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## HOW THE STANDARD DISREGARDS THE FACTS

**Impudent Misrepresentations of F. B. Carvell regarding Valley Railway bridges Totally Disproved by Hansard--Member for Carleton, Advocated Just What Government Has Now Decided to Do**

(St. John Telegraph.)

The Standard yesterday, in announcing the decision of the dominion government to build the Valley Railway bridges, made a series of impudent misrepresentations of the position of F. B. Carvell, M.P., in regard to this railway, saying among other things that he opposed aid for the bridges in the house of commons only a few days ago. We give the facts here from Hansard of April 28, showing that Mr. Carvell not only urged the government to build the bridges itself, instead of handing over the money to a subsidiary Gould Company, but even went on to say that the government should do its own construction and prevent further waste of money.

Mr. Carvell pointed out also that unless the bill is amended another session of the New Brunswick legislature will be necessary before the bridges can be started. This government on hearing this objection, promised to make the necessary change on the second reading of the bill.

It will be seen that Mr. Carvell's plan, as set forth in his speech, was actually adopted by the government. The Standard evidently hopes to injure Mr. Carvell and the Liberals by continuing its misrepresentation but the facts speak for themselves:

(Hansard April 28.)

Mr. Carvell:

"I come now to the question of bridges. I told my hon. friend that in 1912 this parliament voted a million dollars as a loan to the St. John and Quebec Railway for the purpose of building three bridges, one was to cross the Kennebecasis River near Perry's Point, another was to cross the St. John River at a place called the Mistake, and the third was to cross the St. John River above And-

over in order to tap the Transcontinental. It was believed at the time that there would be a sufficient sum saved out of the construction of the railway proper to apply \$1,000,000 to the building of these three bridges, and I have not the faintest doubt in the world that if the money received in the way of subsidies and bond guarantees up to the present time had been honestly applied, that \$1,000,000 could have been spent on those three bridges. But then, Sir, there would not have been any election fund, no rake-offs. To build those three bridges would have taken the whole of the million dollars, and possibly some of these shrewd Yankees might have been compelled to put up a dollar of their own money. I do not know that it is any hardship to ask them to put up a dollar, because remember, they own the road when it is completed, every spike, every sleeper and every acre of land on the right of way. Under the contract, the Intercolonial gets sixty cents out of every dollar of gross earnings for running the road--no matter what it costs to operate. They have to pay the other forty cents to the government of New Brunswick to pay the interest on the bonds; after that interest has been paid, whatever is left goes to this company of Yankees. So they own the road absolutely and why should they not be asked to put up a dollar of their own money as we are doing. They come back here and ask this parliament to grant \$3,000,000 instead of the \$1,000,000 and while it is true that the hon. minister of trade and commerce stated in reply to the hon. member for Westmorland (Mr. Emmerson) that the matter has not been decided yet it is stated by the members of the legislature of New Brunswick

that the government have agreed to give \$3,000,000 to build these bridges. I have no hesitation in giving the name of the gentleman who said that He is a son of that grand old man of New Brunswick, Sir Leonard Tilley, and this steal was jammed through the legislature of New Brunswick on the pledge that this government had agreed to grant \$3,000,000. Those bridges should be built. This road will be a curse, not a blessing to the people of New Brunswick, unless they are built. The road will be a financial millstone around their necks, which will drag them into eternal ruin unless it goes to Grand Falls and St. John and gets business from the Grand Trunk Pacific. Let not the Conservative newspapers tomorrow say that I have tried to prevent the building of these bridges. I say they must be built, not only the bridge across the St. John River, but the bridge at Andover, because I look on it as more important than the bridges down below. You could eliminate the bridges across the St. John River and strike the Canadian Pacific tracks at Westfield. You might make some arrangements for running rights that would not be very satisfactory and get traffic into St. John, but you would not get it there at the right place; it would be at the west side instead of the east. But unless you cross at Andover and tap the Transcontinental you are out of it and can not do business of any kind. Therefore, this question of bridges goes to the very life of the province of New Brunswick. A bridge must be built at or near Andover in order to tap the Transcontinental. I want to ask the acting minister of railways, and to appeal to the minister of trade and commerce, as a fair jurymen, as to whether they are willing, in view of what I have said about the manipulation of this company, and in view of the facts I have given as to what they are doing with this money--are they willing to hand over \$3,000,000 to a gang of shrewd Yankees to take off to New York to build any kind of railroad and any kind of bridges they want? Is there any man in this House, Liberal or Conservative--even the minister of marine and fisheries--who would vote for such a proposition? I only want to say to the acting minister of railways: give this assistance, but do it yourself, keep your hand on the purse strings, do not hand over a dollar to the government of New Brunswick, or to the Yankee concern, build the bridges under the department of railways and canals. If the Hon. Frank Cochrane has the handling of it I believe it will be honestly done. It may be said that this breaks up the whole scheme. It does, to some extent, but it is necessary to break up schemes sometimes in order to protect the public weal.

