



FROM ALL OVER THE MARITIME PROVINCES

Saturday, March 18. St. Patrick's day celebrations helped to cheer the week, otherwise there was little going on socially. Throughout the city the shop windows were arrayed in emerald green, and this gave to the passerby the joyous feeling that spring was at hand...

Mrs. Harold Upham and Mrs. Frank Robertson. The young ladies assisting with the refreshments were Miss Brown, Miss Lillian Anderson, Miss Gertrude Hannah, Miss Cora Scott, the Misses Ethel and Dorothy Creighton. Very beautiful gowns were worn by those who assisted, four of the young ladies wearing white satin, the others, stylish pink silk costumes. With the smart hats worn they presented a pretty picture.

Monday, March 20. Mrs. S. Barberie, of Montreal, arrived here on Monday to spend a few weeks with her mother, Mrs. C. Barberie. Thomas Murphy left on Saturday morning for St. John, where he will visit his mother, Mrs. Barberie, who is now in Boston visiting friends.

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SHEDICAC

Shediac, March 18. The death of Miss Alice Winifred Steves, eldest daughter of Colonel and Mrs. W. A. D. Steves, of Point du Chene, which occurred at her home on Friday last, was heard with deep regret by her many friends in this vicinity.

MONCTON

Moncton, March 16-Mrs. McCully, wife of Rev. A. D. McCully, of Hillsboro, is expected to arrive in town, the guest of her sister, Mrs. Joseph McKay.

ST. ANDREWS

St. Andrews, March 18-Mrs. Ered Rowland returned to Boston on Tuesday last. Miss George Richardson visited in St. Stephen last week.

DORCHESTER

Dorchester, March 15-Mrs. F. C. Dickie, daughter of the Royal Bank here, spent Sunday in Moncton.

DALHOUSIE

Dalhousie, N. B., March 15-Miss Stella McKelvie left last week for New Glasgow, N. S., where he is now visiting his mother, Mrs. C. Scott.

SUSSEX

Sussex, March 16-Mrs. J. M. Kinross was hostess at a small bridge on Tuesday afternoon. The guests were Mrs. N. Pearson, Mrs. Ray, St. John, Mrs. G. N. Pearson, Mrs. H. H. Clark, St. John, Mrs. G. S. Kinross, Miss Della White, Miss Della White, Miss Della White.

ANDOVER

Andover, N. B., March 16-Mrs. H. A. Waite was the guest of Mrs. S. B. Waite last week.

BATHURST

Bathurst, March 15-Miss M. Griffin, of Chatham, visited friends here last week. Miss Babin, of Edmundston, is a guest of Mrs. E. P. McKay.

SACKVILLE

Sackville, March 15-Miss Jennie McGregor, of Rexton, Kent Co., is the guest of Mrs. and Mrs. Benjamin Sears.

WOODSTOCK

Woodstock, March 16-Miss Robinson, of St. Stephen, is visiting her sister, Mrs. Robert King.

ST. GEORGE

St. George, March 15-Senator and Mrs. Gilmore returned to Montreal. Mrs. George B. Hallett was hostess at the afternoon bridge club last week.

NEWCASTLE

Newcastle, March 17-William Payne, of the Newcastle C. R. station master, has accepted a position in the Bank of Montreal at Bathurst and left this week to take up his duties there.

HAMPTON

Hampton, Kings county, March 17-The Hampton Curling Club held its annual general meeting on Monday evening.

BORDER TOWNS

St. Stephen, March 15-The following ladies and gentlemen were week-end guests of Mr. and Mrs. Frederick P. MacNicol.

FREDERICTON

Fredericton, N. B., March 18-Tuesday is this evening given in honor of the session of the Legislature.

CHATHAM

Chatham, March 16-Pat McGeehan, of St. John, is expected to arrive in town, the guest of his sister, Mrs. Salter.

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Monday. Mr. Lamb will soon leave for... Mr. Carter, of Moncton, is the guest...

service in the Methodist church on Sunday... At a recent bridge party given by Mrs. Henry B. Eaton...

of a large tea, which Mrs. James Tibbits... of Dover, was guest of honor. The...

of the community with his inimitable... Arch. Scott, Jr., has bought the Jas. Elliot farm...

of St. Andrew's, by the Rev. Mr. J. P. Moore... Mrs. M. A. Currie, Mrs. J. P. Moore...

of the Rev. Mr. J. P. Moore, who is the... Commissioner Rees Offers Some Advice to Provincial Government...

of the Rev. Mr. J. P. Moore, who is the... W. L. McFarlane, Prominent Hazen Supporter, Joins Liberal Ranks...

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The Semi-Weekly Telegraph

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Semi-Weekly Telegraph and The News

ST. JOHN, N. B., MARCH 22, 1911

IN THE INTERESTS OF PEACE

The movement to foster friendly relations between England and Germany received great impetus at a meeting held a few days ago in Queen's Hall, London, addressed by Prof. Harnack of Berlin. There are few living scholars who have held in such high esteem Anglo-German relations as this authority. Dr. Harnack has done much to educate the German nation in a truly liberal spirit and has striven more or less successfully to uproot the noxious weed of Chauvinism which imperils the peaceful intercourse of nations with nation.

During the strained relations two years ago, when the representatives of the churches of Great Britain and Ireland visited Berlin, Dr. Harnack was the chief speaker. In that speech he paid the following generous tribute to the English: "In the hour of temptation, England and France ultimately gave such a clear proof of their sincerity for peace that the confidence of Europe in their moral strength was enormously increased. Such action cannot fail to have abiding effect; it will most favorably influence the relations of those great powers to Germany and Austria, even in new situations should arise. The life of nations, he said, resembled the life of individuals. When the storms and crises incident to years of development are happily passed, men forget the rivalries of their youth, shake hands and work side by side. But nations in the problems they have to solve have always at their disposal youthful energies, if they will but make use of them. For the talk about decaying nations is quite delusive; they have a supply of new blood, although there may be decay in some classes of society.

A CONNOISSEUR

"Toronto The Good" objects not only to reciprocity but now comes report of her morality department declaring unit for general sale and circulation of the works of Balzac, de Maupassant and the Arabian Nights tales, unabridged. In the case of Albert Britain, at whose book shop the works have been seized, versus Virtue and Company, Sir Edmund Walker and President Falconer of Toronto University are to be called as witnesses. One feels sure that Dr. Falconer's evidence in the premises will be founded on just principles of discrimination, for in his own younger days he must have drunk both wisdom and instruction from those great classics; but as for Sir Edmund Walker one has not at all the same confidence in his taste or judgment. If he mixes up morality and literature in this case as he has economics and patriotism in the case of the reciprocity treaty, one can see the discriminating youth of the city refusing to acquiesce in his decision and objecting to provide stabling for his hobby-horse.

Some of them will probably recall the story of Mr. Frederick Locker, a man of fine artistic taste and judgment. In the course of giving evidence about the price of a picture, he hazarded the opinion that the grouping of the figures was in bad taste. The judge, the late Mr. Justice Cave, an excellent lawyer of the old school, enquired, "Do you think you could explain to me what is taste?" Mr. Locker surveyed the judge with a glance, critical, ironical and humorous. It was but for one brief moment, and then came the mournful answer as from a man baffled at all points: "No, my lord; I should find it impossible." So they will despair of giving taste to this critic and his decision will be without authority.

