

# The Standard

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ST. JOHN, N. B., SATURDAY, DECEMBER 23, 1911.

## COURTENAY BAY DEVELOPMENT.

During the election campaign Mr. Pugsley's newspapers strove to impress upon the people of St. John that unless the Liberal Government was returned to power and Mr. Pugsley elected as the representative of this constituency, all improvements under contemplation by the Dominion Government would cease. Mr. Pugsley was to be the Moses who was to carry St. John through to the land of promise. He was to redeem the past and to give this city such a boost ahead that in a few short months the oldest inhabitant would not recognize the place. It was the strongest case of electioneering that has ever passed over any Canadian city, but it was all wind, nothing more.

Mr. Pugsley, with the aid of stereotyped views, showed the electors a nicely prepared plan of the improvements he was to make in Courtenay Bay. He did more, or rather said more, for he stated that he had the money to go on with the work. He tried to make the people believe that Parliament had authorized him to enter into a contract to spend seven or eight millions of dollars to develop a harbor in Courtenay Bay, and no doubt many credulous citizens cast their votes in his favor because they believed the statements made by the now ex-Minister of Public Works.

At the time, The Standard made the assertion that it would make no difference to St. John whether Mr. Pugsley was elected or defeated. The experience of a dozen years had made it plain that St. John was the natural winter port of Canada, and that the policy of the Conservative party so far as the development of Canadian ports for the Atlantic trade was concerned, was more progressive and far-reaching than that of the Laurier Administration, which after all, was a patchwork sort of thing that was being worked out with no other end in view than of getting votes for the party. At the same time this journal pointed out that the only vote Mr. Pugsley had secured from Parliament for his Courtenay Bay project was \$500,000, and it was just a little doubtful whether this was exclusively for Courtenay Bay or not.

In the election campaign of 1908 Mr. Pugsley made several definite pledges regarding the extension of St. John harbor in Courtenay Bay, but made no effort whatever to carry them out. The Grand Trunk Pacific ought to have reached St. John before this date and would have done so but for the bungling of the Government of which Mr. Pugsley was a leading member. In the 1908 campaign Mr. Pugsley said the wharves and warehouses would be waiting for the first train load of freight to reach St. John over the new Transcontinental Railway. Wharves and warehouses do not drop from Christmas trees. They have to be built, and in the case of St. John the basin in which they are to rest has yet to be dredged.

Notwithstanding his pledges, Mr. Pugsley, so far as the public records are concerned, made no effort to redeem his pledge to provide terminal facilities for the Grand Trunk Pacific. For three years he was as dumb as an oyster respecting Courtenay Bay. The plans which he had caused to be made in 1908 were forgotten—buried in the archives of the Public Works Department. It was only when an election was imminent that action was taken and on the strength of a half million estimate he advertised for tenders for an eight million-dollar job. So hurriedly were the plans prepared that they are far from complete and many alterations will be necessary before the work can proceed.

While The Standard is quite willing to accord to Mr. Pugsley the full meed of praise for what he had done to forward the development of St. John, it cannot be overlooked that the ex-Minister has really done little but carry forward the work along the same lines as his predecessors in office. The West Side improvements were not inaugurated by Mr. Pugsley; neither was the entrance to the harbor. The only new work that he attempted at all was that in Courtenay Bay, and whether that would have died a natural death after the election was over, had the Laurier Government continued in office, is still a question. Several weeks elapsed between the receiving of tenders for the work and the elections which brought about the defeat of the Government. The name of the lowest tender was known and there was ample time for Mr. Pugsley to have signed the contract before the election. He did not do so and he has never yet explained why. It is all very well for Mr. Pugsley to say after the election that the magnitude of the enterprise was such that it was deemed advisable to leave the matter in the hands of the new Government. But what prevented Mr. Pugsley from signing the contract before the Government of which he was a member was voted out of power? This is a matter that Mr. Pugsley has never cleared up.

The new Government has taken up the question where Mr. Pugsley left it and has given it most careful consideration. Early in the investigation it was discovered that many changes would have to be made in the plans. The breakwater was insufficient to protect the harbor and the wharves required alterations. Then Mr. Hazen urged the necessity of making provision for handling the import and export trade that would follow the opening up of the Grand Trunk Pacific and in this he was ably seconded by Mr. George W. Fowler of Kins-Abert, whose constituency adjoins St. John. The result seems to have been that after the necessary alterations in the plans are made the work of developing Courtenay Bay will begin. Thanks to the new Government it will be on a more substantial scale than displayed in the stereotyped views of Mr. Pugsley. Real dredging will be done and real wharves will be brought into existence, and the work, including the dry dock, made ready with the greatest expedition. The people of St. John have had many promises but few performances from Mr. Pugsley. Mr. Hazen is clearly no believer in that policy. He is giving the needed facilities instead of only promising to do so.

