

A Vote Against Pugsley and Lowell

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ST. JOHN, N. B., WEDNESDAY, SEPT. 20, 1911.

LAST EFFORTS TO SAVE PUGSLEY.

The desperation of the Liberals is shown by the special canvass that was made yesterday among well known business men on behalf of Mr. Pugsley. In his previous election when there was no particular issue before the people a considerable number of Conservatives voted for Mr. Pugsley because they believed that he was sincere in his desire to increase the trade of St. John by providing additional terminal facilities at this port. It was to these gentlemen that the agents of Mr. Pugsley made their special appeal. They met with a wholly different reception than they did in 1908. Mr. Pugsley's canvassers were informed in very plain language that there was a National issue in the present campaign which could not be ignored and for which his one time supporters must cast aside everything of a personal nature and vote against Mr. Pugsley and against the party which he represented.

It was pointed out also that Mr. Pugsley had totally changed his attitude on the question of Reciprocity and that they could not under any consideration vote for him when they believed that the stand he now took was in direct opposition to the best interests of Canada, would mean the destruction of existing industries, prevent the investment of British capital here and in every way hinder the growth of the country.

Besides these things it was also pointed out to Mr. Pugsley's emissaries that he was not entitled to any Conservative support because Reciprocity would so unsettle the transportation question in Canada that St. John would be deprived of the winter trade which under Reciprocity would flow north and south instead of east and west.

It was further demonstrated to these gentlemen who sought to make a break in the Conservative party, and at least secure a vote for Mr. Pugsley, on the ground of what he had done for St. John, that the majority of Conservatives were of opinion that Mr. Pugsley had utterly failed in the performance of the pledges he had made in 1908 and that therefore serious consideration could not be given to the promises he is now making of further great works in Courtenay Bay. It has been said that "man cannot live by bread alone," and certainly anyone cannot exist on the promises of Mr. Pugsley who often he hungry and frequently thirsty.

The special appeal of Mr. Pugsley's agents to Conservatives was a dismal failure but a convincing proof to them that he will get no Conservative votes on election day and will be compelled to depend entirely upon Liberals to elect him. This will prove a sad blow to the hopes of those who a few weeks ago were boasting on the street corners that all parties would vote for Mr. Pugsley.

From the very beginning of the campaign Mr. Pugsley himself and his paid organs have been demanding the votes of the electors because he has been a benefactor of this city and port. As a matter of fact Mr. Pugsley has only carried out the policy of his predecessors in office. He has only done what any other Minister of Public Works, no matter on what side of politics, would have been compelled by popular opinion and National interests to do.

The people of St. John with the assistance of a small subsidy from the Conservative Government in 1895, demonstrated that the winter trade of Canada could be carried through this port. Previous attempts to accomplish this had proved futile, but the port elected for the experiment had been Halifax and not St. John.

Once it was proven that the Canadian winter trade could be done through St. John, an active campaign was commenced to secure Federal aid for the great works that had to be erected, but the aid was only forthcoming when it was clearly shown that the City of St. John had reached the end of its financial ability to provide for the increased trade that had come here.

It was then that Mr. Emmerson obtained from the Government of Canada a grant for dredging in the harbor of St. John. Mr. Pugsley has obtained further grants. According to his own statement upwards of two millions of dollars has been spent in adding a wharf and doing the dredging for another one. The City of St. John provided accommodation for six steamships with an expenditure of one million and a quarter dollars. Dredging and wharf building under the control of Mr. Pugsley's department is a very expensive luxury.

Mr. Pugsley's defeat at the hands of the citizens of St. John would not have a detrimental effect upon the Public Works now under construction in the harbor of St. John, nor on those proposed in the future. National interests demand that there shall be proper facilities for handling the trade of the country at all of its great ports. St. John is not the least of these, and could not be ignored even if there should be a desire on the part of any political party to do so.

The policy of the Conservative party is to Nationalize the chief ports of Canada. It is not a new policy but was a plank in the platform of the party in 1904, in 1908, and it is still there. The electors of St. John should remember that the great prosperity of Canada is due to the important measures both of which were fathered by the Conservative party. The first of these was the National Policy upon which is based the industrial development of the country and the home market. The next was the construction of the Canadian Pacific Railway which opened up the fertile prairies of the Northwest, which this year, according to a statement just made by Sir Thomas Shaughnessy will produce crops valued at \$250,000,000.

