portfolio because, after his experience with Col. Seely and Viscount Morley he was afraid to entrust it to anybody else during the present crisis.

The Liberal morning papers are evidently relieved at the unexpected turn of affairs. They admit that Mr. Asquith's course is astounding and unprecedented, and express admiration for his boldness and courage, which they believe will touch the imagination of the country and restore the government's prestige.

The Daily Chronicle declares that the premier's assumption of the control of the war office, is a plain intimation to all concerned that the government has determined that the civil power must prevail in the conflict with the military, and adds: "In Mr. Asquith, the imperial sovereignty of parliament and the outraged sanctity of civil freedom have the strongest champion available."

Unionists Alarmed.  
The apprehension raised in the minds of the Unionist party at the war the Liberals and Laborites have seized on the election cry of "Parliament versus the Army" is illustrated by an editorial in the Times today warmly praising Mr. Asquith for having done the right thing in taking the war office. The Times says:

"We welcome the prospect of bringing back these unhappy controversies from issues involved in the army to the proper sphere of politics. The army has never sought enlightenment in political wrangles, and most devoutly desired to be left outside of them."

"Now that Mr. Asquith is next to the king, at the head of the army administration, he owes a new and special duty to the army, namely, to shield it from wanton attempts of his Labor and Nationalist camps to raise a new election-cry of the army against the people."

### FORMER NOVA SCOTIA PASTOR'S CHURCH BURNED BY MILITANTS

Toronto, March 28.—A minister of the Presbyterian church of Canada, Rev. E. B. Rankin, of White Kirk, Scotland, at present suffering because the women have not got the vote in Scotland. A mob of suffragettes recently attacked and burned that historic structure in order to display their burning desire for the franchise. Mr. Rankin was once the minister of the Falmouth street church, Sydney (N. S.).

### The Best In New Footwear Is Open For Your Inspection

Men's \$3.50 to \$6.00  
Ladies' \$3.00 to \$6.00

Francis & Vaughan  
19 KING STREET

## 64 SEAL HUNTERS DIE IN BLIZZARD

### Terrible Disaster on Icefloes in Belle Isle Straits

#### One Hundred and Twenty Men of Str. Newfoundland Over-taken by Storm Far From Ship—Were Exposed to Fury of Elements Two Days and Two Nights—Rescue Boats Recover Many Bodies and Others in Frozen Condition—Report that Missing Southern Cross is Safe.

(Associated Press.)

St. John's, Nfld., April 2.—An official bulletin at midnight gives sixty-four dead and thirty-seven severely frost-bitten, in the disaster to the steamer Newfoundland. The steamer Bellevalenture with fifty-eight dead and thirty-five living is due tomorrow morning. There is no word here of the Southern Cross.

#### The Southern Cross Safe in Port.

Sydney, N. S., April 2.—A wireless was received at North Sydney last night to the effect that the sealing steamer Southern Cross reported overdue and which it was feared had been lost or disabled in the recent storm has arrived safely at Channel with a full catch of seals. The Erick another sealer was also reported at the same port.

The report went on to say that 300 men of the Newfoundland had been caught in a blizzard on an ice floe that fifty had been located, the majority of them dead or dying and that 150 were still missing.

#### Caught in Blizzard.

St. John's, Nfld., April 2.—Death traveled in a gale that overtook the sealing fleets on Tuesday. The steamer Newfoundland lost probably fifty of her crew, while as many more, it is feared, will be maimed as a result of exposure. The vessel lost was far from their ship killing seals when the storm, with blinding snow, swooped down upon them. They were exposed for forty-eight hours before assistance arrived.

The Newfoundland was one of a fleet of fifteen ships carrying over 2,000 men scattered along the ice floes near Belle Isle Straits. The crews were on the floes hunting seals, which have their homes on these crystal plains, and the hunt has taken them from four to six miles from their ships.

When the blizzard came the crews of the other steamers managed to regain their vessels, but the floes on which the Newfoundland's men were hunting drifted away from the main body of ice and when darkness fell that night not one had returned. The ship's crew numbered 150, of whom 100 were on the ice. Captain Wesley Keen, his officers, engineers, stokers and cooks remained aboard.

This morning the weather cleared and

Capt. Keen signalled the steamer Bellevalenture and Stephano the loss of his men. These two vessels, being low and powerful, smashed their way into the floes in search of the missing men.

Late today the captain of the Bellevalenture sent wireless messages here saying he had picked up thirty survivors and a number of dead bodies. He estimated that forty men had perished, and said that thirty were unaccounted for.

#### Rescued Thirty-five Alive.

A message from the Stephano tonight says that thirty-five survivors had been found, and three bodies, but there is doubt as to whether she referred only to those picked up by her.

The wireless of the Bellevalenture was weakly received, and the messages received from her were somewhat confused. The number of fatalities will be in doubt at least until she reaches here, probably tomorrow noon. She has a trip of some 150 miles ahead of her. At dusk another blizzard had sprung up and there was little hope for any of the hunters who had not already been saved.

The first reports of the loss of the men of the Newfoundland were confused and were generally accepted as referring to the Southern Cross, and it was not until late in the day that the identity of the unhappy crew was determined.

Early information that the Newfoundland had been sunk by the ice proved untrue. Wireless messages describing the loss of her hunters were read as referring to the ship itself. There is still some doubt as to how the vessel survived the storm, but as the latest message from her, the Bellevalenture and the Stephano make no mention to the contrary, it is assumed that the ship still floats.

News from Cape Race says that two men at the Marconi Wireless Station there, which had outlasted the storms of nineteen years, were levelled and smashed in splinters by Tuesday's winds.

The most serious of previous disasters in connection with the seal fisheries was that which befell the steamer Greenland in 1898. Of a crew of 180 men who had been out over the ice floes forty-eight were frozen to death and sixty-three were frost-bitten.

The years 1906 and 1909 were also disastrous. Five ships were lost in these two seasons.

### SUES GIRL HAZERS FOR INJURIES

### STORM BLOCKS SALISBURY & HARVEY ROAD

#### First Year Student at Purdue University Wants \$7,000 Damages for Ruined Health.

Lafayette, Ind., April 2.—As a result of being in the girls' dormitory of Purdue University last January, Mabel Rogers, of Shoals (Ind.), today filed suit against seven girls, demanding \$7,000. The plaintiff, who is a first year girl, alleges that, up to the time she was hazed, she was a healthy girl with normal eyes, but now her sight is impaired, and her health destroyed.

### Work for Your Own Pocketbook

After all a properly lined pocketbook is a very good friend to have.