In dealing with books and papers, fiction and poetry, we have reached fairly sane and defensible methods. The public are ready today to use the mighty art of story telling as a vehicle of noble sentiment. When we hunt down polluting printing matter and consign it to the flames, the intelligence of the people is generally with us. But in the case of the authors that have aroused the resentment of the morality department of Toronto there will be far from unanimity. Many believe they have oversteered the mark. The Arabian Nights are actually the dearest of recitations taken as a whole, but the jewels which sparkle here and there, the seeds of poetry stored there, make the collection invaluable. Tennyson could not resist its spell; Sir Edwin Arnold wrote under its inspiration. Perhaps even in Toronto there may be some who, though in matters of economics as dull or as warped as Sir Edmund Walker, may be touched by the divine fire on reading those romances and develop something of which Toronto has had quite too little.

As for expurgated editions of early authors, most readers will confess to never taking up such editions without a feeling of annoyance. We have no men or body of men capable of undertaking the work of expurgation. The editors and publishers have not the necessary qualifications for the task, and as for its being undertaken by any body of professors or morality departments, the thing is absurd. The argument is advanced that there is danger in the too free circulation of some books. This is quite true, but there is danger in everything-in life even, for few get out of it alive. There are peering, purblind readers who are continually looking for filth and foul matter, but it is only the petty fiddler who will seek to cure them by expurgated editions. It is still true, that as remarked in an earlier day, that out of the heart the evil proceeds, and the cure must go deeper than these morality departments imagine. There is evil in the city of Toronto, but one very much doubts if a fraction of one per cent of it is due to the reading of the unabridged editions of the authors mentioned.

THE FIGHT IN YORK

The Liberals of York county have decided to contest the seat made vacant by the death of the late Thomas Robinson, and in a well attended convention, at which vigorous speeches were made, have nominated as their candidate Mr. George F. Burden, a former member of the Legislature, who was a forceful and effective representative. Liberals everywhere throughout New Brunswick will hail the prospect of a vigorous contest in York with pleasure, not only because it shows that the party in that great county finds itself in good fighting trim, but also because there was need at this time that the Hazen government's conduct should be sharply challenged at the first opportunity. This opportunity comes in York county, and although the Conservative machine there professes a certain degree of confidence, the facts that conditions are such that the Liberals should enter upon the campaign with strong hopes for success.

In some quarters the opinion has been expressed that the Liberals might well allow this seat to go by default, because York county went Conservative in the last two contests and the general provincial elections cannot be very far away. Perhaps that is a reasonable view from some standpoints, but, at the same time, the way to fight is to fight; and the failure to contest York county might be regarded by the Liberal party elsewhere as a work that their case and were not ready to give Mr. Hazen a battle at a time and place of his own selection. The nomination of Mr. Burden is the true fighting policy. United effort and good organization by the Liberals of York will beat Dr. Morehouse, the nominee of the local government party, but if the fight should be a half-hearted one there would be small chance for success. If in the course of a short but vigorous campaign the outstanding facts concerning the bad faith and general failure of the Hazen administration can be brought home to the electors of York county, they will elect Mr. Burden. Personally, he will make an admirable candidate, and if there is time to awaken the elector to the full importance of the contest and to inspire upon

the voters such facts as were brought out in recent speeches by Mr. Robinson, Mr. Conroy, Mr. Burdill, Mr. Tweeddale and others, York county will administer a much deserved rebuke to an administration that has been false to all its important pledges, that has been extravagant beyond precedent, and that played fast and loose with one of the chief issues before the country of late years, namely, the St. John Valley Railroad.

The people along the river from Fredericton to Woodstock, have been more than almost any others on the river, deprived of proper transportation facilities. Together with other people residing farther up or farther down the river, residents of York county have been waiting for Mr. Hazen to bring the Valley railway project to completion. A year or so ago the Premier of New Brunswick made a speech which indicated that he intended to finance an electric road through some portions of the valley, and to make it virtually a branch of the C. P. R. Since that time it has been hinted that he has been attempting to make an arrangement with one or another of the company railroads-and the people of the upper St. John valley have already had some experience with company roads.

Mr. Hazen at one time undertook to unload his responsibility in this railroad matter upon the shoulders of the Federal government. Hon. Mr. Fugley and Mr. F. B. Carvell, M. P., who are thoroughly acquainted with the needs of the Valley region, succeeded some time ago in persuading Sir Wilfrid Laurier and his ministry to consent to operate the Valley line, when built up to a certain standard, as a part of the Intercolonial system. A short time ago Hon. Mr. Graham, Minister of Railways, introduced in the House of Commons a resolution setting forth the intention of the government to lease the Valley line for a period of ninety-nine years, provided it shall be constructed from Grand Falls to St. John up to the general standard of the National Transcontinental in New Brunswick.

For some reason or other, Mr. Hazen and his colleagues have seemed to be determined to deny to the people of the valley the very advantages by which they set most store. For example, under the Federal offer, residents of the Valley would enjoy Intercolonial operation, and freight and passenger rates corresponding with those now in force on the government road. They would thus be guaranteed reasonable charges, a high class service, and connection with the Transcontinental at Grand Falls. But when Mr. Hazen read the resolution introduced by Hon. Mr. Graham, he promptly said that the terms were impossible of compliance, and that no one could be found who would build the road under the conditions existing, that is, for the provincial bond guarantee and the double subsidy that would be forthcoming under the general railway act.

Mr. Hazen had no sooner made his position in this respect known through the columns of the Standard, than Mr. Thomas Malcolm, the successful builder of the fine new line from Campbellton to St. Leonard, sent a letter to Mr. Hazen offering to enter into a contract for the construction of the Valley railroad. Mr. Hazen kept this highly important information from the knowledge of the public until it was dragged into the light by the Opposition at Fredericton. Now Mr. Hazen makes public details of a survey of the valley by Mr. D. F. Maxwell, setting forth certain proposed routes, together with the probable approximate cost for each of them. One or two of the routes suggest that it may be proposed by Mr. Hazen to have the Valley road run from one point on the C. P. R. to another point on the same line. This sort of thing will not be tolerated by the people of the river counties.

There is now before the people Mr. Malcolm's offer, the acceptance of which by the provincial government would give the people Intercolonial operation and the advantages that attend it. These advantages are the ones that particularly appeal to them. Moreover, should the Intercolonial lease of the new line, there would be no trouble about the payment of interest on the bonds guaranteed by the province; and for this reason those counties which lie far away from the St. John river, and which would not be directly served by the Valley line, would favor the Malcolm plan, because of their knowledge that under Intercolonial lease the credit of the province would be best safeguarded.

Doubtless, these issues and many others will be thoroughly brought home to the electors of York county during the short and sharp campaign that will now proceed in that constituency. Mr. Hazen is about ready to make a new set of promises, but, remembering that he has broken all his previous promises of importance, the voters of York county will not be readily deceived.

CONSISTENT PROTECTIONISTS

The regulation that all goods taking advantage of the British preference must come by way of Canadian ports, has about been pronounced on the completion of the Grand Trunk Pacific. Mr. McDonald, of Pictou, brought out one of the reasons why the matter was not passed when it was first discussed two or three years ago. The main objection came from those gentlemen who are now so careful about British connection. The Ontario shippers wanted to get their goods through New York and Boston rather than through Halifax and St. John in winter, because they claim that a week or so is saved in time by the American ports. Those who are now so excited about the danger to Canadian autonomy and Canadian loyalty are the very ones who could not wait a week or two, even for the sake of the old flag. Mr. McDonald interjected this remark in Mr. McDonald's speech: "Some of the Toronto gentlemen, who are making the greatest noise now, came to me and asked me not to do it, as they wanted their goods to come in by way of New York."