Mr. Pugsley should remember that the Conservative party was a party of progress when the Liberal party to which he now belongs was a mere "fly on the wheel." Mr. Pugsley will get no Conservative support in this campaign.

A WEEK OF PROMISES.

The Liberal campaigners have had a very strenuous week entertaining numerous visitors from abroad. The first of these was Mr. H. A. Woods, who is described by the Telegraph as "the latest engineer of the Grand Trunk Pacific." He came here on Saturday and we are seriously informed by the Telegraph "began surveys on the terminal site" at Courtenay Bay. Seemingly the only survey that Mr. Woods made on Saturday was the survey of the Telegraph reporter who interviewed him at the Royal Hotel, to whom he is alleged to have said "we will establish magnificent terminal facilities, to be ready before the Government has its wharves ready."

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CONSERVATIVE VICTORY CERTAIN.

Tomorrow the electors of Canada will be called upon to cast their ballots and decide the issues that have been discussed so vigorously during the past six weeks. This is the first time since the Laurier Administration has had control of the affairs of the Dominion, that a really live National question has been the chief issue of the campaign. By underhand methods, by seeking to thrust Reciprocity on the people of Canada without a mandate, Sir Wilfrid Laurier has aroused the sentiments of the people of this country to a pitch never before reached on any question since Confederation.

When the question of trade relations with the United States became a live issue in 1891 Sir John A. Macdonald promptly submitted the issue to the people and the verdict was against Mr. Laurier, who wanted then, as now, to hand over the control of Canadian trade to the authorities at Washington. Sir Wilfrid's later method was to make a secret arrangement with the United States, and then by the weight of his majority in Parliament to gain its adoption. The Opposition forced him after a struggle lasting many months, to submit the issue to the people, and both parties now await the verdict of the electors tomorrow.

The Conservatives have gained strength and the Liberals have lost many important men during the campaign. So great have been the Conservative gains that from one end of the country to the other the strongest hopes are certain of an overwhelming Conservative victory. The weakness of the Liberal party is in evidence on every hand.

Every member of the Cabinet is fighting for his life in the constituency he represents, and the defeat of several is certain. It is impossible for Mr. Fielding to retain the vote of Nova Scotia as it was in 1908. He lost several seats in the election of 1908 and tomorrow his own constituency will in all probability reject him.

The belief is that New Brunswick will reverse the vote of 1908 and give the Conservatives a majority of the representation. In St. John, Mr. Pugsley is fighting for his life, with every Liberal of definite standing in the face. Mr. Lowell has never been taken seriously as a candidate, his defeat being regarded as certain when he was nominated.

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The objection of Sir Wilfrid Laurier to Mr. Bourassa is not because Bourassa is exciting race prejudice in Quebec but that he is not doing so in the interests of the Liberal party; and further that Laurier's own ascendancy in the Province is threatened by the counter appeals of his former colleague. So far as there being anything in common or any alliance between Mr. Borden and Mr. Bourassa, they are diametrically opposed to each other on almost every subject excepting opposition to Laurier and Mr. Borden is in no way responsible either for the views or the utterances of Henri Bourassa. The "unholy alliance" is a myth.

It would be as well for the electors of Kings-Albert to be on their guard against last minute canvasses. It is a favorite pastime of the Liberals in this constituency to spring some foolish story which has not a vestige of foundation at the eleventh hour. This time their case is desperate.

Americans Preparing To Capture Our Trade

A Recent Circular From U. S. Government Department of Commerce and Labor Plans a Commercial Invasion of Canada if Reciprocity is Adopted.

Special to The Standard.

Halifax, Sept. 19.—The Halifax Herald tomorrow will publish a secret and confidential circular from the department of commerce and labor at Washington, dated Sept. 1, 1911, including the report of U. S. Consul General John E. Jones, of Winnipeg, under date of Aug. 23, 1911.

