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ST. JOHN, N. B., MONDAY, JANUARY 20, 1913.

MR. PUGSLEY'S ATTACK ON MR. HAZEN.

In discussing the Naval question Mr. Pugsley has on more than one occasion attacked Mr. Hazen for returning the deposit of Cammel, Laird and Co., one of the tenderers for the construction of the Canadian navy. Mr. Pugsley is the authority for the statement that this firm were the lowest tenderers and that they proposed to establish their works at St. John. Because it was decided not to proceed with the construction of war vessels as proposed by Sir Wilfrid Laurier Mr. Hazen, as the responsible Minister, simply returned the deposit made by the tenderer. There was no other course open to him. But is Mr. Pugsley not making a mistake when he says that the Canadian navy was to be built at St. John? He is the only member of Sir Wilfrid's Cabinet who has made such a statement and in doing so he has directly contradicted his leader. Either Sir Wilfrid Laurier or Mr. Pugsley are practising grave deception, and there will be a strong presumption in the public mind that the offender is not Sir Wilfrid.

Mr. Pugsley is one of that class of politicians who thinks he can fool all the people all the time. Up to something over a year ago the honorable gentleman has been fairly successful. By adroitly changing from one foot to the other he had kept himself close to the treasury benches for a quarter of a century. In 1908 he got out of step and greatly to his surprise the Provincial Government, of which he had been Premier, went by the board and disclosures of a serious character followed, reflecting severely on the honesty of purpose of several members of the old Government—Mr. Pugsley among the number. He was then denounced at Ottawa as a member of the Laurier Government, but even then he was called upon to defend himself very often. Although Mr. Pugsley is frequently referred to as "Sweet William," there are reasons to believe that he has never approved of the course taken by Mr. Hazen in bringing about the Central Railway enquiry and the exposure of the very queer financial methods of Mr. Pugsley and his colleagues in that transaction. The narrow majority by which he succeeded in gaining his election after proclaiming all over Canada that he would have a majority of 1,000 had also a disturbing influence on him, but not more so than the result of the last general provincial election, when he placed in nomination in the city of St. John four candidates, three of whom lost their deposits, and the fourth had an extremely narrow escape from the same fate.

With these things as they are, with his influence seriously impaired, it is not to be wondered at that Mr. Pugsley grasps at every straw which he thinks will improve his chances in the next election. The statement he makes regarding Cammel, Laird and Co., he knows to have no foundation in fact. Beyond opening the tenderers Mr. Pugsley himself admits that the old Government did not consider the question at all. Sir Wilfrid Laurier admits the same thing. In attempting to explain why five months were allowed to lapse after receiving the tenders without action being taken Mr. Pugsley stated that Sir Wilfrid Laurier was absent in London the greater part of the time and that the general elections were called on a few days after his return and that after the defeat of the Government it was decided to leave the matter in the hands of the new Government. Had Mr. Pugsley been as keen for the interests of St. John as he now professes to be he would have seen that the contract was let before Sir Wilfrid went to England.

Now as to the difference between Sir Wilfrid and Mr. Pugsley. In his speech in the House of Commons on December 15 Sir Wilfrid said:

"We asked for tenders, with the intention ultimately of having a double unit, one on the Pacific Ocean and one on the Atlantic Ocean. We asked for four cruisers and six destroyers which would have cost \$11,250,000. We did not choose to award the contract because of the impending change of Government. Yes, we thought the general elections were coming, that it would not be fair, in a matter of this kind which was at issue between the two parties, to award the contract, in case there might be, as there was, a change of Government. I say now that the Government in power would have been better advised if they had awarded the contracts, and, had they done so, would at the present time have under construction on the stocks in Montreal four cruisers and six destroyers."

How does Mr. Pugsley make his statement fit in with that of Sir Wilfrid Laurier the master of the Administration? The only man who can speak with authority is Sir Wilfrid, and he says that the vessels would be constructed in Montreal, not in St. John. Mr. Pugsley has no authority for the statement he has made—no ground for his attack on Mr. Hazen. Sir Wilfrid Laurier, his leader, has stated that the Canadian navy was to be built in Montreal and Mr. Pugsley's assertion that it was to be constructed in St. John counts for nothing. Mr. Pugsley can fool the people of St. John no longer. They have his political measure.