SCRIPTURE AND MYTHOLOGY

The Bible Society claims that the Scriptures are printed and circulated in Canada in some eighty odd languages, but it is an open question if there is much knowledge of either Scripture or Greek mythology among the rising generation. Equally disconcerting was their ignorance of classical mythology. Hercules, Jason and Apollo were unknown to about the same proportion. They knew nothing about the fall Troy, and 110 failed to account for Psyche and old Charon. They had all been trained in American schools and were soon to be counted among the earnest students in American colleges. But these two great literary storehouses of the race-the Bible and classical mythology-were almost completely closed to them. They possessed little or no information upon either.

Charles Wesley once cynically remarked: "There is seldom fear of wanting a congregation in Scotland. But the misfortune is they know everything, so they learn nothing." But surely the proper self-education of the alkanoodling Scot is a better basis for national character than the limited background and monumental ignorance of the modern youth. What a wealth of literary allusion and of poetic inspiration is lost to students who describe Jove as the queen of love and beauty and confess that they never heard of Daniel in the lions' den. There is no work in classic English that they are in a position to appreciate. Shakespeare, the greatest heritage of the race, they can never enter into. Scripture allusions shine out on every page of this poet. They are not found in direct quotations but in subtle allusions. The vulgar and the ignorant in his pages speak the language of the Bible. The immortal Dogberry is familiar with it, Mrs. Quickly, in her irrepressible house, when Falstaff died, is sure that he is in Arthur's bosom; if ever a man went to Arthur's bosom, and that unsavory knight makes a fine end when at the turning of the tide "a' babbling of green fields." His allusions are so subtle that those who know much of Scripture are often slow to catch them, and they would all be beyond the reach of those Amherst Sophomores.

Educators and churches will have to face this ignorance of the humanities on the part of the young generation. There is another thing than Caesar; they have forsaken the earlier gods and joined themselves to the gods of the present. It is not for condemnation, but for appreciation and understanding. It is tragic, though that their horizon is so narrowed, and this no doubt accounts for the indifference of good reading on the part of the people. Like the monks of Damascus they neglect the stored wealth of the ages in their devotion to other things. A traveler wishing to see some of the things in that city hallowed by the sojourn of St. Paul is told by an old monk: "There is nothing in all Damascus, half so well worth seeing as our cellars; and forthwith he invited me to go, see and admire the long range of liquid treasure that he and his brethren had laid up for themselves on earth. And these, I soon found were not as the treasures of the miser that lie in unprofitable disuse; for day by day and hour by hour, the golden juice descended from dark recesses of the cellar to the uppermost brains of the friars." Similar juices ascending to the heads of these young men must produce dire results, for finding them empty, swept and garnished, they will bring seven other worse demons, so that when the beginning of the words of their mouth is foolishness, the end will be mischievous madness. If the other youths of the country are brained like these, the state totters.

THE INTERCOLONIAL

From time to time reference is made to the idea that this or that company may sometime acquire the Intercolonial railway. It is a vain and foolish dream for any company to cherish. It belongs to the state, and the state has no more intention of surrendering it as it has of surrendering its own autonomy. It is as reasonable to speak of surrendering the canal of the country to some private transportation company as to speak of surrendering the Intercolonial. The Intercolonial is at the very basis of Confederation, and one of the most important conditions of Confederation, and will belong to the state as long as Confederation exists.

The Maritime Provinces have paid a heavy price for Confederation, and more particularly for the trade policy of the country for most of the time since. The population of Prince Edward Island has decreased by nearly 6,000 during the last twenty years, and Nova Scotia and New Brunswick have increased but very little during the last thirty. These provinces have been denied reasonable access to their natural markets, but now that the government is discussing and arranging to wait the remedy for isolation, they wait with confidence for changed conditions. In the meantime it is just as reasonable to discuss the breaking up of the Canadian Confederation as to discuss the passing of the Intercolonial from Federal control.

Were it not for the fact that Canada has had such an efficient Railway Commission, the question that would be looming most largely on the horizon today would not be the selling of this but the nationalization of the other railways of the country. Public opinion is coming to see in other lands that if the railways are to render the utmost possible service to the community they must surrender competition and seek efficiency through the most thoroughgoing centralization. This means nationalization, for whoever owns and operates a country's transportation system virtually owns the country. Some time will be forced to face to the question in this country, as they have in other lands. Private ownership in the United States has tended to weld the roads into an empire, a consolidation under a management responsible to a few gigantic stockholders, dominated by one autocrat, the czar of the railways. The important question now connected with the Intercolonial is the question of development, extension, and the building of feeders and branch lines. There are many sections of the country where these are urgently needed. The county of Victoria (N. S.), has no railway within its bounds, and it has long awaited action by the government. The St. John valley has waited long for transportation facilities, but certainly the delay is not now with the Dominion government. There are many other sections where branches may be built or acquired that would add greatly to the usefulness and revenue of the road.

The very satisfactory report of the Minister of Railways discloses the fact that the road has now a value three times greater than it had fourteen or fifteen years ago. On March 31 it will place in the credit of the receiver general a surplus of nearly \$700,000. But this surplus should not be taken for other purposes than the use of the railway. It should be used in providing new facilities and in preparations to extend the usefulness of the road. This idea was well brought out in the speech of Mr. E. M. McDonald of Pictou, a day or two ago, when he said: "It does not share in any of the advancement of which has come to Western Canada, or to the largest province of the Dominion-Ontario. We never tap directly, any part of your business, simply because, when it comes to Montreal, the Intercolonial Railway can only get what the Grand Trunk or the Canadian Pacific Railway give it, and what it gathers from the other railways, local or large as they may be. Being only a local road on that account, that the country should be clamoring for a surplus of half a million or of any amount is altogether absurd."

There is no reason why ultimately it should not add greatly to the revenue of the country, but at present its chief value should be extension and the tapping of new territory. Transportation and tariff are the important questions for this country today, and the Intercolonial should have a large part in the enormous development which is before us. To expand the government road is to best serve the country; to alienate control of it would constitute a gross betrayal of the public welfare.

NOTE AND COMMENT

The Conservatives are trying to talk reciprocity to death at Ottawa, but it is their party that is showing signs of dissolution.

There is talk of a long budget debate at Fredericton. Will that serve either party or the province? It is surprising how popular short debates are from the standpoint of the gentle reader and the country at large.

York County needs a Valley railway and prefers a line leased and operated by the I. C. R. Such a road is offered by the Hazen government. A rebuke in the York County by-election would bring Mr. Hazen to his senses.

In the matter of the St. John Valley Railway New Brunswick's Premier seems to be the chief obstruction. The valley counties might ask him if he is ready to hear the score of delegations that were appointed to wait upon his government many months ago. The river counties are bound to have the road; they regard that much more important than having a Hazen government.

Speaking of the phibletic, the Legislature will not be likely to deny St. John the right to decide what form of civil administration it desires. This is purely a local matter, and in such matters no city is refused self-government by the Legislature. All that should be necessary is to convince the Legislature that the public here desires a fair chance to vote, in the simplest way, for or against commission.

Mr. Burchill's moderate and well-recognized speech disposes of Mr. Hazen's pretence that his government is non-partisan or economical. It has been both partisan and extravagant, and in return for unexampled expenditures it has given the people little. The roads are stretched; immigration is a failure; agricultural is neglected; the forests and the fish and game lack proper protection. The Hazen pledges were many; not one of any importance has been fully kept.