What you save counts as well as what you make.

There is spending to advantage—and spending to advantage means spending with knowledge.

The wise man keeps posted on the market—and the best guide to the advertising arm company Saturday the day-to-day advertising in a live newspaper like The Telegraph and Times.

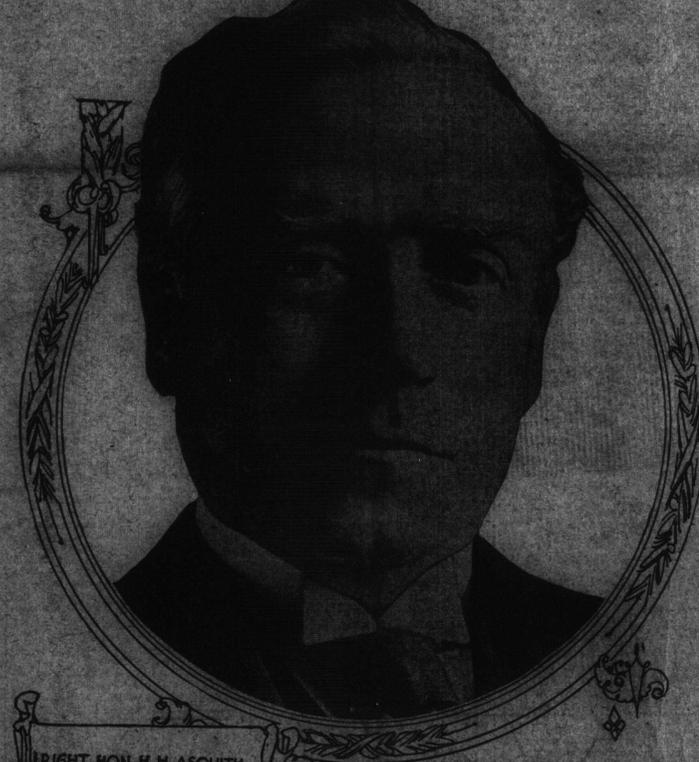
Don't buy "haphazard." Read the advertising arm company Saturday the day-to-day advertising in a live newspaper like The Telegraph and Times.

You are working for your own pocketbook when you follow this programme.

### SALISBURY & ALBERT TRAIN STALLED NEAR SALISBURY

Salisbury, N. B., April 2.—A driving snowstorm, the worst of the season, is in full blast here today. The Salisbury & Albert train is tied up in a big bank about a mile out of the line from the C. P. R. depot. The passengers were brought in from the stalled train by vans. It is understood that the train will not be moved until the storm abates as the strong north wind is piling the snow up in drifts in all directions.

## UNIONISTS WILL GIVE ASQUITH A WALK OVER



RIGHT HON. H. H. ASQUITH  
Report Did No One Justice.

London, April 2.—The opposition members of the House of Commons tonight declared that the government's report on the Newfoundland disaster was a "walk over" for the Unionists.

### BISLEY RANGES TO BE OPEN FOR PRACTICE SUNDAYS

Competition for Mavor Richardson Cup to Take Place Next Sabbath.

### MANNY HOLD VALLEY ROAD TIME-CHECKS

Woodstock Anxious About the Course Government Will Pursue

### CANADA'S MILITIA LAST YEAR COST \$10,272,759

### AMHERST GIRL BADLY INJURED IN FLORIDA FIRE

### TORREON FELL IN REBELS' HANDS LAST NIGHT

### Work for Your Own Pocketbook

### SALISBURY & ALBERT TRAIN STALLED NEAR SALISBURY

### Work for Your Own Pocketbook

## LAURIER BRANDS N. T. R. REPORT FALSE

### Sir Wilfrid, in Masterly Speech, Exposes Its Partial Character

#### Declares There is Not a Tittle of Evidence in the Star Chamber Proceedings Showing Graft—Takes Full Responsibility for Launching the Great Project and Declares It Will Redound to the Glory and Profit of Canada, if Tories Don't Destroy it in the Interests of Private Companies.

(Special to The Telegraph.)

Ottawa, April 2.—In a remarkable speech of nearly two hours' duration, marked by all his old-time fire, eloquence and vigor of argument and delivery, Sir Wilfrid Laurier tonight summed up the Liberal indictment against the "unhappy partisan" label against the Liberal party, against the National Transcontinental Railway, and against Canada itself, contained in the report of Messrs. Guellet and Lynch-Staunton.

He dealt with all the essential points of that report, answered all the chief arguments which have been given during the past week from the government side of the house, and pointed the inevitable conclusion.

His concluding declaration that the Liberals gladly accepted the responsibility for the construction of the road, and were proud of its inception, led forth in its full force, provided it were carried through as parliament and the people of Canada intended it should be built, and his warning to the government that they could not escape the great responsibility of destroying the road to aid partisan or private interests, was greeted with enthusiastic and continued cheering from every Liberal in the house.

Sir Wilfrid was never in better form, and his speech was a fitting conclusion to the sustained and effective attack of the past week upon the government and its partisan investigators.

#### Report Did No One Justice.

Sir Wilfrid pointed out that the government had invited the report, and that the report was a "walk over" for the Unionists. He said that the report was a "walk over" for the Unionists, and that the government had invited the report. He said that the report was a "walk over" for the Unionists, and that the government had invited the report.

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It must now determine whether it has a true or untrue, reliable or unreliable, partisan or non-partisan character.

"When the government came to office," Sir Wilfrid proceeded, "it was beset by its followers and friends to hold an investigation. It was declared that in the construction of the road, there had not only been gross errors but fraud. Assertions were made that millions had been diverted to this or private gain. Under such circumstances it was not surprising that a commission should be found if the government believed anything of what its supporters had alleged. A work of such magnitude might well be the subject of thorough and careful investigation."

"The blame attached to the government in appointing a commission. But in the selection of men to serve upon this commission the government failed to do justice to their opponents, to themselves or to the Canadian people. They should have selected men who from their well known character would have guaranteed an investigation to be fair and honest, free from fear or favor, setting nothing down in malice, making a true disclosure, according to the evidence."

An Unfit Commission.  
"I do not hesitate to say," he declared, "that in any court of justice these two men they selected would have been challenged for cause and not allowed to sit upon a jury."

Sir Wilfrid dealt briefly with the two commissions. Mr. Guellet until 1911 served in the cabinet, and as soon as the present government came into office he was removed from that position to the C. P. R. and "from his humble position which commanded only a moderate and inferior salary was promoted into office of a high rank and a high salary, free from fear or favor, setting nothing down in malice, making a true disclosure, according to the evidence."