The department in a preparatory note says the report demands the earnest consideration of the trade organizations and business men of the United States and that the information should be discreetly, though effectively made known to the organizers for Mr. Pugsley's Courtenay Bay improvements. To the Times reporter this gentleman is alleged to have said "We are only waiting for the word 'go' and we are ready to start with our work." It is really too bad that Mr. Pugsley is not prepared to say "go."

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The Conservatives have gained strength and the Liberals have lost many important men during the campaign. So great have been the Conservative gains that from one end of the country to the other the strongest hopes are certain of an overwhelming Conservative victory. The weakness of the Liberal party is in evidence on every hand.

Every member of the Cabinet is fighting for his life in the constituency he represents, and the defeat of several is certain. It is impossible for Mr. Fielding to retain the vote of Nova Scotia as it was in 1908. He lost several seats in the election of 1908 and tomorrow his own constituency will in all probability reject him.

The belief is that New Brunswick will reverse the vote of 1908 and give the Conservatives a majority of the representation. In St. John, Mr. Pugsley is fighting for his life, with every Liberal of definite standing in the face. Mr. Lowell has never been taken seriously as a candidate, his defeat being regarded as certain when he was nominated.

In Quebec Sir Wilfrid Laurier will lose a number of supporters, while Ontario will give an overwhelming majority against him. In Manitoba, British Columbia and the Northwest the position of parties will remain about the same with the chance of a clean sweep for the Conservatives in British Columbia. Prince Edward Island is regarded as safe for the Conservatives. A careful estimate given out last night places the Conservatives with a majority of 35 in the next House.

The genial Mr. Edward Lantulum wears a pleasant smile these days. Amid all the storm and stress in which the unhappy Liberals are involved Mr. Lantulum goes on his way unconcerned. Can it be that rumor speaks true and that the members of the Harbor Commission have been decided on? Mr. Lantulum, it was generally understood, as the price of his surrender to the convention to Mr. Pugsley, was to receive the chairmanship. Mr. John Keefe is reported to have been consoled for the loss of his job on the Waterways Commission with a place on the board with Mr. A. W. Adams as the third member. Or is this a case of more promises?

The objection of Sir Wilfrid Laurier to Mr. Bourassa is not because Bourassa is exciting race prejudice in Quebec but that he is not doing so in the interests of the Liberal party; and further that Laurier's own ascendancy in the Province is threatened by the counter appeals of his former colleague. So far as there being anything in common or any alliance between Mr. Borden and Mr. Bourassa, they are diametrically opposed to each other on almost every subject excepting opposition to Laurier and Mr. Borden is in no way responsible either for the views or the utterances of Henri Bourassa. The "unholy alliance" is a myth.

It would be as well for the electors of Kings-Albert to be on their guard against last minute canvasses. It is a favorite pastime of the Liberals in this constituency to spring some foolish story which has not a vestige of foundation at the eleventh hour. This time their case is desperate.

The Liberal campaigners have had a very strenuous week entertaining numerous visitors from abroad. The first of these was Mr. H. A. Woods, who is described by the Telegraph as "the latest engineer of the Grand Trunk Pacific." He came here on Saturday and we are seriously informed by the Telegraph "began surveys on the terminal site" at Courtenay Bay. Seemingly the only survey that Mr. Woods made on Saturday was the survey of the Telegraph reporter who interviewed him at the Royal Hotel, to whom he is alleged to have said "we will establish magnificent terminal facilities, to be ready before the Government has its wharves ready."

Mr. Woods should have familiarized himself with the promises made by Mr. Pugsley in 1908, when he said that the Government would have the wharves ready before the railroad reached St. John. As no arrangements have yet been made for the railroad to get to St. John, and Mr. Pugsley has utterly neglected to make any arrangements for the dredging of the sites or the construction of wharves, the citizens of St. John will be inclined to regard the visit of Mr. Woods as an attempt to boost Mr. Pugsley's stock in the election tomorrow.

The next visitor was "Mr. W. Burton Stewart, managing director of the big contracting firm of Norton, Griffiths & Co., who are described as the lowest tenderers for Mr. Pugsley's Courtenay Bay improvements. To the Times reporter this gentleman is alleged to have said "We are only waiting for the word 'go' and we are ready to start with our work." It is really too bad that Mr. Pugsley is not prepared to say "go."