The Standard

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ST. JOHN, N. B., MONDAY, JUNE 10, 1912.

A SUCCESSFUL COMPETITION.

On Saturday evening The Standard brought to a close the circulation contest which has been in progress during the past eight weeks. Although at the present time it is impossible to give the results in any greater detail than will be found on another page of this paper, sufficient is known to indicate that the competition was beyond doubt the most successful affair of its kind ever conducted in the Maritime Provinces. Certainly it has brought to The Standard a volume of new business which will materially aid this paper in attaining a circulation second to none in this territory.

There is, of course, some truth in the assertion that a proportion of the new subscriptions have been given through sympathy with one or other of the competitors, but experience has shown that fully ninety per cent. of the total new subscriptions received in a contest of this kind become permanent. The Standard will have pleasure in giving to interested advertisers and to the public generally, the fullest details of the results of the contest as soon as these can be properly tabulated. And in this connection the indulgence of new and old friends is requested, as the circulation department of this paper is now some ten days behind in the work of adding names to the lists and of changing expiry dates on mailing slips. It will be at least two weeks before the returns from the contest are classified and the new papers all started.

The Standard desires to express its thanks to Mr. Charles F. Sanford, Mr. Roy L. Sipprell, Mr. Andrew W. Robb, Mr. LeBaron R. Thompson and Mr. Eustace H. Barnes who kindly consented to act as judges at the close, and its appreciation of the efforts of competitors and others who have helped to make the contest such a success.

MR. HAZEN AND COURTENAY BAY.

The Times on Saturday referring to Mr. Hazen's remarks at the Opera House regarding the Courtenay Bay contract said: "Hon. Mr. Hazen has apparently discovered that he deserves all the credit for the Courtenay Bay works. But they are carrying out Hon. Dr. Pugsley's plans to the letter."

When the question of the terminal for the European and North American Railway was under discussion in the Legislature sixty years ago, Courtenay Bay was seriously considered as the proper place for the location of wharves to handle the business of the road about to be constructed and it was only the lack of funds at that time that prevented the terminal being located at that point.

For many years the late Mr. Caleb Wetmore advocated the utilization of Courtenay Bay for wharves and warehouses. The older residents will remember Mr. Wetmore's somewhat lengthy letters to the newspapers in support of his scheme to add Courtenay Bay to the harbor of St. John. That no practical result followed Mr. Wetmore's advocacy of this great project was due to the fact that he was somewhat in advance of the times as there was then ample accommodation in the existing harbor for the trade of St. John.

When Mr. Pugsley took up the Courtenay Bay idea in the election of 1908 there had been enormous development in the trade of this port and a necessity existed for further harbor extension. It was clear to everybody that the Canadian Pacific Railway Company would require all the room afforded on the West Side for their terminals. The Grand Trunk Pacific Railway was under construction and the Canadian Northern, the third transcontinental line of Canada, was rapidly stretching its way across the continent.

There was every prospect that both of these lines would make their Atlantic terminal at St. John and that further harbor extension at this port was an absolute necessity. During the election campaign of 1908 Mr. Pugsley promised that the terminals would be ready when the first train over the Grand Trunk Pacific reached St. John. He made this pledge publicly and has never denied it, but when the election campaign of 1911 opened he had made no effort to redeem his pledge further than to advertise for tenders for the construction of extensive harbor works in Courtenay Bay.

The advertisement calling for these tenders was dated Ottawa, June 9th, 1911, and was published in the Telegraph, St. John, on June 13th. The tenders closed on August 10th of last year, and at the Laurier meeting in Victoria Rink on August 28th, Mr. Pugsley announced that Norton Griffiths and Co. had sent in the lowest tender. On September 21st the Government were defeated and retired from office about a month later.

From this statement it will be seen that Mr. Pugsley had nearly a month from the time of advertising the lowest tenderer and the date of the election in which to accept the contract. During the campaign he announced that he had the money at his disposal to go on with the work, but this statement was proven incorrect when the matter came up in Parliament three months later, and Mr. Pugsley himself stated that he had set aside $500,000 for the harbor improvements at St. John for making a beginning at Courtenay Bay, but this statement was the only evidence that the Laurier Government intended to go ahead with the Courtenay Bay works.

Mr. Pugsley took no action to accept the contract of Norton Griffiths and Co., while his Government were in power, although he had ample time to have done so. Why Mr. Pugsley was indifferent in a matter of so much importance to the constituency he represented is only to be explained by the fact he had not the sympathy of his colleagues in the Laurier Government, and was not in the position to finally deal with the Courtenay Bay works. No one who knows Mr. Pugsley would for a moment believe that he would not have signed the contract if he had possessed the necessary authority to do so. The Courtenay Bay works were trotted out in 1908 as a bait for the electors, and when Mr. Pugsley resigned from office in 1911 there was no evidence that the project would have been accepted by the Laurier Government had they remained in power.

Mr. Pugsley's position regarding this important work is very much the same as the legislators of sixty years ago, and Mr. Caleb Wetmore. They all advanced it a stage, but Mr. Hazen secured the Government's assent to the contract which will make St. John harbor one of the most important on the Atlantic coast. Mr. Pugsley labored with the question for three years and got nowhere. In little more than as many months Mr. Hazen closed the contract which Mr. Pugsley failed to get authority to sign.