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FROM ALL OVER THE MARITIME PROVINCES

SALISBURY

Salisbury, N. B., March 30—Little Miss Helen Wheaton, daughter of Mr. and Mrs. Truman, was quite badly hurt one day last week in a coasting accident. While no bones were broken she was cut and bruised and hurt inwardly.

HOPEWELL HILL

Hopewell Hill, March 30—The Riverside basketball team defeated the Consolidated school team on Thursday evening in a close game, the score being 28 to 26. On the same evening the Albert team won over the second school team, 32 to 18.

ST. STEPHEN

St. Stephen, March 31—Daniel McKinnon, of Rollingford, and Mrs. Mary Louise Hanson, of Fredericton, were united in marriage Tuesday afternoon at the home of Mr. and Mrs. Frank Christie. They were attended by Mr. and Mrs. Thos. Campbell, and the ceremony was performed by Rev. Mr. Buchanan, of St. George.

NEWCASTLE

Newcastle, April 1—A case of scarlet fever was quarantined in Douglastown this week, and the school house is being fumigated today as a precautionary measure.

FREDERICTON

Fredericton, N. B., March 31—Daniel Wallace was brought to the city today by I. C. R. Policeman Culligan charged with theft of a suit case from a railway station. He was remanded until tomorrow.

ANDOVER

Andover, March 30—Gordon Manner, of Arrowsmith Junction, who is attending Acadia College, Wolfville, has recently undergone an operation for appendicitis, and his many friends hope for a speedy recovery.

TUMOR IN THE STOMACH Completely Removed When She Took "Fruit-a-lives"

"Newbury, Ont., April 4th, 1913. "Some years ago I was sick in bed and thought I was going to die. I had a growth in my stomach, which the doctors said was a tumor and they said that the only thing to do was to go to the hospital and have the tumor cut out. I decided an operation although both doctors said it was the only cure. I said I would die before being operated on.

TOBIQUE AND ST. JOHN RIVER LOG-DRIVING COMPANIES MEET

Officers Elected—Companies Granted Charters—Other News of Fredericton.

Fredericton, N. B., April 1—The Tobique River Log Driving Company held its annual meeting this afternoon at the Queen hotel. Directors were elected as follows: Charles Miller, F. C. Beattie, Donald Fraser, Jr., J. D. McLaughlin, Officers were elected as follows: Charles Miller, president; J. C. Hartley, secretary.

Royal Baking Powder Absolutely Pure

The Woman Makes the Home She makes it best who, looking after the culinary department, turns her back resolutely upon unhealthful, or even suspicious, food accessories. She is economical; she knows that true economy does not consist in the use of inferior meat, flour, or baking powder. She is an earnest advocate of home made, home baked food, and has proved the truth of the statements of the experts that the best cooking in the world today is done with Royal Baking Powder.

THE WOMAN'S CORNER

EFFICIENT HOUSEKEEPING BY HENRIETTA D. GRAUEL

Canvasback Duck With Hominy Canvasback and red-head ducks have made the shores of the Chesapeake Bay famous because of the superior flavor of their flesh due to their diet of pond weed and wild celery. Lately it has been ascertained that the shores of the great lakes are also fringed with these plants and that ducks by other names taste quite as sweet as the Chesapeake article.

HOUSEHOLD HINTS

When fish are fresh the flesh is firm, the eyes and gills are bright. To remove chocolate stains, soak in kerosene and wash in cold water. It is a wise precaution to pour boiling water down the sink every morning.

ST. CROIX DELEGATION ASKS \$2,250,000 FOR HARBOR WORKS

Ottawa, April 1—(Special)—A delegation from St. Stephen, St. Andrews and Millville, this morning asked \$2,250,000 for the improvement of St. Croix harbor at the mouth of the St. Croix river. A favorable report of the possibilities of this harbor was made by Hon. A. D. Swan, the delegation from Charlotte county is here to emphasize the recommendation and to have the approval ratified in cash. Hon. Mr. Rogers promises consideration.

SEIZED "PASSOVER" WINE IN MONCTON

Moncton, April 1—Moncton police today in search of intoxicating liquor in the I. C. R. freight house, seized a quantity of wine imported by the Hebrews of the city for their celebration of the Feast of the Passover.

YARNMOUTH

Yarmouth, N. S., March 29—Several transfers of property have taken place during the past few days. Henry Critcher has purchased the home of Capt. George Hill. Periodically he would operate for "Mary Welland" but in not one single instance did he receive any reliable check. Last week he received a badly written letter from New York, stating that the writer was Mary Welland, and asking who was asking for her. He took the next train and went to the address given in the letter. Mary Welland opened the door. Before Alfred Welland could say a word or tell who he was, the wife recognized her husband, and they embraced each other.

MONTEAL MAN FINDS WIFE AFTER 35 YEARS

Montreal, March 31—Alfred Welland, a former dealer in furs, has been reunited to his wife, who for thirty-five years had been under the impression that her husband was dead.

JURY FAILED TO AGREE IN JURY HALIFAX MURDER TRIAL

Halifax, March 31—The jury in the case of James Murphy, charged with the murder of Mrs. Margaret Brown, his wife, grand jury, failed to agree on a verdict and was discharged. The trial was opened on Monday morning, and the case was placed in the hands of the jury this afternoon.

TONSILLITIS, SORE THROAT, CHEST COLDS, CAN BE CURED OVER NIGHT

They Vanish Quickly if Neriline is Well Rubbed in. When the throat tickles, when it hurts to draw a long breath, when you feel as if a knife were stuck in your side, it's time to draw out the congestion that will soon become pneumonia.

It's amazing the number of uses a good liniment like Neriline has. No home is complete without it. Neither greasy nor bad smelling, but pleasant, penetrating and soothing.

Dr. Morse's Indian Root Pills are made according to a formula in use nearly a century ago among the Indians and learned from them by Dr. Morse. Though repeated attempts have been made, by physicians and chemists, it has been found impossible to improve the formula of the pills.

Cleanse the System Make the Liver Do its Duty

Make the Liver Do its Duty. Next time in ten when the liver is right the stomach and bowels are right. CARTER'S LITTLE LIVER PILLS gently but firmly compel a lazy liver to do its duty.

ANYONE CAN DYE THEIR CLOTHES WITH WOLLA. The Dye that colors ANY KIND of Cloth Perfectly, with the SAME DYE.

Easy Dyeing at home. Faded dresses—soiled blouses—dingy curtains—ribbons, silk gloves, satin slippers, feathers, leather boots, parasols, cushion tops—all can be made fresh and beautiful again with MAYPOLE SOAP.

