

The Standard

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ST. JOHN, N. B. WEDNESDAY, JANUARY 31, 1912.

THE MARITIME PROVINCES AND IMMIGRATION.

The announcement made by Mr. Rogers, the Minister of the Interior, that satisfactory arrangements have been come to by the Federal and Provincial Governments to inaugurate an aggressive immigration policy for New Brunswick will be welcomed throughout the Province as a practical and definite step on the part of both Governments to solve a problem which is of vital importance to every section of this community. The need of co-operation between the Federal and Local Administrations has long been felt and it is no small credit to the Borden Government that this early in its career it has grappled with the question and evolved a policy satisfactory to all parties concerned.

The debate in the House on Monday last, which arose out of the resolution of Mr. Rhodes of Cumberland, N.S., in the facts and figures it disclosed of past neglect of the interests of the Maritime Provinces was something of a revelation to those who have not closely followed the subject. Mr. Rhodes had evidently given much care and attention to the preparation of the evidence and he submitted a scathing arraignment of the late Government, which in its immigration policy practically ignored the claims of the Maritime Provinces and devoted its attention solely to the up-building of the West. He showed, for example, that the increase in population from 1901 to 1911 in the Maritime Provinces was less than 5 per cent., while the population of Manitoba had increased during the same period almost 200 per cent., and that of the other Prairie Provinces more than 500 per cent. The advantages which the Maritime Provinces offered to the immigrant, he contended, had been ignored, and in support of this contention stated that out of 2,428,760 copies of publications issued by the Department of the Interior last year only 150,000 had any reference to the Maritime Provinces. In expenditures the same neglect was apparent. In the last ten years no less than \$914,705.40 was spent by the Laurier Government for literature for free distribution, of which only \$13,760.05 went for literature descriptive of the Maritime Provinces.

The sectional character of the advertisements issued by the late Government was another point touched upon by Mr. Rhodes. He produced advertisements and maps which depicted the advantages of the Prairie Provinces in glowing colors to the exclusion of the Maritime Provinces. "A man knowing very little about the geography of this country," said Mr. Rhodes, pointedly, "would suppose from these government publications that Canada was composed of the three Provinces of Alberta, Saskatchewan and Manitoba." In closing his case Mr. Rhodes suggested that inasmuch as the Maritime Provinces possessed a little more than one-eighth of the total population of the Dominion it would appear to be just that one-eighth of the total amount of money expended for immigration to Canada should be expended to bring immigrants to these provinces. With an expenditure of \$2,000,000 he contended that \$250,000 a year should be devoted to this purpose.

Much additional information of value was contributed by other Conservative speakers, the only jarring note being introduced by Liberal members who attempted to resurrect the dead bones of Reciprocity and indulged in the old campaign arguments of "larger markets," in which they professed to see a remedy for present conditions. Mr. A. A. McLean of Queens, P. E. Island, in an able defence of the Maritime Provinces, declared that "we have the best home market in the world," and secure "the best prices for our products that can be obtained anywhere." The crying need, he said, was not "larger markets," but immigrants of good class to settle on the homesteads and bring increased prosperity to the country.

The Minister of the Interior in expressing his hearty approval of the resolution which called for a progressive policy of immigration for the Maritime Provinces, declared that as far as the Borden Government was concerned there would be no discrimination. "I propose," he said, "to invite immigration to the Provinces of Nova Scotia, New Brunswick and P. E. Island in the same form and manner and with the same hope of results that I do to the other Provinces of this Dominion, believing as I do with an intense conviction that we have in the Maritime Provinces in common with the other Provinces of Canada great possibilities which should attract immigrants who want to better their condition." It was a clear cut definition of policy and gives the Maritime Provinces an assurance of fair treatment such as has not been meted out for many years.

Dealing more particularly with New Brunswick Mr. Rogers was able to announce that definite arrangements had already been made with the Provincial Government. "I had the pleasure," he said, "of meeting the Premier of the Province of New Brunswick and his Attorney General, and discussed with them the policy that they propose to inaugurate, better calculated to bring immigration to that Province. I am very much engaged by the aggressive policy which Mr. Fleming and his colleagues propose to adopt in connection with the work in New Brunswick. I have made an arrangement with them by which we propose to assist them largely in their aggressive policy, and I am satisfied that as time goes on very fruitful and very desirable results will be found to come from the arrangements which we have made in this connection, and which I believe will be announced by the Premier of New Brunswick in the very near future. We have invited every Province of the Dominion to co-operate with us, and every Province will receive fair and generous treatment at the hands of this Government."

This announcement that the Dominion Government will largely assist the Fleming Government in an aggressive policy of immigration and that the terms on which that assistance will be given have been arranged places the future upbuilding of New Brunswick on a firmer and more assured basis than at any period in its history. A policy of co-operation, giving to each Province a fair share of the resources available is the only practical solution of the difficulty. Mr. Rogers' closing words are worth recording: "We propose," he said, "to give to the Maritime Provinces and the other Provinces, all the support and all the assistance which a very healthy treasury is able to give, in order to bring immigration to Canada, with a view to having here a happy and contented people in greater, and much greater numbers than we have at this time." With this progressive policy carried out, as there is no doubt it will be carried, the people of New Brunswick after an unhappy experience of the past may well rest content. Development and progress are assured.

NEW BRUNSWICK COLLIERIES.