## ANGLO-CANADIANS IN THE BRITISH PARLIAMENT.

Canada and Canadians are having a steadily increasing influence on the thoughts and actions of people in the Old Country. Canadian born representatives, or representatives closely identified with Canada, now number seventeen in the British House of Commons. Apart from individual merit there can be little doubt that Canadian associations and the constantly increasing number of friends and relatives of British people in Canada have been a strong element in their favor. Anglo-Canadians is the term by which they are now recognized. The notable addition to the Imperial Parliament in recent years of representative men from the Dominion Overseas, must tend to strengthen in no small degree the ties which bind the Empire.

Captain D. F. Campbell, the latest recruit to the ranks of the Anglo-Canadians, by his victory in North Ayrshire

has accomplished a feat hardly less sensational than that of Sir Max Aitken, another Anglo-Canadian, who captured Ashton-under-Lyne for the Unionist party just twelve months ago. Hon. A. M. Anderson, K.C., the Liberal candidate who defeated Capt. Campbell at the general election, by 354 votes, had to seek re-election upon his appointment as Solicitor-General for Scotland. Despite the handicap against him Capt. Campbell has been returned by a majority of 271 over his worthy opponent.

According to a despatch Capt. Campbell attributes the result of the election, primarily, to the fact that Scotland is turning against the Asquith Ministry, which it did so much to put in power in 1906, and returned again to office at the two elections in 1910. "A powerful influence in recent elections," says the despatch, "and especially in a Scotch constituency, has been the selection as a party leader of that hard-headed typically Scottish business man, Mr. Bonar Law. Dissatisfaction with Mr. Lloyd George's new insurance tax, under which the working man must contribute four pence per week, was a prime issue at the election, but Captain Campbell made Imperial Preference a most second issue of his own."

The new Anglo-Canadian member is a son of the late Mr. Archibald Campbell of Toronto, the former partner of Sir William Mulock, and is a nephew of Mr. J. Lorne Campbell the financier. He was born in Toronto in 1876, and received his education at Trinity College School and later at Trinity University. Shortly before the Boer War broke out Captain Campbell went to Great Britain, took a short military course and joined the famous 42nd Black Watch. He received the D.S.O. for service in South Africa, and has been with his regiment since in Malta and Bermuda and latterly in Scotland, where he holds the position of Deputy Adjutant-General in connection with the volunteer forces in the Clyde district. He has also been engaged in the brokerage business in Glasgow, though still retaining his military appointment.

Conservative journals in England are referring to the result, sarcastically, as a Christmas box for Mr. Lloyd George, and point to the Liberal defeat as a sign of the falling of the tide with Mr. Bonar Law. Four by-elections, since Mr. Bonar Law became leader of the Opposition, have resulted in the capture of three Liberal seats by Unionists and the retention of the fourth by a tremendous majority. The Unionists in the House of Commons now number 277 and the Liberals 267. The Asquith Ministry is more than ever at the mercy of the Home Rule party and the Laborites.

## THE "BLUE SKY" LAW.

At the last session of the Kansas Legislature an act was passed which has come to be known as the "Blue Sky" law. Its adoption in Canada, judging by the number of people who fall victims to wild cat investment schemes, would fill a long felt want. The Kansas law requires all companies offering stocks, bonds or other securities in the State to obtain formal permission from the Banking Department. The whole thing is investigated; financial standing of the company and directors, plans of operation and physical valuation if needed. During seven months since this law began operation in Kansas 500 such companies have asked permission to sell their securities. Only 44 of these have "passed" the examination.

Kansas people, according to the Bangor News, have been badly bitten by "fake" promoters. At least \$5,000,000 per year was stolen from investors by schemers who probably never expected to succeed with their schemes. This law shuts down hard on all such rascals and dreamers. A Kansas farmer can now consult the State Banking Department and will be told accurately just what to expect. The fakes are driven out and legitimate investment companies have a fairer chance to do business. Kansas is said to be the first State in the Union to supervise the sale of stocks and bonds. The law is well worth the careful consideration of every Legislature. The savings of the poor and people of moderate means are too often squandered on enterprising gentlemen in the guise of company promoters with a "sure thing," usually because there is no one in authority to warn the victims and set them right.

## THE GROWING INTEREST IN IMMIGRATION.

Members of the Board of Trade at Fredericton and Moncton are showing a ready sympathy with the Home Reunion Movement to guarantee a loan to bring wives and families of satisfactory British immigrants to New Brunswick. As will be seen from the news columns both Boards are prepared to take the matter up and discuss Mr. Fleming's suggestion at the next meeting. The support which is coming from Boards of Trade in all parts of New Brunswick is a clear indication that the movement appeals to the business men of the Province as a practical step towards the solution of the immigration problem. Interest in immigration has been awakened.

The Board of Trade at Medford has taken time by the forelock and is already communicating with London with a view to securing immigrants. This is only the beginning. It is not with governments alone that the welfare of the Province rests. The people themselves share the responsibility. It has been demonstrated in Manitoba and the Prairie Provinces that the Home Reunion Movement provides the means for the needed co-operation. There is now every indication that in New Brunswick it will meet with equal success.