Richibucto, March 30—John B. Wright has purchased from Mrs. K. B. Forbes the property on Grand street, which he and Mrs. Wright have been occupying for nearly eleven years.

New Jerusalem, March 30—John Smith attended his brother James' funeral in St. John on Friday. Miss Mary Woods, of Welsford (N. B.), is visiting relatives here.

Port Elgin, March 29—Mrs. P. Bakeman returned on Thursday from a trip to Boston.

Yarmouth, N. S., March 29—Several transfers of property have taken place during the past few days.

St. Stephen, March 30—The funeral of James H. Pomeroy took place from his late residence on Pomeroy Ridge at 8 o'clock Sunday afternoon.

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Notice of Births, Marriages and Deaths, 50 cents for each insertion.

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THE DAILY TELEGRAPH THE SEMI-WEEKLY TELEGRAPH THE EVENING TIMES. New Brunswick's Independent Newspapers. These newspapers advocate: British connection, Honesty in public life, Measures for the material progress and moral advancement of our great Dominion. No graft! No deals! "The Thistle, Shamrock, Rose-twined, The Maple Leaf forever."

Semi-Weekly Telegraph and The News

ST. JOHN, N. B., APRIL 4, 1914.

INTRODUCING MR. GUTELIUS.

Who is this Mr. Gutelius who sent the Expresses and the Allan mail ships to Halifax, who raised the local freight rates, who cut down the suburban service, and who received \$68 a day for "posting" the National Transcontinental?

When gentlemen opposite assumed the reins of office over two years ago, we all knew they were seized with a burning desire to create a scandal, if possible, out of the construction of the great national enterprise (the N. T. R.)

By hook or by crook a scandal must be created. Of course the most important thing in the whole matter was to find the machinery by which to create the scandal. They hunted this country from one end to the other to get the men

Finally they got two men, against whom personally, I have not a word to say. One is a lawyer, a Tory, a would-be politician, from the city of Hamilton, a man who is stated to have said in this city before men who are in this city tonight, that it did his Tory heart good to get a chance to get after these horrible Grits.

It must be clear to the Lieutenant Governor and to Premier Fleming that a complete sifting of the reports in circulation is necessary before additional aid can be given to the company. One way to ascertain what is going to be done with another \$2,000,000 is to find out what has been done with the money already expended, and the government cannot plead that it is difficult to do that.

money. It has told the people of this country that we have expended \$48,000,000 of money. It has done this country incalculable injury. These are the two gentlemen employed by my honor, friend to make his report, and it is with this report, and this report alone, that I wish to deal in the few remarks I shall make.

We know that some four or five months ago an inspired article appeared one morning in the Conservative press throughout this country to the effect that the Investigating Commission had found that something like \$48,000,000 or \$48,000,000 had been absolutely wasted, and worse than wasted, in the construction of the Transcontinental. That was broadcast all over the country and sent to Europe, to the United States, in fact all over the world.

The hon. member for Mackenzie (Mr. Campbell) at the beginning of this session, produced here a paper published in Los Angeles, California, with a great headline declaring that The Liberal government of Canada stole \$48,000,000. Then you will remember that we had the further statement in the Conservative press of this country that The Liberal party had stolen a lot of money. Finally they screwed up their courage sufficiently to bring down a sort of synopsis of what the report was going to be and they sent that broadcast over the country.

If you want to see a journalism in its very essence—yes, in its quintessence—go into the library and get the front page of the Montreal Star the morning after that statement appeared. All the lesser Tory journals, I might mention, got the country published practically the same report only they could not afford as much space and they could not put on as big headlines.

Mr. Campbell took up the Gutelius-Staunton report in detail, and a summary of his remarks has already appeared in our despatches. We propose publishing other portions of his speech hereafter. His speech and that of Hon. Mr. Graham will convince any reasonable man that the statements of Conservative politicians and newspapers, founded upon the Gutelius-Staunton report, are false and unjustifiable. The purpose of what is printed here is not to attack Mr. Gutelius, or to discuss at length the report to which he signs his name, but to place before the people of this part of the country the information supplied by Mr. Carvell as to Messrs. Gutelius and Staunton.

The people of New Brunswick have had considerable experience already with Mr. Gutelius and they are naturally interested in his record and his qualifications for the position he now occupies. It seems that he came rather suddenly out of the woods at North Bay into his present position, and after reading what Mr. Carvell says it is more than ever astonishing that Mr. Borden and Mr. Hazen should have given Mr. Gutelius the amount of rope he has enjoyed up to date.

Mr. Gutelius is regarded by some persons as an autocrat. That is not the correct view. He is a man selected by the Conservative government of the day, of which Hon. J. D. Hazen is a member, to do certain work in the Maritime Provinces. For that work—the diversion of the direct mail ships from St. John, the raising of local freight rates, and other acts now famous—Mr. Hazen and his cabinet associates must be held responsible. The people can deal with Mr. Gutelius only by dealing with Mr. Hazen and the other members of the cabinet. These men must not be permitted to hide behind their general manager of the Intercolonial. If he is unpopular—and he is—it is because he is carrying on the work they selected him to do.

AN INVESTIGATION NECESSARY.

All over this province where Valley Railway affairs have been under discussion, and where damaging rumors have been frequent and persistent, some of the statements made publicly yesterday by Commissioner McLellan will be read with interest. Take, for example, the report mentioned by Mr. McLellan that in one instance the Valley company failed to pay the interest on the bonds, and that the province had to make the amount good and subsequently take security for it. If there was any such failure to pay the bond interest the government must have a record of it, and the record should be available, particularly at a time when a further bond guarantee is in the air. The matter cannot be left in doubt.

It must be clear to the Lieutenant Governor and to Premier Fleming that a complete sifting of the reports in circulation is necessary before additional aid can be given to the company. One way to ascertain what is going to be done with another \$2,000,000 is to find out what has been done with the money already expended, and the government cannot plead that it is difficult to do that.

Aside from the question of finance, it must be clear to everybody that the route of the railway, from one end to the other, and the time of its completion, should be positively known. It would be absurd—and it would be impudent—to propose an additional bond guarantee of \$2,000,000 unless it is shown that the Grand Trunk Pacific is to use the Valley Railway from Fredericton to St. John for Transcontinental traffic, and unless it is definitely understood that the link between the Transcontinental and the Valley Railway is to be built and the road brought to St. John within a reasonable period.