THE VALLEY RAILWAY.

In 1909 the defunct Sun was the official organ of the Liberal party in the city of St. John. Referring to Mr. Hazen's Valley Railway proposition on April 30th in that year the Sun said: "All that he (Hazen) has apparently endeavored to do is to shift the responsibility of the work upon the Federal Government and even in this he has failed." On the following day the Sun, in another reference to the Valley Railway said: "Mr. Hazen's position is "wrong. The public interests will be best served neither "by the operation of the Valley Railway by the Federal "Government nor as a branch of a bigger railway. The "interests it will serve are purely Provincial interests in "which the Federal Parliament has no direct concern."

If these two statements mean anything it is that the Federal Government had no desire to assist the Province of New Brunswick in obtaining a railroad through the Valley of the St. John, and this was in reality the position taken by the Federal Government after the delegation from the river counties had been to Ottawa. It will be remembered that this delegation was met by Sir Wilfrid Laurier and Mr. Pugsley, and that Sir Wilfrid promised an immediate answer. No answer was received from the then Premier for a year, but Mr. Carvell wired to a private citizen of Fredericton that before the Federal Government could make a reply further information than that furnished by the delegation would be necessary.

No action whatever was taken on the part of the Federal Government to secure a railway through the Valley of the St. John for two years, and had it not been for the proposal made by Mr. Hazen that the matter be taken up by the Dominion and Provincial Governments, the Valley Railway project would have been allowed to drop out of sight altogether. Mr. Pugsley at the time refused to confer with the Provincial Government on the question and did everything in his power for two years to defeat the project, and he is still playing the same game. That the Valley Railway is an accomplished fact is entirely due to the Hazen-Flemming Governments.

THE EXPORT OF PULP WOOD.

The Opposition have steered clear of any reference to the law passed two years ago to prevent the export of pulp wood from the Province of New Brunswick. Unfortunately the Legislature was not in a position to prohibit pulp wood cut on private lands from being exported and dealt only with that cut on Crown Lands. Not only are the licensees of Crown Lands prohibited from exporting pulp wood but it is required of them that all lumber taken from the Public Domain shall be manufactured within the Province.

The beneficial effects of this legislation are already being experienced and when the law has been longer in operation the benefits will be largely increased. It is admitted everywhere that the time has now come for this Province to develop its wood manufacturing industries. We have exported our lumber in the rough state, or only partially manufactured, for too long a period. If the three or four hundred millions of deals annually exported from New Brunswick were converted into pulp and paper it would give employment to many thousands of work people and would add greatly to the material prosperity of the Province.

The action of the Government will do much to bring about this very desirable result, and is the first step taken to secure a full return for our forest wealth. Mr. Flemming in his manifesto to the people promises to give encouragement to the establishment of pulp and paper mills within the Province. Already many capitalists are looking to New Brunswick as a field for investment and there are good reasons for believing that large pulp and paper mills will soon be established in different sections.

MR. COPP'S HYPOCRISY.

Mr. Copp is very much disturbed these days about the magnitude of the public debt, but in 1904, two years after the Government of which he was a supporter had expended the whole of the $280,000 received from the Eastern Extension claims and added $310,000 more to the permanent debt for the purpose of wiping out the over-expenditures of previous years, he was not greatly concerned at the situation.

During the course of his speech on the budget that year he said, in referring to the criticism of Mr. Flemming: "I was really surprised at his remarks on the "financial condition of the Province upon which we look "with the highest pleasure and satisfaction, and also "upon the smallness of the public debt, which is a mere "nothing compared with great and manifest resources of "the Province."

There can be doubt that the old Government, their friends and supporters did look with "the highest pleasure and satisfaction" at the "great and manifest resources of the Province," but it was not until the investigations following their defeat in 1908 that the people became fully aware for whose benefit these great and manifest resources were being exploited.

A little over a month ago Mr. Copp spent a couple of days in Fredericton with the object of securing a ticket to run against the Government in York County. Mr. Copp's visit was a most discouraging one, as no one of prominence in the Liberal party was willing to go down to certain defeat, which everyone admits will be the fate of the Opposition candidates in the Metropolitan county of the Province. Ever since Mr. Copp's visit friends of the Opposition leader have been endeavoring to persuade different persons to run in the Liberal interest and at last have succeeded in forming a ticket composed of Messrs. George F. Burden, W. J. Osborne, Alexander Little and Walter Limerick. Mr. Burden was quite recently defeated by a majority of over 1,300 after a campaign in which he had the active assistance of Mr. F. B. Carvell. The majority against the new ticket of which Mr. Burden is a member, will be considerably larger.

It is reported that ever since his nomination to lead the Opposition's forlorn hope in Queens, Mr. Isaac Carpenter has been devoting his time to planting potatoes. Therein Mr. Carpenter is to be commended as showing much wisdom. Doubtless he realizes that a good crop of potatoes will repay him far better than wasting valuable time searching for a few scattered Opposition votes. With the Valley Railway and other progressive measures to the credit of the Government the Opposition vote crop in Queens gives every indication of being an absolute failure this year.