If Premier Hazen had not been anxious to conceal the information in Mr. Malcolm's letter he would not have waited for the opposition to produce it. An offer to construct a railroad, the bonds of which the province is to guarantee, is not the proper medium through which to discuss the matter. Beyond this is the question-what is Mr. Hazen going to do? Does he desire to give the river counties a first class road operated as part of the I. C. R.? Or is he going to go on making vague and mysterious promises and waste still another year?

Mr. Hayward retains an interest, which is under option to the syndicate and under a second option to a French syndicate, in the world, located at Schellie, near Moose River, Guysborough county, has been sold by A. A. Hayward to a syndicate composed of prominent Canadians. The price for the interest was about a quarter of a million dollars, and outside of the coal mines is the biggest mining trust ever made in Nova Scotia.

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NOVA SCOTIA MINE

SOLD FOR \$250,000

Halifax, N. S., March 17-The controlling interest in the richest tungsten mine in the world, located at Schellie, near Moose River, Guysborough county, has been sold by A. A. Hayward to a syndicate composed of prominent Canadians. The price for the interest was about a quarter of a million dollars, and outside of the coal mines is the biggest mining trust ever made in Nova Scotia.

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UNCLE WALT

The Poet Philosopher

The rich man's daughter, starry-eyed, was willing quite to be a bride, but weighed her suitors well. There came to her a stalwart youth-a demigod in very truth-his tale of love to tell. "I have no palaces or lands, I have naught but my sturdy hands, and heart that's stout and true; and if you'll be my bride I'll try to bring you riches by and by, and I will worship you." "Avant!" she cried, "you trifling wight! You haven't got your head on right! Think you that I'm insane? Great ginger! Wherefore should I wed a man who lives on graham bread? You fill me with a pain." Then came an old and spavined sport this star-eyed damozel to court, to woo her bonds and mines; he had no hair upon his head, his eyes were weak, his nose was red, from dalliance with wines. "I have no assets but regrets," he said, "and mortgages and debts, and scrofula and gout; but I'm a lord, and so I think you'd better wed me, with your chin, and thereby help me out." The maiden rose, with gentle pride, and to her originating vassals cried-who hastened to obey: "Close all the gates and lock the doors! I have a lord from British shores, and fear he'll get away!"

Copyright, 1910 by George Matthew Adams. WALT MASON.

INTER HORTICULTURE

THE HOME GARDEN

Deserves Proper Care Out. In the spring of 1909 the Experiment Station of the University of California treated it as a "farmer's garden." The object of this garden was to secure data as to the cost of such a garden and to demonstrate the possibility of securing a large amount of food from a small area of land by a proper selection of crops and by a timely planting and judicious use of labor involved in the care of the garden as well as the seeds, etc., so that the garden for each year could be made to produce a surplus. No charge was made for the land, nor for the manure, etc. Neither was any extra time spent in gathering the data, as the various kinds of crops were kept in the garden. At the end of the year the garden was credited with these figures: average profit per acre, \$74.00. The average value of the year for the five years was the average net profit \$74.00. "From careful observation of the garden it is found that a garden can safely be made to return ten times as much as a garden of the same size that would be greater than would the average return for general farm crops devoted to the same area of land. It is found that a garden will yield a return ten times as much as a garden of the same size that would be greater than would the average return for general farm crops devoted to the same area of land. It is found that a garden will yield a return ten times as much as a garden of the same size that would be greater than would the average return for general farm crops devoted to the same area of land.

Preparation of the Soil-The garden is a clay which is spring and bakes in the summer. It is not merely restrained in its growth, it should receive a liberal amount of water. The soil should be deep in the garden, and the water should be allowed to drain in the garden. The soil should be deep in the garden, and the water should be allowed to drain in the garden. The soil should be deep in the garden, and the water should be allowed to drain in the garden.

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ETS TREE SENTENCE

motor Found Guilty of Fraud

ry" Firm Likely to Be Evidence Disclosed That out of About \$700,000--Married a Daughter of wyer.

It was brought out in the course of the trial that in three years from 1903 to 1907 more than 150,000 shares of the English Marconi company were sold by Munroe and more than 80,000 shares in the United States.

What Munroe has done with the profits his scheme the post office authorities never discovered. In court he was never shabbily dressed and had the appearance of a man without means.

Munroe's brother, Alexander, who is in the United States, has been in the United States since 1901. He is a traveling wireless plant.

Afterward a petition in involuntary bankruptcy was filed against the firm, but it was subsequently dismissed.

in Valley as a road for a great highway cannot be over-estimated and the proposition to build a railway along it is not only local but national in character.

NEWCASTLE BAPTIST CHURCH REOPENED

Newcastle, March 18--Yesterday was a letter day for the local Baptists. Their church, which has been enlarged and rededicated at a cost of some \$3,000, was reopened in the presence of a crowded audience.

At the first service, the pastor, Rev. Dr. C. W. E. McMillan, was assisted by the following speakers: Revs. F. H. Macdonald and G. Clarke, of Fredericton.

At the second service, the pastor, Rev. Dr. C. W. E. McMillan, was assisted by the following speakers: Revs. F. H. Macdonald and G. Clarke, of Fredericton.

WANTED

WANTED--By first of April, an experienced girl for general housework; no children; good wages; references required. Apply to Mrs. Brook, Rothesay, N. B. 523-3-tf-w

WANTED--A teacher to take charge of school, Sisson Ridge, first of April. Apply to Percy Elliott, secretary. 1763-25-sw.

WANTED--A second or third class teacher for general school work, 5 parishes, LeGrand, Apply, stating salary, High Killip, New River Mills, Char. Co. 1731-4-4-sw

WANTED--A second or third class teacher to commence school March 1, District of St. John, stating salary, District of St. John, secretary, Clarendon, N. B. 1418-41-sw

WANTED--A second or third class female teacher for North (Jones school), District of St. John, stating salary, parish of Peterborough, W. L. Polley, secretary, Clones, Queens county, N. B. 238-tf-sw

AGENTS WANTED

PORTRAIT AGENTS--Wanted as health-able men to start in business of their own and give credit. Merchants Portrait Co. Limited, Toronto. 23-32-22-sw

SPANISH OPPORTUNITY for a reliable and energetic salesman to handle our line of First Grade Nursery Stock, 100,000 plants for sale at present time. Thirteen years in shipping to Maritime Provinces puts us in position to know requirements of the trade. For more information, contact Stone & Wellington, Toronto, Ont. 23-tf-sw

FOR SALE

FOR SALE--To close an estate. About 100 acres in the center of the village of St. Martins; has a large two-story house, bath room and good water supply; two large barns. Post office, telephone, custom house and railway station close to farm. Cuts a quantity of superior hay, free of stone and commands a splendid view of bay and village. For full description, terms, etc., apply to S. J. Shanklin or Mrs. James Wishart, St. Martins, St. John county, N. B. 1457-3-25-an

Wanted as health-able men to start in business of their own and give credit. Merchants Portrait Co. Limited, Toronto. 23-32-22-sw

Wanted as health-able men to start in business of their own and give credit. Merchants Portrait Co. Limited, Toronto. 23-32-22-sw

Dr. J. C. Ayer's Sarsaparilla. Cures Your Ills. No Doctors No Drugs. Dr. J. C. Ayer's Sarsaparilla is a powerful purifier of the blood and a general tonic for the system.

We Have Not Pushed Our Advertising Lately. As we have been crowded to our full capacity, we have not had time to devote to the national road now building.

DEATHS. HUTCHISON--Died, at the St. John's Hospital, Montreal, March 14, Tuesday evening, Richard Everard Hutchison, aged 65, beloved eldest son of the late Richard and Elizabeth Hutchison, of Miramichi, New Brunswick.