Mayor Prink announced on Saturday that he was going to Fredericton in connection with the Valley Railway, and no doubt he will have assurance of strong and general support in any steps which he and the Commissioners may take in safeguarding the interests of this city, which in this instance are the interests of the province as well. As time passes the proposal to vote an additional \$2,000,000 worth of bonds strikes the public as more and more amazing. Only a few months ago Mr. Fleming said positively that the railway to St. John would be completed before the end of 1915. Not a word was said at that time about additional

money. Later on it developed that the route below Gagetown was uncertain, that the line beyond Andover was likely to be dropped, and that the company wanted \$2,000,000 more before it was willing to proceed. In such circumstances the government will be expected to take steps, drastic if necessary, such as will remove the Valley enterprise from the present atmosphere of suspicion and uncertainty and guarantee the people protection and satisfaction.

If further time is necessary at Fredericton in order to place all the cards on the table, let the time be taken. This is no sort of deal to be rushed through at a moonlight session of the House. Let it be understood that there is to be no money voted unless the railway is to serve the purposes for which it was intended when the people placed their credit behind it.

LET ST. JOHN REMEMBER.

St. John, and this province at large, should be keenly interested in a part of Hon. Mr. Graham's speech on the National Transcontinental in which he pointed out that if Maritime Province ports are to benefit by traffic over the Grand Trunk Pacific it is of vital importance that the road from Winnipeg to Moncton be kept up to the high standard originally designed. In other words, if the grades are increased, and the curves sharpened, and the general construction cheapened, Maritime ports will not get the traffic. He addressed a portion of his speech to Mr. Borden, Mr. Hazen and Mr. Pelletier, representing respectively Halifax, St. John and Quebec. He said:

"I was saying a few moments ago that the late Mr. Hays and Mr. Chamberlin, in discussing this question of the standard of the road with me some years ago, took the ground absolutely that the only way in which St. John and Halifax could receive the benefit of the Grand Trunk Pacific traffic, as was intended, was by building a road not equal but superior to the standard of American roads; so that the superiority of the Canadian road over the American roads would overcome the difference in distance as between Canadian ports and American ports. As Minister of Railways, I insisted that, wherever possible, this high standard should be maintained, and that there should be no doubt as to the efficiency of the road. If there is any doubt about velocity grades influencing the efficiency of the National Transcontinental railway, should not the members of the government who represent the great ocean ports of St. John and Halifax remove that doubt? Do they not owe it to themselves—and to the cities which they represent—Halifax, St. John and Quebec, the three ports of entry for all of the traffic that comes across the Atlantic to the Dominion of Canada or goes out that way. It is well to specify the port of Quebec and it is well to spend millions in the city of Halifax and in the city of St. John, but if these cities are not to get the benefit of our own road, then I say that the large expenditure being made in these great ports is being made for other railway companies, and not for the National Transcontinental railway. I put it strongly because I feel the situation. I discussed it thoroughly with the late Mr. Hays and Mr. Chamberlin some years ago, and we arrived at the conclusion that our great Canadian ports could be kept up unless the high standard of the road was maintained. I urge the Prime Minister, as representing Halifax, and the Minister of Marine, as representing St. John, and the Postmaster General, as representing Quebec, to look into this matter most thoroughly, and not take the word of any engineer who may say that this is as good a way to build a road as any other. \*\*\* We want the trade of Canada for Canadian ports, and the Transcontinental was constructed for that purpose; and if we take any chance whatever when we know the situation, then in the years to come there is one man in the Dominion of Canada that will not be responsible for the consequences if they are not up to the expectations of the gentlemen who represent these ports."

St. John's interest in these matters is surely clear enough. And, surely, by this time we should have known how the Grand Trunk Pacific is to reach St. John, and when it is time the Grand Trunk Pacific was beginning the preparation of its own terminals. The doubts and the delays in connection with this whole project are at once unnecessary and unreasonable.

CITIZENSHIP.

April 7 is nomination day. The primary elections come a week later. It ought not to be too much to ask the citizens of St. John, in the interval, to give some thought to the meaning of the approaching elections. Already one hears on the street all sorts of reasons why votes should be cast for this candidate or that, but, unfortunately, most of the reasons given have very little to do with the general welfare of the city.

Three years ago, as the voting showed, the people of this ambitious city were deeply moved by the idea that it was necessary and desirable to place our civic affairs on a new and sounder footing. The great vote cast that year in favor of commission represented more than the acceptance of a new form of government, more important, and this was the thoughtful decision of a great majority of the electorate to improve conditions at City Hall, to do away with ward politics and the aldermanic committees, to bring in a businesslike administration, to conduct public business publicly, to simplify the form of administration and to encourage straightforward and progressive methods. We come now to a somewhat critical time in the history of our civic administration. Our financial

affairs have been well handled on the whole, and the improvements well administered. But now we find a considerable group of candidates among whom some represent frank hostility to the new order of things. Therefore in selecting candidates deserving of support at this time it is well to place the welfare of the city above all personal and political relations and to vote for St. John. There is no excuse today for reactionary success, or for the introduction of doubtful or discordant elements at City Hall. We need prudence in the Council, but we also require courage and a progressive spirit.

Men whose politics are merely negative cannot hope to command general support in this campaign. Candidates who merely need positions, and who have few other qualifications ought not to expect success. The average citizen will desire to vote not so much for the individual as for what he believes the individual can do for the taxpayers as a whole. Naturally, therefore, the average elector will seek in his candidates some proof of good reputation for business judgment and some evidence of courage and real public spirit. This should not be an election of politics and of cliques. The best service the electors can give St. John now will be given by picking out from the list of candidates the men they deem strongest from the standpoint of the city's good and voting for them without reference to any other consideration.

ALL OF THE FACTS—FIRST.

Watch Fredericton. The Legislature, which was to be prorogued on Friday, is going to sit awhile longer. It is seen, in other words, that the Gould project as it stands, is too raw to be rushed through in the present state of public opinion. And what next? Next we may expect both information and assurance which will be put forward as good enough to excuse another \$2,000,000 mortgage on the farm. Something must be done to keep Mr. Fleming's supporters in line. When the assurance and the information begin to appear they must be examined with the utmost care. The public will insist upon real information. It must know:

What has become of the money thus far provided; Whether or not the Grand Trunk Pacific is coming to St. John over the Valley line, and when and how the connection is to be made, by Napadogan and Fredericton or by Grand Falls; What is the route below Gagetown and above Centerville; Within what period the trains will be running; What guarantee there is that the company, having made one road successfully upon the treasury, will not come back for more later on.