Mr. Copp's friends are finding great difficulty in explaining away his vote in the Legislature on March 22nd against the construction of the Valley Railway. It will be noticed that it is only his friends who are anxious to make it appear that Mr. Copp desires the construction of this railroad. Mr. Copp has never denied that he voted against the railway on the day mentioned, nor offered a single word in explanation of that vote. Mr. Copp's record is that of an opponent of the Valley Railway.

The Opposition press have abandoned their claims that the Valley Railway will not be built to Grand Falls. The evidence that the Government were sincere in their efforts to provide a railway 210 miles long, which is the distance from St. John to Grand Falls, was too convincing to enable them to longer continue the silly assertion that it would only be built to River de Chute or some other place near Andover.

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COMMENTS ON THE CAMPAIGN

THE REAL ISSUE.

(St. John Globe, Liberal.)

"At the present moment the outlook "is most favorable to the Provincial "administration; and, indeed, it is "no easy matter to find any substantial reason why it should be other "wise. Without any fireworks or me"teoric displays, Mr. Flemming has "attended to the important duties "that are intrusted to him. He has "proved himself deeply interested in "all those concerns of the Province "which are within the control of the "local Administration, and he seems "to have a Cabinet in which there is "a reasonable spirit of harmony.

"There is no substantial question "of Liberal or Conservative in the "general conditions at the present "time, although it is quite natural "and not unreasonable that many vot"ers will vote according to their old "attachments, and for the sake of ad"hering to old names.

"But the real issue at this moment "so far as this Province is concerned—the confusion which has "come upon the Liberals—is to deal "with the question which is direct"ly before the Province, and that is, "whether the public confidence should "be continued to Mr. Flemming and "his colleagues. He has been pre"mier less than a year, and his rec"ord in that period is a good one."

RESULTS OF GOOD GOVERNMENT

(Sackville Post.)

With the inauguration of the Hazen administration a new era began for New Brunswick, and it can be asserted without fear of contradiction that the past four years have been by far the most prosperous this province has ever enjoyed. It is true that this great change was not wrought in a day, but month by month and year by year, the men who now control the political destiny of the province have labored indefatigably to bring prosperity and contentment to its people. Today there is a spirit of optimism ringing from one border to the other that nothing is too good for New Brunswick, and that we have but to continue along the same lines laid down during the past few years to bring still more far-reaching results.

AN EXCELLENT RECORD.

(Summerside Journal, P. E. I.)

The Flemming administration appeals to the people with a record which on the whole, is an excellent one and its return to power is confidently expected. As that good Liberal paper, the St. John Globe, puts it, "the outlook at the present moment is most favorable to the administration and, indeed, it is no easy matter to find any substantial reason why it should be otherwise."

THE OUTLOOK.

(Chatham Commercial, Lib.)

The opposition organizer has something to say in the Telegraph about Northumberland changing its mind and sending supporters of Mr. Copp to the next Legislature. Don't worry about this county, Mr. Organizer. If every other constituency in the Province does as Northumberland will do, not only will Mr. Copp not have any supporters in the next Legislature, but he won't even be there himself.

WHY THE EXPENDITURE WAS SMALL.

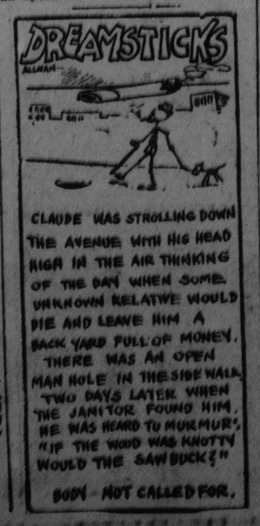
The Times remarks: "The Standard will please observe that in 1907 the debt of the Province was $3,590,897 and that in 1911 it was $4,648,957. A simple matter of subtraction will tell how much the increase has been. Also, in 1907 the ordinary expenditure was $960,093. In 1911 it was $1,403,546." This statement so far as it refers to the debt is an absolute falsehood and the Times has only to go to the Auditor General's report to prove that it has been publishing a malicious untruth regarding the increase of the debt by the present government.

So far as the expenditure is concerned there has been no attempt to deny that it has been increased under the present Administration, but it has not been increased by adding to the permanent debt, a method peculiar to the old government. Through an honest collection of the revenue the present Administration have doubled the collections from stumpage and increased the total collections from Territorial revenue from $310,000 to $528,000, an increase of $218,000.

The only reason why the expenditures of the old Government were not larger was that they hadn't the money to spend. If they had made their political allies among the lumbermen pay up as the present Administration have done, their expenditures in 1907 would have been $1,178,000 instead of $960,000. The Times has not yet explained why the old Government only collected 50 per cent. of the revenues from stumpage.

Ambulance Called Out.

About 8.30 o'clock last night the ambulance was summoned to the Boston restaurant on Charlotte street to convey Miss Watters to the General Public Hospital to undergo an operation for appendicitis.



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