WALSH--In this city, on the 16th inst., a short illness, Edward, eldest son of Edward and Margaret G. Walsh, in his 18th year of his age.

WALSH--In this city, on the 16th inst., a short illness, Edward, eldest son of Edward and Margaret G. Walsh, in his 18th year of his age.

MARINE JOURNAL

PORT OF ST. JOHN.

Arrived.

Thursday, March 18. Stmr Sardinian, Hamilton, from London and Havre, Wm Thomson & Co. Stmr Whitefield, 1,500, from Gloucester, Wm Thomson & Co.

Friday, March 17. Stmr Empress of Britain, Murray, Liverpool via Halifax, C P R. Coastwise--Stmr Westport III, Coggin, 49, Westport and cleared.

Sunday, March 19. Stmr Tunisian, Fairfull, Liverpool via Halifax, Wm Thomson & Co. Stmr Manchester Spinner, Manchester, Wm Thomson & Co.

Schr Abbe & Eva Hooper, Christopher, Boston, R C Elkin, Ltd. Schr Rescue, Weldon, Portland, C M Kerrison.

Cleared.

Thursday, March 16. Stmr Lake Champlain, Webster, for Liverpool, C P R. Stmr Lake Michigan, Parry, for London and Antwerp, C P R.

Friday, March 17. Stmr Virginian, Gamble, for Liverpool via Halifax, Wm Thomson & Co. Coastwise--Stmr Connors Bros, 49, Warlock, for Chance Harbor, and cleared.

Friday, March 17. Schr Helen G King, 126, Gough, Quincy (Mass.), A W Adams. Saturday, March 18. Schr Vera B Roberts, 124, Roberts, Boston, master--34,188 ft plank, 42,194 ft stowage, 29,687 ft boards, shipped by Stinson, Cutler & Co.

Coastwise--Stmr Bear River, 70, Woodworth, Bear River; schr Iolanthe, Elgin, Grand Harbor.

Sailed.

Thursday, March 16. Stmr Calvin Austin, Allan, for Eastport, W G Lee, mdse and pass. Friday, March 17. Stmr Lake Michigan, Parry, London and Antwerp, C P R.

Friday, March 17. Stmr Lake Champlain, Webster, Liverpool, C P R. Stmr Sardinian, Taylor, Glasgow, Robert Reford Co.

Stmr Virginia, Gambell, Liverpool via Halifax, Wm Thomson & Co. Saturday, March 18. Stmr Brow Head, Campbell, Dublin, Wm Thomson & Co.

CANADIAN PORTS.

Vancouver, B C, March 17--Ard, stmr Kumeric, Mathie, Hong Kong, etc. Steamer 17--Stmr St Ronald, Strine, Gwynnas.

BRITISH PORTS.

Liverpool, March 16--Ard, stmr Carolin, from New York. Sid--Stmr Montrose, for St John. Liverpool, March 17--Sid, stmr Victoria, Halifax and St John.

Durban, March 17--Ard, stmr Coaling, Davis, St John via Cape Town. Fastnet, March 17--Passed, stmr Empress of Ireland, Forster, St John and Halifax, for Liverpool.

Inishabuil, March 17--Passed, stmr Lanark, Glasgow, Newport News and Norfolk of Glasgow. Liverpool, March 17--Ard, stmr Manchester Trader, Murgrave, St John for Manchester.

Steamer--Stmr Victorian, Ostram, Halifax and St John. Brow Head, March 18--Signalled, stmr Hesperian, St John for Liverpool. Queenstown, March 19--Ard, stmr Bal, New York.

Droghda, March 19--Ard, stmr St Paul, New York. FOREIGN PORTS.

Antwerp, March 16--Ard, stmr Montreal, from St John. Vineyard Haven, March 16--In port, bark Emma Smith, from Mobile for St John; schr Calabria, from Philadelphia for St John; Manuel R Cusa, from St John for New York.

New York, March 16--Ard, stmr Louisiana, from Liverpool; stmr St Louis, from Southampton. Vineyard Haven, March 17--Sid, bark Emma R Smith, St John; schr Calabria, St John.

New York, March 17--Sid, stmr Coquet, Digby; schr Greta, St John; Myrtle Leaf, St John.

Portland, Me, March 16--Sid, schr Ann Louisa Lockwood, from Salem, for St John. Vineyard Haven, Mass, March 17--Sid, bark Emma R Smith, from Mobile for Philadelphia for St John.

Amsterdam, March 16--Ard, stmr Orithia, Brown, Norfolk via Rotterdam.

DANGERS TO NAVIGATION.

Stmr Grampian Range reports March 10, lat 34 12 N, lon 70 20 W, passed a partially submerged derelict schooner, with about 30 feet of the poop above water; same date, lat 34 18 N, lon 70 13 W, passed what was apparently a schooner's keelson, from 80 to 90 feet long.

Schr Sarnia reports March 14, lat 44 40 N, lon 70 10 W, passed several pieces of boards and planks.

DISASTERS.

Digby, N.S., March 12--Schr Allen Green, bound for Liverpool (N S), was lost in Grand Passage, Bay of Fundy, during yesterday's gale. Ambrose Adams, of Rockland (Me.), the cook, was washed overboard and drowned.

Yarmouth, N.S., March 17--Bark Kalera, from Bahia Blanca via Barbados for Tusket Wedge, is ashore at Abbot's Harbor and lies in an exposed position.

TRAGIC DEATH OF P. E. ISLAND MAN

Charlottetown, P. E. I., March 18--The coroner's jury has returned a verdict of accidental death in the case of George McCormack, whose body with face badly battered, was found on the Carignan river yesterday. He had left Georgetown on Thursday evening to drive alone to his home, five miles away. He was subject to epileptic fits, and in one of these is supposed to have fallen from his sleigh under the horses' hoofs. Marks on his head showed that he had been kicked by the animal.

NO SERIOUS FEAR OF AN ANNEXATION

How Foolish Such Talk is Can Easily Be Seen by Reading Sir Wilfrid's Speech on Trade Agreement

Not for a Moment Considered, Either in Canada or the United States--Our National Existence Dear to Us--A Better Policy--Manufacturers Not Injured--Liberal Chieftain Cheered at End of Great Speech.

Following is the third and last installment of the able speech on the trade agreement, by Sir Wilfrid Laurier:

Manufacturers Not Injured. Although it was part of our policy to avoid reciprocity with the United States, we have not in any way injured our manufacturers. The only industry affected is that of agricultural implements, on some of which the duty has been reduced from 17 1/2 per cent to 15 per cent. It would have been pleasing for myself at all events, to go beyond that, but we considered that if we did we would perhaps injure the large body of manufacturers who have invested money in these establishments. The government do not exist for the farmers alone or the manufacturers alone, or for any one class, but for the whole of the people.

Mr. Burrell's Inquiry. Mr. Burrell--Would my hon. friend permit me one question? Does not the very argument he has advanced, which is crushing force to the fruit industry?

Sir Wilfrid Laurier--Not in the least, my hon. friend will observe that we have not obtained for the manufacturer a free market on the other side of the line, but we have obtained a free market for the fruit growers.

Mr. Borden--I think so too. Sir Wilfrid Laurier--I do not object to interruptions, but when a man has been on his feet for some time, and is anxious to get through he does not care to enter into a controversy with some one who interrupts. But I may say to my hon. friend that when I speak of the tariff, I am very happy to answer all these questions.