There is none of these questions which presents any real difficulty if the government is competent and honest and the Valley railway company financially responsible, as Mr. Fleming said he knew it to be. The people of this province have become impatient and suspicious as they have seen the month slip by without any definite word about the Grand Trunk Pacific or the completion of the Gagetown-St. John section. They know that the train ferry at Levis will be in operation this year. They know that the Transcontinental—the best railway on the continent—will be ready for traffic. They have come to realize what delay and inefficiency—no name nothing worse—mean in connection with the Valley enterprise.

It is any wonder that when Mr. Fleming and Mr. Gould demand another \$2,000,000 of the people of this province ask that all of the cards be placed face up on the table?

VALLEY FINANCE.

The Provincial Secretary, in reply to a question in the Legislature on Tuesday, said that the province had paid over to the Valley Railway Company, up to the present time, \$2,729,579.90, from the proceeds of the guaranteed bonds, out of a total of \$4,089,867.54 realized on the bonds sold for 170 miles of the line. According to the Provincial Secretary, the company had spent up to November 30 last, \$2,892,982.62. Apparently this amount was spent on the 190 miles of the line from Gagetown to Centerville. The road for this 190 miles has been graded, and the cost of ballasting and adding the rails and ties can easily be figured to within five hundred dollars a mile.

In other words, the government must know how much money has really been spent on the 190 miles, and how much more must be spent before it will be ready for traffic.

The figures produced by Dr. Landry are of no value to the public unless they are accompanied by a trustworthy statement as to the real cost of the line between Gagetown and Centerville.

FOR THE GOOD OF THE WHOLE.

Twenty-five per cent. of the area of the earth and twenty-two per cent. of its population are contained in Britain's colonies and dependencies. This should be sufficient reason for making the parliament at Westminster an Imperial one. Local questions which concern the retailing of liquor in Glasgow, the status of the church in Wales, or the conditions of the farmers in County Clare, are not of the first importance. But within the memory of two generations the question of Irish local government has had precedence over all others, until like Mercutio the average citizen is ready to say: "A plague of both your houses." Politicians think that this condition can continue indefinitely without hurting the Empire. They are greatly mistaken. The hurt may not be so deep as a well nor so wide as a church-door; but it will serve.

Already the sense of proportion has been completely lost. The government of Ireland has been for the most part a scandal, but it is apparently like a labyrinth, from the inner intricacies of which it is even more difficult to find the way of escape than it was to find the way in. The whole conflict is like the old mad discord of Zealot and Herodian in face of the Roman before the walls of Jerusalem. An irrelevant accident

side route and desired to carry the road to Westfield. About the same time, the fate of the road above Centerville was found to be in a state of uncertainty. The subsidy from Andover to Grand Falls is not available, and the government is attempting to muster up courage to announce the abandonment of that section. This would mean that there would be no connection or outlet for the road at that end.

There have been many disturbing reports concerning the work done between Gagetown and Centerville. As this work has all been done by sub-contractors, and as their books are available, the amount of money actually spent and the manner in which it was spent should be no mystery. The cost of rails and ties can be estimated closely. This is the cheapest portion of the line to build. It must be evident that the Legislature should not attempt to guarantee further bonds until the government has produced a satisfactory statement of the money actually spent from Gagetown to Centerville on the one hand, and the amount of money, from bonds and subsidies, made available for that work. It will not do to produce mere generalities in the Legislature. All of the essential facts and figures are within reach and they should be produced and examined by competent and independent men. If there is anything to hide, this will be done.

President J. M. Robinson and Mr. D. F. Pigeon, the committee of the Board of Trade, delegated to secure information in regard to the Valley railway situation, after visiting Ottawa and Fredericton, made public Wednesday a report which is published in this issue. These gentlemen are deserving of thanks for sacrificing their time in the public interest and for prosecuting their inquiries closely at the federal and provincial capitals. No doubt they did everything in their power to impress upon the leading men in both governments the necessity for prudence and soundness in connection with the Valley railway enterprise. Messrs. Robinson and Pigeon have come to the conclusion that "the interests of the province and of the city of St. John are being well safeguarded; and that the necessary arrangements will be made within a very short time and necessary assistance given the province to provide for the construction of the Valley railway as originally intended."

These gentlemen are in no way responsible for the doubtful condition into which the Valley project has fallen, and it is not their fault that the government is proposing to guarantee bonds to the extent of another \$2,000,000. If Mr. Fleming and Mr. Hazen were able to give the Board of Trade representatives satisfactory assurances, the next step should be to make public sufficient explicit information to convince the people of this province that there is no cause for alarm. Before any more bonds are guaranteed it is necessary to show that the Grand Trunk Pacific is going to come to St. John over the Valley line, to define the route below Gagetown and above Centerville, and to have binding assurances that the whole line will be completed within a reasonable time. Furthermore, before further assistance can be justified, the public whose credit is to be mortgaged, must have proof of the actual cost of the line now approaching completion, in order to see exactly what has become of the money derived from the bonds and the subsidies already provided.

Today, after spending a very large amount of money, the line is partially constructed for 190 miles in the eastern part of the territory to be traversed. So far as the public knows the route of the remaining sections, the time of their completion, and the cost of the work, are unknown, and these matters are in a peculiar state of uncertainty.

Considering the specifications, there is good ground for thinking that the money provided to build this railway without any further aid upon the treasury. If we are to judge by the work already done, \$3,000,000 a mile would build the road and leave a generous margin for all sorts of extras. Until the government has produced the fullest details concerning expenditures up to date, concerning the route of the other portions of the road, the date of completion and the connection for Transcontinental traffic, the whole situation must be regarded as highly unsatisfactory and dangerous.

The plain fact is that it is everywhere suspected that the biggest "job" on record in this province is about to be put through at Fredericton.

NOTE AND COMMENT.

Looks like an interesting week at Fredericton. The Fleming government appears to have struck a very heavy grade. Mr. Asquith is still very much alive in spite of excited prophets. And his political health is improving.

That Gutelius agreement—is it to be renewed? Mr. Hazen ought to know by this time. Why delay the announcement?

What reason is there to believe that a railway along the river valley, with

all sorts of grades and curves, has cost \$31,400 a mile? Why the call for another \$2,000,000. Those living along the river between Centerville and Grand Falls are going to hear something drop this week or next. When it drops it will make a noise like a section of railway.

Mr. D. F. Pigeon, in announcing his decision not to enter the civic race, speaks a strong word in support of Mayor Prink. The indications are that the present Mayor will be returned by acclamation.