A CHANCE FOR MILLIONAIRES.

The New York Commercial makes a suggestion to the multi-millionaires of the United States that is worthy of more than passing attention. An important attack has been made by the United States Government on "White Slavery" by enforcing its power in inter-State relations. Many of the wretches who have gained a livelihood by condemning the victims to a fate worse than death have been punished by imprisonment, but there is practically no means at hand to care for the wretches left behind. The Commercial states that a movement has originated in Washington to take up the work where the Government is compelled to drop it. This proposes the establishment of a foundation endowment, amounting, if possible, to \$10,000,000, the income of which will be devoted to the creation and support of homes, retreats where the helpless victims of an atrocious business can be sheltered until some self-supporting sphere can be opened to them, and where all the influences of the environment will act in a fashion to redeem them from the horrors of shame and degradation. To punish the wickedness which in its procedure has violated a United States statute is one thing, it is of equal importance to save the victim as to punish the criminal. There are about one hundred of these refugees in the country now in existence, and it is said by such as have studied the question that at least 3,500 ought to be provided. Many States, once the example is set on a great scale, will be stimulated to act officially, perhaps, and private organizations in many cities will feel a similar electric current of sympathy, likely to result in efficacious and concerted work. What may be called the national movement in question will necessarily ramify,

in its influence. One person, it is alleged, has pledged \$1,000,000 as his individual contribution to the great salvation fund, the endowment of which has been chartered, and the full amount is in sight, though the enterprise has been on foot a short time. In extending the formation and operation of such societies as this is certainly a beautiful exercise of the highest Christian benevolence, and in the finest accord with the spirit of its Divine Archetype. In this kind of philanthropy such commanding figures in the world of finance as Rockefeller, Carnegie, Morgan and many another multi-millionaire can go far to justify their wealth in a way that the spectacular exhibition of gift-making to the public fails to exhibit. Such donations reach to the very depths of social welfare and tend to uplift the moral being of the world far more than the conventional and well-trodden thoroughfares of beneficence.

THE LOCAL GOVERNMENT.

The appreciation expressed by the Globe of Saturday of the excellent service Hon. J. K. Flemming has rendered the Province as Premier is well deserved. No man has striven harder to do his duty as he sees it than Mr. Flemming, and there is a united feeling that he has succeeded well in giving the Province good and honest government. The rumor that Mr. Flemming is soon to retire from the Premiership, to which the Globe gives currency, has no foundation in fact. Mr. Flemming has not thought of retiring, although the large amount of extra work arising out of the construction of the Valley Railway, the Gibson-Minto Railway and other important matters have trenchanted largely on his time and, perhaps, to some extent interfered with his private interests more than he liked. There are other rumors regarding changes in the Provincial Government which the Globe did not mention, but like that in reference to the Premier they are without foundation. No changes are impending. At the last session of the Government important measures that deeply concern the future of the Province and which in all probability will form an important part in the legislative programme came up for consideration. The members of the Government are much more interested in these things than in the floating rumors. The House of Assembly is to be called together at the middle of next month and the work of preparation is quite sufficient to occupy all their time. The fact that there will be practically no opposition has not interfered with the Government getting ready much constructive legislation that will be highly beneficial to the Province.

Elbert Hubbard, the Roycroft man of East Aurora, New York, who was recently convicted of sending "obscene, lewd, lascivious, filthy and indecent matter," through the United States mails, is not meeting with much sympathy with his conferees of the press. The Hartford (Conn.) Times delivers this left-handed at him in passing along: "Among people with a reasonable regard for decency there will be general satisfaction, both with the conviction and fine of Elbert Hubbard and with the wisdom of the court which keeps suspended sentence on five counts hanging over him to insure his future good behavior. Mr. Hubbard's offence was the sending of immoral matter through the mails. The immoral matter appeared, of course, in Mr. Hubbard's somewhat remarkable magazine. Mr. Hubbard has literary ability of high type. He also possesses somewhat revolutionary ideas on many affairs which he frequently sets forth with brilliancy. His revolutionary notions were much more entertaining than dangerous, until he developed a most unfortunate relish for filth. His revolt against cleanliness has proved extremely annoying because he has spattered about his nastiness with such promiscuousness that an unreasonable amount of activity has been often demanded to avoid its 'smeared.'"