Mr. Currie (Amherst)--I understand that under the rules, when a matter is being discussed in committee, the minister of the crown if he is asked a question is bound to answer, and has not the right to dispute the right of any member to ask a question. I have never heard of such a thing; it is an innovation.

The Chair's Ruling. Mr. Deputy Speaker--There is no such rule. The hon. member who has the floor is the only one who has the right to speak to the question. No other member has the right to interrupt, either by a remark or a question. Such interruptions are permitted frequently, and parliamentarians have said that they are the spice of debate, but they are not to be used to interrupt the speaker or to question the speaker who has the floor at the moment will allow. There is no distinction in that respect between a minister or an ordinary member.

Mr. Currie--I am quite willing, Mr. Chairman, to bow to your ruling, but I say that it is an innovation in parliament's practice.

Mr. Deputy Speaker--If the hon. gentleman does not accept the ruling of the chair he is at liberty to appeal to the house, but not to discuss the ruling.

Sir Wilfrid Laurier--I may say to my hon. friend that I am not in a position to answer questions, but there is a time to answer them, and when that time comes I shall be happy to reply. Before I depart from this subject let me say that to carry out that agreement as has been done we were careful of all interests, and followed the lines established in 1854--namely, that stability of tariff is one of the elements of success in all enterprises.

I now come to the last of the objections raised against us. Honorable gentlemen opposite find fault with the four corners of this agreement, the latent, the insipient destruction of our industries. But it is still more difficult to find therein the fatal germ which is to dissolve our autonomy and land us into the American Republic. They speak of autonomy. Why, it was only last year we heard the same man rebuke us because we paid too much attention to autonomy. But, whether they approve of autonomy, whether they combat it, they show clearly, in one instance as in the other, that they never understood or approved of the trade agreement. This is a trade agreement, not a tariff agreement, and it is a trade agreement, not a tariff agreement, and it is a trade agreement, not a tariff agreement.

Beats Flying Machines. Such loggish, could carry you any distance, in any direction, to any conclusion which hope, fear, or any other passion may suggest. With such logic the world has been long familiar. Was there proposed which was not immediately denounced as revolutionary by the forces of reaction? The logic we have been particularly familiar with since ever since the first days of responsible government. Upon the records of our own consciousness, you will find that when the Reformers of that day were asking for responsible government the Tories of that day denounced the idea as being the first step towards annexation. It is not, therefore, to be wondered at if upon this occasion the whole Conservative party have been moved by the old instinct of reaction. But the manner in which this reform which we bring forward is opposed is, to my mind, not to anyone who examines the question, an insult to the intelligence and character of the Canadian people. What are the arguments we hear against this policy of non-interference in international trade? This is a first step towards the dissolution of our autonomy? We are told that this agreement may, perhaps, lead to a free trade with the United States, but that later it may be removed, and if removed may follow such a condition as to nullify the benefit of the tariff. The American people do not have the stamina to resist the dissolution of trade, but would be glad to see the American people, which is the American Union. This is the argument which we have heard from the leader of the Opposition from my honorable friend from Montreal, who has been moved by the old instinct of reaction. The American people do not have the stamina to resist the dissolution of trade, but would be glad to see the American people, which is the American Union.

practical dream. Remember that we Canadians were born under the same flag as were your ancestors, a flag under which, perhaps, they may have suffered some oppression, but which to us has been, and which flows in our veins is as good as, as proud, as your own, and that if you are a good people, though we have not your numbers, we are not as proud as you are, and that rather than part with our nation, to whom we are just as devoted as you are to yours. Remember that the blood which flows in our veins is as good as, as proud, as your own, and that if you are a good people, though we have not your numbers, we are not as proud as you are, and that rather than part with our nation, to whom we are just as devoted as you are to yours. Remember that the blood which flows in our veins is as good as, as proud, as your own, and that if you are a good people, though we have not your numbers, we are not as proud as you are, and that rather than part with our nation, to whom we are just as devoted as you are to yours.

One thing is certain, one thing cannot be denied, that the relations which have existed between the two countries for the last fifty years, especially for the last twenty years, still more for the last twelve years, and which almost came to a crisis a year ago, these relations have been a blot upon the civilization of the two countries. They have amounted practically to a proclamation of non-commercial intercourse between the two countries, as if legislation could bring that about. Another thing cannot be denied, that the man whose name is still revered, though his example is not followed, Sir John Macdonald, deprecated and deplored that situation. He did all that man could do to change it and improve it. To that end he made many sacrifices, and to that end he was ready to give up the position of prime minister. One other thing cannot be denied, that at this moment amongst the thoughtless, the highest pitch of power and influence, the man whose name is still revered, though his example is not followed, Sir John Macdonald, deprecated and deplored that situation. He did all that man could do to change it and improve it. To that end he made many sacrifices, and to that end he was ready to give up the position of prime minister.

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MEETING NOT OF ANY VALUE

"Special Kind of Special Meeting" of Dufferin Board of Trade

POLITICS SUSPECTED

But Member Not Notified Takes Broad View of Matter and Wishes Those Concerned Long Life to Enjoy Benefits of Reciprocity.

To the Editor of The Telegraph. Sir--As a member of the Dufferin Board of Trade, I was surprised to see by a report in today's Standard that the board had recently held at meeting and had passed a resolution recommending reciprocity. The board has held no regular meeting for some years, and when a special meeting was to be held it was customary to notify the members. This, however, was apparently a special kind of a special meeting and organized on the basis of the exclusion of the undesirable. I, a those who might not agree with the object of the meeting. The meeting held in this way is valuable, however, as indicating the nature of similar meetings reported from different quarters. The political object of these meetings is also apparent, as, of course, they know that their shunting can have no effect on the treaty, which the government will ratify according to its own pleasure.

This Dufferin Board of Trade was organized especially to forward the development of the fine ports of the vicinity, but the board in its resolution apparently forgets the members. This, however, was apparently a special kind of a special meeting and organized on the basis of the exclusion of the undesirable. I, a those who might not agree with the object of the meeting. The meeting held in this way is valuable, however, as indicating the nature of similar meetings reported from different quarters. The political object of these meetings is also apparent, as, of course, they know that their shunting can have no effect on the treaty, which the government will ratify according to its own pleasure.

Yours, C. N. VROOM. St. Stephen, N.B., March 14, 1911.

FOR THE CORONATION

The men to represent the 28th Hussars Dragoon of New Brunswick at the coronation have been chosen by Colonel H. H. McLean and the lucky soldier lads are Sergeant Albert G. Pearson, of "D" squadron, and Major Alfred Carless, of "A" squadron, Fredericton. The latter is the leader of the Fredericton Junction band. Both sergeants will leave tomorrow for St. John's (Que.), where they will take a train for the coronation. The coronation will be held on the 26th of June. The choice is considered as a most popular one.

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# YORK CO. AND THE VALLEY RAILWAY

A portion of the report on the Valley Railroad made by Chief Engineer Maxwell to the Hazen government directly and completely justifies the action of the Dominion government in insisting that the Valley line shall be built up to the general standard of the Transcontinental in New Brunswick. In closing his report Chief Engineer Maxwell says:

"Section 37 of the Act authorizes the Lieutenant Governor-in-Council, in the case of the construction of this road either under part 2 or 3, to make provision for running rights over the same or any part thereof, for any through line of railway seeking connection with the port of St. John or the port of L'Etang, St. Andrews, or other port in the county of Charlotte. In view of this important provision in the Act, it would not be advisable to construct a railway along the Valley of the St. John River, and particularly below Woodstock, except as specified in part 2 of the Act, as the difference in cost of construction of two lines of railway, one built to the standard transcontinental four-tenths per cent. grade and the other built to the standard Intercolonial grade of one per cent., would not be at all proportional to the real value of the respective roads for transportation purposes."