That fearless and outspoken journal, the Standard, is not yet able to throw the spotlight of its penetrating intelligence upon the Fleming-Gould-\$2,000,000 more—scheme. An eloquent silence, that of the Standard.

Mr. Fleming, who once testified earnestly about the financial resources of the Valley company ought to be heard on that topic again. As Premier, he stood sponsor for them. What did he really know about their stability?

There is talk of more candidates in the civic contest. This week should complete the field of contestants. Then it should not be very difficult for the electors to pick out the men most deserving of support.

When the Parliamentarian throws up his hands in helplessness he should be told that it is his plain duty to discover if the money raised for C. N. R. construction has been entirely devoted to that and before discussing the possibility of further aid.—Toronto Globe.

A heathful proposal. The same thing is true in reference to the Valley railway and the New Brunswick Legislature.

Silence on the part of Mr. Hazen is becoming oppressive to some of his supporters. There is his silence with respect to the renewal of the Gutelius agreement. There is his silence in regard to and before discussing the possibility of further aid.—Toronto Globe.

Circumstances are making the issue very clear in Britain. For this, democracy should be grateful to the Lords. There is nothing like having issues clearly defined. When privilege forces the fight the result is that those who enjoy privilege generally find themselves to be less on the stage and more the spectators of the play. Where there is one man who is exercising too much authority there is always another who is rebelling against that authority. High hopes were once formed for aristocratic government, but it is being found out. It is unjust to everybody including the aristocrat who was probably made for better things. Now while the aristocrat may keep the thunder of their rhetoric, they are in a fair way to lose their lightning. As an issue from the present situation we shall, at least, have this result, that no hereditary chamber, however constituted, will have any power to defeat or deflect the will of the people as conveyed through the Commons.

The voice of the people, in spite of the old adage to the contrary, may not be the voice of God, but it is His voice that will rule. It may be a babbling and intolerant clamor, or as Peel defined it, "a great compound of folly, weakness, prejudice, wrong feeling, right feeling, obstinacy and newspaper paragraphs." But it cannot be stifled, and no opposition can long withstand it. The early and old traditions of a class privileged to rule is finally to be thrown aside and forgotten. Bryce suggests that the reformed House of Lords should find its only use in helping to form the public opinion of the nation. Instead of having a constitutional veto, its work would be that of framing, criticising, and improving the legislative proposals of the Commons. This is a highly useful function, and one that might well occupy the highest intellect and character of the nation can furnish.

Giving all the power directly to the people will not introduce the millennium. The idea that the multitude is omniscient is quite fallacious; no form of government can work like a charm until all those taking part in it are spotted in wisdom and character. Mankind is, and so far as any person can see, will continue to be, composed of indifferent people, more or less indolent in the matters of government when their personal interests are not touched. The work of forming and directing the general sentiment of the community, of fighting appeals to prejudice, of actually induced misconception, half-truths, quarter-truths, whole-lies, is a highly honorable work. When political affairs are guided by public opinion, the guidance of public opinion becomes more important—even than the exercise of a temporary veto. In that event the real power of the Lords would be greatly increased, but it would be a power for which they would deserve the gratitude instead of the execration of the country.

Why Not Be Frank? (New York Evening Post) The dedication of another Dreadnought to peace and Christianity makes one wonder why some government does not get the whip-hand of the whole world by building a battleship for fighting.

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AGRI New Life in Old Cost—Neglect a Vigorous Growth Once More—Labor. (New York) For the man who a home in the country, country which lies a city in the old and nations of New Jersey, Connecticut, there is one problem which he has to face. That of neglected fruit trees, the places and modest orchards, an old apple tree which has been found upon its question to be settled whether the trees are to be cut down or whether the gardener in stripping them for potatoes or cabbage. To arrive at a bus of this question, its returns to be exhausted orchard may be considered. First, all it she the methods here to hardly worth while point of view unless acre or say thirty trees. They are available, of course of associations, the count save it at any cost.

What can be done neglected unsightly, used and productive is surplus billions farmers. They are grudgingly takes chase of a small well advised to spare modern scientific methods in five years a small useless fruit had been and the output was highest grade. With a small orchardist on a small methods may be used financial resources by its own time and effort. The utilization of credit is well to tackle the

First the likelihood of the orchardist and the man who assume their passing vigor of the trees a great factor. Or else, now best results more than forty or truly remarkable result been obtained with a few fair success. As for the cost, this is a princely low, for many involved may be most ordinary labor. The use of credit on small New York dollars a year allowance. That such was not justified in demand for food and than ever before, and finite, few suburban orchards which a long time ago had a flush with the parent back large, upright trees, so as to leave space. Cover the work two inches across and protect them and ion until healed. The question of settled after a survey the soil. In general, the purpose should be applied to on loads per acre—winter. The property to this is a top d results a top d in the spring. Thoroughly worked into, this terminal of nitrate of soda, acid phosphate, and orchard can lay to addition to any can be urged.

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ADD TO THE NORTHERN Has Received Over \$200,000,000 Return in Parliament Shows Extent of Grants

Sir Richard McBride Anxious to Unload British Columbia's \$33,000,000 Guarantee of C. N. R. Bonds on Dominion to Bolster Up the Province's Credit.

Ottawa, April 1—The Dominion government has thus far granted cash subsidies amounting to \$28,354,642, and bonds amounting to \$39,746,582 to the Canadian Northern Railway Company and its subsidiary lines.

In addition to the federal aid noted above, there have been cash subsidies granted to the road by its subsidiary lines east of Port Arthur, as follows: By Ontario—\$497,000.

Some of the Reasons For Our Success Our long experience has taught us just what the public needs.

WILL CONTINUE THE BRITISH COLUMBIA EXCLUSION ORDER

All Laborers to Be Barred from Province for Another Six Months.

MURRAY B. KEITH DROPS DEAD.

Deaths: BENTLEY—To the wife of George Bentley, Five Islands (N. S.).

MAIDS AND HOUSEKEEPERS WANTED

WANTED—A general servant, good wages, no washing family. Apply Mr. P. F. Blanchet, Robitney, 8064-3-4.

NURSES WANTED WANTED—Young women to work in a training school, as nurses for the poor. Address P. O. Box 178, Worcester, Mass. 8980-7-11.

SALESMEN WANTED SALESMEN wanted for automatic compressed air sprayer. Best on the market. Cavers Bros., Galt, Ont. 5-1.

AGENTS WANTED AGENTS wanted to solicit orders for Revolutary articles and church requisites. Apply Waldron, Riviere du Loup, Que. 7996-8-4.