The chances are that rough lumber, wood pulp and newsprint paper will be among the articles on the free list when the new tariff is brought down in the United States Congress sometime next March. A strong agitation among those who live in cities has been commenced to lower the schedule on food stuff. This is being resisted by Democratic farmers. A leading member of the Ways and Means Committee at Washington the other day stated the policy of the Democratic party was to lower the tariff on all the necessities of life leaving that on luxuries to stand as it is. In the meantime all interests which regard a lowering of the tariff on their particular lines as probable have put in an appearance at Washington to prevent this being done if possible. Tariff making on a large scale is difficult and slow work.

A disreputable pascal, whose name is Isadore Stein, better known as "Izzy the Painter," recently convicted of arson in New York, has been brought from Sing Sing, where he is serving a sentence of 24 years, to give testimony before the grand jury. Stein has confessed to setting no less than 50 fires in the last year, chiefly for the purpose of collecting the insurance. These fires were set with his own hands and it is believed that twice as many more were set by his confederates. Many of them were started in tenement houses in the most densely populated parts of the city and thousands of lives were endangered that Stein might enjoy an income of \$100 a week. Among his confederates were a number of insurance adjusters. Several new indictments have been found and others will follow.

For some years the Forestry Department of Massachusetts has been spending \$10,000 annually in reforestation. This year the chief forester is asking for \$50,000. The grant is used to acquire lands suitable only for tree planting and to meet the cost of putting in the trees. Nearly all the land so far has come to the state free of charge so that the whole grant has been practically spent in tree planting.

The Chief of Police of Berlin, Germany, has issued an edict that no child under 14 years of age shall attend a moving picture show. His objection is based on the ground that such shows are too exciting for those of tender years and are likely to have a bad influence.

Current Comment

A House Divided.
(Montreal Gazette.)

Reports from Ottawa, from friendly as well as unfriendly sources, indicate that the Liberal party in Parliament is of two minds as to the course it should pursue on the naval aid issue. It is not hard to imagine the end of such a situation. A party divided against itself and which lets the country see that it is divided, cannot make headway.

Electric Railways.
(Hamilton Spectator.)

Figures presented to Parliament indicate the wonderful increase in electric railway traffic in Canada. They show that 488,855,682 passengers were carried during last year, an increase of over 62,000,000. As was to be expected, a sad list of casualties is attached, 110 people being killed and 3,123 injured.

It's Coming.
(Presbyterian.)

We venture to predict that woman suffrage will in a few years be a live question in Canada. Those who fail to see this are too blind to discern the signs of the times.

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INTERESTING SPEECHES FEATURE OF CONVENTION OF GOOD ROADS PEOPLE

The Good Roads convention will be held here on Wednesday, 29th inst. and the Campaign Committee of the Association will meet tomorrow afternoon to complete arrangements for the convention. An interesting programme is being prepared and it is expected that the convention will be addressed by A. W. Campbell, C. E. deputy minister of railways, so widely known as "Good Roads" Campbell, who is rated as one of the best authorities on the good roads question in the Dominion of Canada.

Every municipality in the province has been requested to send delegates to the convention which is not confined to members of the different good roads associations but is open to all persons who are interested in the question.

Special rates have been secured over the C. P. R., and I. C. R., for delegates who wish to attend and it is anticipated that there will be a large attendance.

Manning W. Doherty who is a member of the association, reports that great interest is being manifested throughout Kings County in the Good Roads convention. Nearly all the local associations have appointed delegates to attend and the good roads question is the chief topic of the day.

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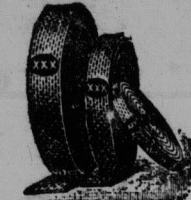
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