Mr. Maxwell, had he tried to do so, could not have more completely vindicated the position of the federal government in regard to the proposed railroad through the river counties. Hon. Mr. Pugsley, Mr. Carvell, and others familiar with the needs of the valley, and who have worked continuously and energetically to give the people of that section adequate transportation facilities, have succeeded in bringing within easy reach the great advantages which residents of the valley are most anxious to obtain. By the acceptance of Mr. Malcolm's offer, whereby the road would be constructed according to the terms of Hon. Mr. Graham's resolution, and would be leased and operated by the I. C. R., reasonable rates and a first-class railroad would be guaranteed.

Another very important feature is that the Intercolonial would agree to pay over the very large proportion of forty per cent. of the gross earnings as rental, and this would make it easy for the company to finance the undertaking, and would insure the payment of interest on the provincial bonds. The gross earnings of the Intercolonial for the year ended March 31, 1910, were \$6,220 per mile. Forty per cent. of this sum would be \$2,488 per mile. Those who know the traffic possibilities of the St. John valley will agree that it would not be many years before the new line would have as large gross earnings per mile as the main line of the Intercolonial, and forty per cent. of such earnings would pay interest at four per cent. on \$60,000 a mile.

Residents of the river counties cannot have failed to observe how anxious Premier Hazen is to fight shy of the Malcolm offer, which would give Intercolonial lease and operation, with all the advantages these imply, and would safeguard the credit of the province. Undoubtedly York county in the forthcoming by-election has a grand opportunity to say a plain word to the local government on this leading issue of the campaign, the Valley Railway.

## MR. HAZEN AND THE AUDITOR GENERAL

(Fredericton Mail).  
Because the auditor-general had the courage of his convictions and a proper sense of his responsibilities to the people of the province and consequently pointed out bad features in connection with the government's system of handling the financial affairs of New Brunswick in 1910 he is apparently to be the target of censure in the Hazen party organs. The St. John Standard on Monday, in an editorial which had all the earmarks of a contribution from the pen of a well known provincial

Conservative politician, the auditor-general was criticized unfairly and in unfortunate language. In the \$20-a-day Gleaner on Monday there appeared a dateless anonymous letter which, if it meant anything, meant that because he had been appointed by a former administration and had dared to criticize the methods of the present ministry the auditor-general should be dismissed by Premier Hazen.  
In the days of the former government fault was frequently found with the auditor-general because of his insistence upon things which he believed were in the interests of the people. Today he is the target of open Conservative criticism and open demands for his official head because he still believes that an auditor-general should endeavor to guard the interests of the people. Apparently an attempt is to be made to intimidate Mr. Loudoun; so to influence him by threats, veiled and open, that he will not follow the dictates of duty but will sit quietly while the government plays fast and loose with the provincial finances. The Mail mistakes the character of the man if he is deterred by such a course from fulfilling what he rightly conceives to be his duty to the people. In his report for 1910 the auditor-general points out that the provisions of the audit act, one of the laws of the province, were persistently disregarded by at least one of

the government departments during the last fiscal year. By his plain letters addressed to the government treasury board and by the treasury board's own record of its own actions taken in the face of the auditor-general's letters the report makes clear the way in which the board ignored the principles of the audit act. No attacks upon the auditor-general, no clamorings of government papers can wipe out the fact that in 1910 the audit act was grossly violated and violated in the face of the protests of the auditor-general. No attacks, no clamorings, can blind the people to the fact that in 1910 the ministry abused the trust reposed in it by the people and broke the pledges which its members made a few years ago that there would be no over-expenditures and that the decisions of the auditor-general upon

## TORIES FIGHT HARD TO BLOCK PASSING OF THE PROPOSED LEGISLATION

(Continued from page 1.)  
to Mr. Chestnut, who was the president of the railway company and I have a letter which Mr. Chestnut addressed to Mr. Hazen, premier of New Brunswick, in which he referred to an interview he had with me, and in which I told him that if the provincial government regarded the conditions as too hard then I was proposing for the provincial government to do was to ask the legislature that the specifications and conditions should be left to the approval of the provincial government. "I left a way open there for negotiations and after recess I will read that letter. The provincial government was so anxious to prevent government operation of the St. John Valley Railway that they had asked the legislature to absolutely tie their hands so that no matter what modification the minister of railways might be willing to agree to, the provincial government would not be able to act. It was in the most extraordinary action I ever knew a government to take, they being one party to a proposed bargain, we being another, and we suggested that the government should ask the legislature to leave it to them to negotiate; they declined to ask the legislature to urge a reconsideration of the conditions, but they asked the legislature wholly to tie their hands so that unless the conditions were complied with in the minutest particular they could not guarantee the bonds of the road."  
"But, sir, they will be obliged, if they want this road built, as they know now they will be obliged to go back to the legislature and ask that modifications be enacted, or they will never get a road, such as the people of the province of New Brunswick are demanding and which is necessary for the progress, prosperity and development of that beautiful St. John river valley."

Dr. Pugsley said the government's resolution provided that while the initial equipment of the road with rolling stock was to be provided by the company, the Dominion government would provide all future rolling stock for the 99 years it was to operate.  
"The provision that the initial rolling stock be provided by the company was only to conform to the New Brunswick statute and enable bondholders to obtain the provincial bond guarantee, the cost would be small, only about \$1,000 a mile."  
"Mr. Crocket—I will give an undertaking that the New Brunswick legislature, which is in session, will not pass any law so as to allow the Dominion to provide the initial equipment of rolling stock."  
"Mr. Crocket—Then you admit that the New Brunswick act does require the initial rolling stock to be provided by the company. I am willing to accept any amendment to the rolling stock act after the initial equipment, which the provincial act requires the company to make. We want the road to be built and the people get the benefit."

Dr. Pugsley said: "The government's proposal was generous. A rental of forty per cent. was high. The Grand Trunk in Ontario leased branch lines at from thirty to thirty-five per cent. Mr. Hazen, when approached to operate the valley railroad, said he would only give thirty per cent. as the rental. Not only was the government giving a high rental, but as the road would not begin paying for five years it would mean an expense of at least \$1,000,000 before the revenue overtook expenses."

Sees Great Future for Road.  
"Mr. Crocket complained of the high standard of construction required. Well," said Dr. Pugsley, "the standard is a high standard in my opinion because Intercolonial operation was because I believed and still believe that this valley, the trunk Pacific coast of the St. John river for export from St. John. That was the reason the standard was fixed at the National Transcontinental standard."  
"Mr. Crocket read the correspondence showing that when Premier Chestnut had called his attention to the fact that Premier Hazen was complaining of the high standard required, he had suggested that the standard should not be specified in the provincial act but should be left to the provincial government, so a modification might be agreed upon with the federal government. The New Brunswick government had not done so but had framed a statute which tied its hands to aid only a railway of the highest standard with every interest charges during construction."

"There was a third part to the act, which was interesting. It provided that the provincial government would give aid to a road built from one point on the C. P. R. to another point on the C. P. R. and which might be an electric road. What was the natural deduction? The deduction made by the press of the St. John valley was that Mr. Hazen was determined that the Intercolonial should not have a chance to operate the road, but that the C. P. R. was to a company which had electric power to sell."  
"This was not the sort of a road the people desired, or the splendid production of the St. John valley warranted. The provincial government had a survey of the road made by D. E. Maxwell, a competent surveyor. His report did not give much comfort to the Hazen government, which did not want to build this line. Mr. Maxwell found that there was a splendid route through magnificent country, and the transcontinental grade could be maintained at all one point. He had reported that the road could be built to National Transcontinental standard at a cost of only \$48,280 a mile, which he estimated at \$2,000 more than it would cost to build a second class road with severe grades over the same route. With this slight difference who was there who would insist on the high-grade road being built."