RELIABLE representative wanted to meet the tremendous demand for fruit trees throughout New Brunswick. We wish to secure three or four good men to represent us as local and general agents.

WANTED—A good blacksmith for carriage work; steady work; good wages. Apply to Frank L. Cooper, King St., Fredericton. 9010-4-4.

CASH paid for old postage stamps from letters mailed before 1870. A. Paine, 1883 Beacon street, Brookline, Mass. 8997-3-26.

LADIES to do plain and light sewing at home; whole or spare time; good pay; send stamp for full particulars. National Manufacturing Company, Montreal. 9720-3-1.

TEACHERS WANTED WANTED—Second or third class female teacher for School District No. 6, commencing April 1. Apply stating salary, to F. S. Buckley, secretary, Long's Cove, Kings Co., N. B. 8604-9-21.

WANTED—A second or third class teacher for District No. 6, Parish of Lepreau, Charlotte county; school to begin first or middle of April. Apply, stating salary, to Hugh J. Klepp, Secretary, Lepreau, N. B. 9075-8-21.

BRITISH PORTS Glasgow, March 28—Sld, str Indrani, St. John.

FOREIGN PORTS Mobile, March 29—Arr, sch Mincola, Forsyth, Glasgow.

WANTED—A second or third class teacher for District No. 6, Parish of Lepreau, Charlotte county; school to begin first or middle of April. Apply, stating salary, to Hugh J. Klepp, Secretary, Lepreau, N. B. 9075-8-21.

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THE SEMI-WEEKLY TELEGRAPH ST. JOHN, N. B., SATURDAY, APRIL 4, 1914

DEVELOPMENTS OF A DAY IN VALLEY RAILWAY MATTERS

Messrs. Robinson and Pidgeon Make Statement But Mayor Reserves His Opinion from Public at Present—Commissioner McLellan Publishes Letter from Lisman & Co. to Premier Fleming—All the Facts Asked For Before Money is Squandered.

Thursday, April 2. Developments in the Valley Railway matter yesterday included a statement by J. M. Robinson and D. F. Pidgeon in which, however, Mayor Frink disclaimed any part, by Commissioner McLellan calling attention to some questions raised by a letter from J. Lisman & Co., and also the publication of a statement from Dr. Landry, probably the secretary of the amounts raised by month on the construction of the road.

With regard to the statement from the board of trade representatives that they were satisfied that the interests of the city and province were safeguarded in the matter Mayor Frink said that although he had been in Fredericton in conference with the members of the board of trade men he had no part in the making of the statement or did not know it had been made until he saw it in the press.

The house went into committee with Mr. Pelelier in the chair, and agreed to the bill respecting the extension of the St. John street railway into the parish of Simonds, and to amend the Union act in relation to the power of the municipalities to acquire land.

The house went into committee with Mr. Young in the chair and took up the consideration of the bill to amend the municipalities act.

REAL ESTATE Transfers of freehold properties in St. John city and county have been recorded as follows: In the original contract, which calls for the construction of the railway to St. John by way of Ewalds and Rosethay; that in our opinion the interests of the province in the matter of the railway, as being well safeguarded, and that the necessary arrangements will be made within a very short time and the necessary assistance given the province to provide for the construction of the Valley Railway as originally intended.

Transfers in Kings county are as follows: James Church to Lydia F. Middleton, property in Norton. High Cummins to Bidget Slattery, property in Upper.

This Lady Knows How to Keep Well She Always Keeps GIN PILLS in the House

"I think GIN PILLS are the finest thing for the kidneys. When first I came to Canada, I suffered with dreadful pain in my back, that made me quite ill. A friend gave me six of your GIN PILLS and after I had taken one dose, I felt less pain. I then got myself a box, and before half of it was gone, I had lost all the backache. It did seem a treat to be rid of the pain.

"If the government received Lisman & Co. to make good their offer? If not why not? The government retained the \$100,000. "If the government guaranteed the second mortgage bonds at this date, does that action not relieve Lisman & Co. from any liability? "When the government received Lisman's underwriting agreement was it not understood that the Valley Railway was to be a part of the Transcontinental, thereby securing a greater value to the

DEVELOPMENTS OF A DAY IN VALLEY RAILWAY MATTERS

Proceeds of the guaranteed bonds. The amount paid to date is \$3,728,373.90, the amount realized from the bonds is \$4,969,862.54. Amount held for the province \$250,000. Balance on hand \$1,085,765.64. Dr. Landry said the Quebec and St. John Construction Company, a company incorporated in the State of Maine, is not licensed to do business in the province of New Brunswick.

"It is not true that the proceeds of the entire authorized bond issue for the Valley railway between Grand Falls and Robitney were deposited in a trust company in New York. The proceeds of the bonds in 170 miles of the line (the amount sold) has been deposited with the remaining sections is determined by the trust company, the trust company having been licensed to do business in New Brunswick and having a deposit.

"I do not believe all the rumors in circulation, not by any means, but where there is no denial, and until there is an investigation, we must believe some of them, even to the matter of sixty five thousand, which can hardly seem possible.

"No matter what the route to St. John or guarantees from the Federal Government for the bridges, it is up to the people of this province to protect the honor of the government and the credit of the province, if at all possible.

"The great element of property must have its confidence in the political situation of the country, and this Valley Railway problem must be solved in a manner satisfactory to the public at large as only in that way can we secure a political quiet, which is the best guarantee for public confidence and the best incentive to the introduction and investment of capital among us.

GOODS ARE DELIVERED. "Once this financial legislation is put through all the weeping, wailing and gnashing of teeth will be simply looked upon by the second-story men as merely amusing.

Dr. Landry's Statement. In answering Mr. Dugal's inquiry in the house, Dr. Landry said the inspecting engineer upon the Valley railway reported to the government on the 15th of each month the following accounts: To Aug. 31, 1912 \$275,288.00

French Doll FREE To the little girl on a birthday, for a party, for a Christmas, for a New Year, for a Valentine, for a Mother's Day, for a Teacher's Day, for a Girl's Day, for a Girl's Week, for a Girl's Month, for a Girl's Year, for a Girl's Life.

WORK THIS PUZZLE! WIN A PRIZE!! NOIS \$50. CASH PRIZE

OFFER AWAY! This month's puzzle is a puzzle. The above three identical puzzles. THREE OFFER AWAY IN THE UNITED STATES. Can you win what they say? Surely you can solve this puzzle. NOIS \$50. CASH PRIZE. If you can't solve the puzzle, you can win a prize. The puzzle is a puzzle. The puzzle is a puzzle. The puzzle is a puzzle.

