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Choice of Lot 5 cents

Not more than 10yds. to any one customer; come early and avoid the rush

PETER FARRELL & CO

AN OUTSIDE OPINION OF THE YORK FIGHT

United Liberal Effort Will Defeat Dr. Morehouse—Hazen Government Extravagant Beyond Precedent—The Hazen Course in Regard to the Valley Railway—The Game of the C. P. R. Played Through Local Government.

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 fact is that conditions are such that the Liberals should enter upon the campaign with strong hopes for success, says a St. John exchange.

In some quarters the opinion has been expressed that the Liberals might well allow this seat to go by default, because York 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 evidence that the York Liberals had no faith in 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. 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 electorate to the full importance of the contest and to impress upon the voters such facts as were brought out in recent speeches by Hon. Mr. Robinson, Mr. Copp, Mr. Burchill, Mr. Tweeddale and others, York county will administer a much deserved rebuke to an administration that has been false to all its important pledges, and has been extravagant beyond precedent, and that played fast and loose with one of the chief issues before the county of late years, 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 ago the premier 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. Pugsley 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 advantage 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 had 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 on behalf of the Quebec & New Brunswick Railway Company, 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 Intercolonial rates. These advantages are the ones that particularly appeal to them. Moreover, should the Intercolonial lease the new line, there would be no trouble about the payment of interest on the bonds guaranteed by the province; and for this reason these 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 no 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 due 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.

GOING WEST.

North Shore Leader.—Mr. Thomas Belpore, son of Mr. A. Belpore, of Fredericton, who has been at Blackville for eight years, employed as head clerk with the Jacob Layton Company, leaves this week for Saskatoon, where he will go into business with Mr. John Tweeddale, formerly of Fredericton. Mr. Belpore's many friends will wish him success in his new home.

TINY WILLIAMS AT THE BIJOU. Tiny Williams will be at the Bijou on Monday. She was here about six months ago and was very popular drawing capacity houses during her stay in this city. It is said that she is cleverer and better than ever, with her fine voice and winning ways. There will be a big rush to the Bijou Monday.

Mr. V. J. Trown representing the McLean Publishing Co., of Toronto is in the city.

LIBERAL CAMPAIGN OPENED LAST NIGHT

(Continued from page 1)

tempted to say that his party contained Liberals. However, it was noticeable that Hon. John Morrissey, the only Liberal in the provincial cabinet had had a rather hard time. (Laughter).

Mr. Phinney said that Mr. George F. Burden the Liberal candidate in the bye-election was a man prominent in his own part of the country, a man who had rendered excellent service as representative in the House of Assembly. He closed his address, with an appeal to the independent voter to vote for Mr. Burden. Criticism of the government's actions was necessary. (Applause)

RALLY AT ST. MARY'S

The political meeting in Bowlen's Hall, St. Mary's last evening in the interests of the Liberal candidate was beyond a doubt one of the largest, most representative and enthusiastic gatherings of the kind ever held in the village. Squire Jaffrey, a former active Conservative worker, occupied the chair and the speakers were Mr. A. B. Copp, M. P., Mr. N. W. Brown, and the candidate, Mr. Geo. F. Burden. The hall was packed to the doors and the several speakers were listened to with the greatest interest.

Mr. Copp, who was first introduced spoke for about an hour and made what is generally admitted to have been one of the ablest campaign speeches ever heard in St. Mary's. He pointed out that when the old government had a revenue of \$960,000, Mr. Hazen and his followers complained that they were spending too much money on the public services of the province. What would he think when he told them that the Hazen government last year had a revenue of \$1,324,000, and had not only spent every cent of it, but actually added \$185,000 to the public debt. Mr. Copp exposed the extravagance of the administration in telling language, and showed that while they had spent a lot of money they had not spent it on the roads and bridges of the country.

The speaker pointed out that the Chief Commissioner and Surveyor General in the old government had got along with salaries of \$1,700 each but almost the first act of the present administration was to increase them to \$2,100.

Mr. Copp dealt at some length with government expenditures on roads and bridges, and showed how in many cases the money had been squandered in the most reckless manner. He cited many cases where superintendents and foremen—beilers of the administration—had received a larger percentage of the amount expended than the men who did the work, a condition of affairs not creditable to the government. He mentioned the fact that the Tory candidate in this contest, a medical doctor, had been paid \$96 for inspecting a bridge near his own home, and amidst cheers and laughter from the audience, pictured him performing this important duty after returning from a professional call. In this connection he thought it strange that the doctor did not inspect three viaducts built by his brother near his own home.

Mr. Copp took up the much vaunted audit act of the Hazen government and subjected it to a merciless criticism. He pointed out that to all intents and purposes the old audit act was still in force with this difference that while formerly warrants had to be signed by all the members of the executive and approved by the Lieutenant Governor, they were now dealt with by the treasury board, composed of Mr. Fleming, Mr. Grimmer and Mr. Morrissey.

Mr. Copp's vigorous address was a powerful indictment against the Hazen maladministration and was frequently punctuated by applause.

MR. N. W. BROWN

who was the next speaker spoke with his usual eloquence and ably exposed the misrule and humbug of the Hazen government. After some introductory remarks he referred to the feverish haste which the government had exhibited in bringing on the bye-election. The administration had lost every bye-election since coming into power and they hoped to partially square the account by a snap verdict in the county of York. In this however they had reckoned without their host, and thanks to the Liberals, the people of the county would have an opportunity to pronounce upon the record of the government.

Mr. Brown discussing bridge expenditures made by the government and quoted from the Auditor General's report to show that the bulk of the money had been paid to superintendents at the expense of the men who did the work. He sharply criticized the agricultural policy of the government which is directed by a medical doctor and pointed out that all the present administration had done for the farmer was to double his road tax. At the recent Dominion exhibition he said the dairy exhibit from New Brunswick consisted of half a cheese, which was really no exhibit at all. The prizes for cheese had gone to Quebec and Prince Edward Island. (Continued on page 4)

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