"Mr. Crocket had said that Mr. Malcolm's offer to build was a bluff. No one who knew Mr. Malcolm's record as a railroad builder would say that. No one who looked into the possibilities would say that the offer was a poor one. The road would go through as good a country as the best through which the Intercolonial passed. On the basis of Intercolonial earnings this valley railroad after a few years would have gross earnings, 40 per cent. of which would pay the interest on a cost of \$60,000 a mile."  
"Dr. Pugsley said Sir Wilfrid Laurier, Mr. Carvell and all others on the Liberal side of the house recognized the need of providing the St. John valley with a railroad to which it was entitled, and their efforts

should meet with hearty approval. However, he regretted to say that there were some people and among them Mr. Crocket, Premier Hazen and his associates, who had criticized their efforts and sought in every way to thwart their efforts. However, they would be disappointed. The road would be built and a great traffic would soon be moving over it."  
"Dr. Pugsley said it was an extraordinary thing that no direct communication in regard to the construction of this road, no proposal of any sort had ever been made by Premier Hazen or the provincial government to the Dominion government, to Sir Wilfrid Laurier, to the minister of railroads or to himself."  
Dr. Daniel.  
"Dr. Daniel followed, and said that the only question before the house was whether parliament would furnish the rolling stock. He said that when the people learning that the minister of public works was pretending to give his aid to this project they were reasonably sure that it would never materialize."  
"Dr. Daniel concluded his brief and somewhat non-committal remarks on the government resolution by endorsing in a general way the views of Mr. Crocket, whose amendment he seconded."

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25c and 50c bottles.  
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I. S. Johnson & Co., Boston, Mass.

Minister of Railways Surprised.  
Hon. Mr. Graham, who followed, said that yielding to the somewhat urgent pressure of the company should be amended to bring it into harmony with the provincial act.  
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Mr. Carvell devoted fifteen minutes to a brief history of the attempt made by the people of the St. John valley to get the long desired road. It was first mooted twenty-five years ago and there had been two abortive attempts at construction. Two years ago the people, especially interested in the road, decided to insist on definite action by the provincial government and to put an end to delays, excuses and evasions.  
He noted the promise given by Premier Hazen to the deputation that if the Federal government would agree to operate the road when constructed and give forty per cent. of the gross earnings to pay interest on the bonds, then the provincial government would guarantee the bonds up to \$25,000 per mile. Then the deputation came to Ottawa. But before seeing the government the deputation had to wrestle long and hard with Hon. Mr. Fleming in order to get him even to consent to do anything for which they had come to Ottawa.  
He (Mr. Fleming) had objected to building the road beyond Centerville, in Carleton county, because he feared that if built through to Grand Falls the C. P. R. would suffer.  
"I said a year ago I knew of a man who would build this road if the New Brunswick government was given. I was laughed at then by Mr. Hazen, Mr. Crocket and their friends. The offer has been made and the road will be built unless Mr. Hazen and his friends block the purpose by making the aid conditions impossible."  
"The New Brunswick government had endeavored to make its offer impossible of acceptance. It provided that an agreement to give aid could not be signed until the federal government had guaranteed a subsidy of \$6,400 a mile. That was an impossible condition, though the subsidy would be given. It was impossible because the federal subsidy act did not allow the maximum subsidy of \$6,400 to be given unless a road cost \$21,400 a mile or over. It was impossible because the aid had to be conditional on its costing that."  
"Mr. Crocket—You are very technical tonight."  
"Mr. Carvell—Yes. It is necessary in dealing with such a thing as the New Brunswick act, which was drawn in a technical way for the purpose of preventing the valley railway being built to be operated by the Intercolonial or built as anything but as a cheap branch of the C. P. R."

C. P. R. Influence.  
Provincial Secretary Fleming had insisted that the road should not be built beyond Centerville or it would compete with the C. P. R. Mr. Fleming had come to Ottawa with a delegation but had come in Sir Wilfrid Laurier's private car and had emerged a rabid champion of the C. P. R. and had remained so ever since except for a few hours after he had been abused by his friends on the delegation, as a man was never abused before and had to wire Premier Hazen that he would have to consent to the line running down the whole length of the St. John river.  
Mr. Carvell said he had no complaint to make against the C. P. R. It was business with them, but he did object to the attitude of the New Brunswick government which desired to hand over the great railway corporation to the whole territory west of the St. John river for all time.  
"The Hazen government never thought that the Dominion government would accept their proposal for the operation of the road on the basis of forty per cent. of the gross earnings as rental. When Sir Wilfrid Laurier wrote a letter saying the federal government would accept their terms there were never more surprised men than Mr. Hazen and his Conservative friends."  
"The people of New Brunswick would learn with surprise that the federal government had offered to remedy the specifications to meet the complaint of the New Brunswick government, that the specifications were so high as to be impossible and the New Brunswick government had declined to do so, but had shackled themselves by legislation which would have to be modified before the New Brunswick government could sign a contract to give a bond guarantee. Instead of recommending Mr. Hazen to change his legislation Mr. Crocket was now skulking away from it."  
"Mr. Malcolm was a competent railroad man and with the proposed aid would build the road and would make money out of it."  
"Mr. Crocket wanted to put in an amendment requiring the initial rolling stock be provided by the federal government. Why should he want this when a capable railroad man had offered to build the road and provide the initial equipment? He was willing to burden it himself."  
"R. L. Borden held that the resolution before parliament did not rectify the New

## EARTH TREMORS IN VARIOUS PARTS OF THE PROVINCE

Hartland, N. B., March 20.—A distinct shock of earthquake was felt here at 8:04 this morning.  
Calais, Maine, March 20.—A slight earthquake was felt in this city today, but no damage was done.  
Fredericton, March 20.—An earthquake shock was distinctly felt here about 8 a. m. today during a snow storm. Reports from Doctors indicate that the quake was felt worse there than here, in some of the houses the shock was felt so much that dishes rattled and in some cases were knocked down and broken.

## GOLD-HEADED CANE FOR MONCTON PRIEST

Moncton, N. B., March 18.—Last night at the conclusion of the St. Patrick's Day entertainment in the Grand Theatre, Father E. J. Conway, the popular assistant pastor of St. Bernard's received a gold-headed cane, suitably engraved, accompanied by an address from the St. Bernard's amateurs as a token of appreciation of Father Conway's services in reorganizing the play.

## FIVE CASES OF SMALLPOX IN OTTAWA

Ottawa, March 20.—Another case of smallpox was reported in the city today, making a total of five now quarantined at the Porters Island isolation station. The disease is, however, of a very mild type and no alarm is felt. There were four cases of typhoid reported since Saturday. The epidemic has, it is believed, reached its height.  
To fix a loose knife handle to the hole in the handle, two-thirds of the hole of mixed rosin and brick dust. Then beat the haft of the knife and while hot press into place. Hold it there until quite firm by set.  
"Tell the children in making soap bubbles to put a few drops of glycerine into the water, and the bubbles will be more lasting."  
Albert Southern Rails.  
Another matter, with the tearing up of the Albert Southern showed that the actual cost of a ton of lumber from Mr. Trueman

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