Let the department of railways build these bridges and own them. Let the department allow the railway company to use them. It is true that they will be available for the Intercolonial Railway later on, but charge up to the company something more than the sixty per cent. of the gross earnings. Take a certain other percentage of the gross earnings to pay the interest upon these bridges, but do not, I pray you, hand over that \$1,000,000 to this gang of Yankees to boodle with and probably use one-third of it when the next elections come on in the province of New Brunswick."

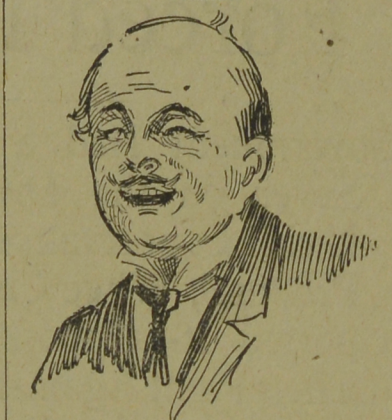
Charles Frohman has obtained the American rights to "Sybil," a new musical comedy recently produced in Budapest.

### LAUGHS WITH JOY!

### NO MORE INDIGESTION

Montreal Man so ill, Thought He Would Die of Stomach Trouble

FOUND A SIMPLE REMEDY THAT HAS KEPT HIM WELL EVER SINCE



The experience of Mr. Larose is one very common today:

"I suffered from dyspepsia and indigestion for five years. I suffered so much that I could hardly attend to my work. I was weak and lost all courage. I enjoyed no rest until I decided to follow your treatment. To my great surprise I immediately began to feel better. I am now using the second box of Dr. Hamilton's Pills and I feel so well that I want to tell you that I owe this great change to your famous Pills. I recommend Dr. Hamilton's Pills to every person who is suffering from dyspepsia. Your grateful servant D. R. Larose, 338 Joliette St., Montreal, P. Q."

All who have weak stomachs and those who suffer with indigestion, headaches, biliousness, can be perfectly cured by Dr. Hamilton's Pills 25c per box, at druggists and storekeepers or at the Cataract Zone Co., Kingston, Ont., and Buffalo, N. Y.

### ANOTHER SOLUTION

### MUST BE FOUND

London, May 19--Another protest against the partition of Ireland as the only solution to the home rule question appears in the form of a letter to the Daily Telegraph bearing eight prominent signatures, including those of Sir Roger Casement and Darrell Figgis. Their argument is that no Irishman desires partition and that every part of the country would suffer. The suggestion is made that a conference of Irishmen should be convened in Ireland either before or after the passage of the bill to consider a possible scheme to avoid so grave an alternative. That home rule modified by the permanent exclusion of Ulster would be the worst possible form of home rule, fatal alike to Ireland and in its reaction to England, is a statement made to the Manchester Guardian by Lord Dunraven, the well-known authority on the Irish land question.

Exclusion, he thinks, even if designed at first to be but temporary, would mean perpetual exclusion, involving aggravation from both sides, perpetration of all kinds of annoyances, and accentuation of creed and class differences. Surely the opposition could not wish, since some form of home rule was inevitable, that Ireland should have the worse form.

The only rational basis for an agreed measure of amendment would be alteration of these features of the home rule bill conflicting with the position of the imperial parliament under a federal scheme for the United Kingdom. Such a bill must deal with customs, exercise and postoffice, and it ought, in his opinion, to adopt the Canadian system, whereby the powers of the legislatures subordinate to parliament were defined, while all the residual powers and functions remained with the supreme parliament. In this case it would be at least possible for Ulster to accept the measure, with additional safeguards such as a chamber which would be largely representative of the commons, and also in the second representative of commerce. He hoped the Unionists would agree to a wisely constructed amending bill.

### HEAVY-HANDED.

Postmaster General Burleson told this story--"one of our oldest post office stories":

"According to this story, a postmaster said to a customer:

"This letter won't go for two cents."

"What's the matter with it?"

"Too heavy."

"Too heavy, hey? Well, that's just about what I expected. My son wrote that letter and I told him at the time he was writing too heavy a hand, but he kept 'bearin' down and bearin' down. Here, give it back. I'll take it home and make him do it over in lead pencil."--Washington Star.

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