As The Standard will not be published again until Tuesday morning, it takes this opportunity to wish all its readers and correspondents a Merry Christmas and the best of good cheer when the festive day arrives.

## Current Comment

(Chicago Tribune.)

The heroine of the play had just received the telegram from her faithless lover. Then she fainted, and the curtain went down. Loud applause followed, particularly in the gallery. Instantly the curtain went up. The heroine, having miraculously recovered, was on her feet, beaming and smiling. More wonderful still, the faithless lover stood by her side, also beaming and smiling, having travelled a distance of 287 miles in ten seconds in order to be on hand to acknowledge the applause.

(Toronto Mail and Empire.)

Christian Science is taking the second step in its evolution as a religion. Heresy has begun. A New Jersey congregation has seceded from the mother church and has decided to accept the Bible as guide, instead of Mrs. Eddy's book "Science and Health." The idea that there could be much left in Christian Science after "Science and Health" had been subtracted from it is an interesting one.

(Toronto World.)

The Liberals had fifteen years to put the civil service on a permanent basis. They refrained from using the opportunity, and now there is a great outcry because the Conservatives do not put things right in 15 weeks.

(Ottawa Citizen.)

When it is announced abroad that there are 425,413 more men than women in Canada there is sure to be a stampede of eligible females to this country.

(Toronto Mail and Empire.)

Alas! that the defeat of the Reciprocity Pact should have made it impossible for Canada to act as Santa Claus for her old Uncle Sam.

## COMMISSION WILL LOOK INTO CHARGES OF EXCESSIVE RATES

Ottawa, Dec. 21.—The Dominion railway commission will go west, probably in the latter part of next month, for the purpose of investigating complaints respecting excessive freight rates.

During the past month a large number of petitions have been received from boards of trade and municipal councils throughout the prairie provinces, calling upon the government for legislation to prohibit railway companies charging a higher freight rate in the west than in the east, except in so far as the same may be justified by the greater cost of operation west of Lake Superior.

These petitions were sent to Hon. Frank Cochrane, minister of railways and referred by him to the railway commission upon the ground that no legislation is needed, the commission having power to regulate freight rates. The petitions set out that the present high rates were established when the traffic was small, with the understanding that they would be reduced as traffic increased. The commission was at first inclined to require complaint in some specific cases before acting, but has now decided at the request of the minister, to take up the question, giving all parties an opportunity to be heard.

The Winnipeg board of trade has submitted a number of cases in which the freight charges between points in the west are far higher than between points equally distant from each other in Ontario and Quebec, and these specific cases will first be inquired into.

At the office of the commission it was stated today that while complaints were being received respecting a shortage of cars for moving western freight, that they did not exceed in volume the complaints made every autumn on this subject. Complaints have also been received from Ontario and Quebec respecting scarcity of cars for shipping hay.

For some weeks this fall the price of hay in the United States was very high, and there was great demand for cars from the shippers of this product. This demand was also experienced by the Intercolonial railway, but has subsided owing to the falling off in the demand for hay in the United States.

## FAMILY REUNION MOVEMENT.

(Fredericton Gleaner.)

Most of the important cities and towns of New Brunswick have already signified their intention of taking up the suggestion recently put forth by Premier Fleming, and by the formation of Family Reunion Clubs will assist in the movement to fill up the vacant lands of this province with industrious settlers. The Fredericton Board of Trade has taken up the suggestion, and its committee is at present investigating the matter, but it is intimated by the President that the matter will have the serious consideration of the board at its annual meeting in January, and that there is little doubt but that Fredericton will fall in line with sister municipalities and add its quota to a scheme which cannot fail to prove beneficial in its results. Movement of a similar nature have been successful in other parts of the Dominion and there is no reason why the same results cannot be obtained for this province. It remains for the various Boards of Trade of the province to get into consultation with each other and make public detailed information as to how the scheme has been worked in other localities. Nothing but good can result from the business men of New Brunswick being aroused and induced to take a practical interest in the important matter of immigration. This province needs a larger population, and the Family Reunion movement will undoubtedly do much to solve the problem of inducing settlers to turn their eyes in this direction.

## The New Government Wharf.

The contractors for the new government wharf on the West Side expect to start work within a few days after Christmas. A little dredging will have to be done to clean up the foundations before the cribwork can be sunk, but this will not take long. Arrangements are now being made to assemble the materials for the wharf, and it is understood work on the crib will be started in a short time. It is said that the birch for the cribwork will be obtained in the province. A good deal of concrete will be used in the construction of the wharf. The contractors will rush work in the spring and expect to complete the job well within the time limit of two years.

## DREAMSTICKS

ONCE UPON A TIME IN THE LITTLE VILLAGE OF TAMAR A MUTE WALKED INTO A BICYCLE SHOP, PICKED UP A HUB AND SPOKE.

THE END.

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