Very early in the history of New Brunswick the French explorers discovered coal in Queens County and for a time carried on mining operations, sending the product to Annapolis. Of course, these operations were on a very limited scale but they were the first of the kind in Eastern Canada. The early English settlers also knew of the existence of coal and it was used for blacksmith's fires for which it was considered the best obtainable. For many years coal was taken from different parts of Queens and Sunbury counties and transported by sleds in the winter season in considerable quantities to Fredericton. In the summer the St. John River furnished the principal means of transportation to both Fredericton and St. John, but the mining was carried on in a very indifferent manner and the coal was loaded to such an extent with dirt and shale, that its use for household purposes was never very general.

The original intention of the promoters of the Central Railway was to furnish an outlet for Queens County coal, but for some reason the railway was never extended to the mines, but stopped at Chipman. The action of the New Brunswick Legislature under which the bonds of a company constructing a railway through the coal areas of Queens and Sunbury counties to Fredericton, and opening up mines along the route of the railway, were guaranteed, was in every way a praiseworthy one had it been carried out as originally proposed.

This, however, was not done. Instead of completing the railway to Fredericton, only fifteen miles of main line were built, and the remaining mileage of the New Brunswick Coal and Railway Company consisted of branch lines to the mines.

It is rather amusing, at this date, to read the speeches of those responsible for the New Brunswick Coal and Railway project, which was to make Queens and Sunbury the most prosperous counties of the Province. All are familiar with the complete failure of the project as introduced into the Legislature by Mr. Tweedie, in the most optimistic speech he ever delivered as a member of that body. Not only did his government completely fail to carry out the pledges made, but the results, instead of being beneficial to the country, were most disastrous in a financial sense. The scandal attending the handling of the money of the Province was among the worst of recent years. About three-quarters of a million dollars disappeared and no real good followed.

While Mr. Tweedie and his government utterly failed to develop the Queens County areas, there was still abundant evidence of the vast amount of wealth buried under the soil in that section of the country. Experience has demonstrated that no better coal for steam purposes could be found on this continent than Queens county coal. Wherever it was used it had given satisfaction, which had created an increased demand for the product, particularly in the city of St. John, where the demand was greater than the supply.

It was due to the large demand for New Brunswick coal in various sections of the province which led the Hazen Government to adopt a plan for the construction of a railway from the mines to Fredericton thereby opening up an increased market for the coal. The necessary legislation was obtained for the construction of this railway and a company found ready to carry out the project. This company is now headed by Sir Thomas Tait and backed by the Canadian Pacific Railway Co., which undertakes to use 100,000 tons of Grand Lake coal annually. This is more than double the quantity of coal now raised in this district.

From reports current in the mining section of Queens there is much activity in mining properties along the route of the proposed railway, the construction of which is to be commenced this year. Already several important mines have changed hands and options have been obtained on others. The immense clay deposits in the vicinity of the mines are also attracting attention and will no doubt be developed in the near future.

It is beyond question that instead of 40,000 tons of coal annually, a quarter of a million tons are certain to be raised in the next ten years. This means the employment of a large number of laborers and the circulation of much money for wages. It also means a considerable increase of population and a better home market for the farmer. The progressive move made by Mr. Hazen in guaranteeing the bonds of a corporation constructing the railway for a limited sum is heartily endorsed by all who are desirous of seeing New Brunswick more prosperous than it now is. The construction of the railway from Fredericton to Minto is second only in importance to the Valley Railway project as a means of developing one of the most important sections of the country.

The Hamilton Spectator has the following: "The rabid St. John Telegraph accuses Premier Borden of introducing the spoils system. 'Introducing' is good. What about the half thousand Conservative officeholders Laurier dismissed immediately on attaining office in 1896, 'with many more that followed later? The Telegraph is respectfully invited to come out of its trance.' To this we are almost inclined to say, 'True for you, brother.'"

Current Comment

(Montreal Gazette.)

Some Liberal papers which on Friday and Saturday last had the French Conservative members from this province bolting from Ottawa over a patronage issue, were yesterday explaining that there was and there was to be no bolt, and why there was to be no bolt, the alleged reason being that the members did not wish to lose their sessional indemnity. The explanation is an admission that the first story was a falsehood. It is only useful to add, in regard to the second that men who will lie about one thing to hurt an opponent will lie about another with the same object and the same easy conscience.

(Lethbridge News.)

In introducing a bill authorizing aid to the highways of the country, Premier Borden has implemented another of his pre-election pledges. No comprehensive scheme of road building has ever been attempted in this country. The importance of good roads cannot be over-estimated. Particularly in Western Canada, where the farmers are often located at considerable distance from a railway, is the necessity of good roads paramount. By his decision to improve the highways of the country, Premier Borden has shown himself the friend of the farmer.

(Ottawa Citizen.)

Judging from the prices that have been ruling in Ontario during the past year or two, it would pay the farmers in eastern Canada to cut down their production of cereals and go in almost exclusively for the raising of sheep, cattle and swine; together with roots and dairy produce. In addition to the local market, they would be sure of a good demand from the northwest and also for shipment abroad.

(Montreal Star.)

"Oh, my friends," exclaimed the orator, "It makes me sad when I think of the days that are gone, when I look around and miss the old familiar faces I used to shake hands with."

(Columbia State.)

Pressure is being brought to bear on Col. Roosevelt. Needless to remark, the Colonel is contributing most of the money.

WATER RATES WILL BE SAME AS LAST YEAR

Water and Sewerage Board, at Meeting Last Evening, Decided to Recommend Council to that Effect.

At the meeting of the Water and Sewerage Board last evening a motion was adopted recommending that the water rates for the city for 1912 be the same as last year. The amount of the water assessment last year was \$144,000.

As the representatives of the Water and Sewerage Board of last year were not present, the rates for Lancaster were not considered, but it is expected they will not be changed.

Ald. Wigmore presided, and there were present Ald. Smith, Elkins, Wilson, Scully, Hayes, C. T. Jones, with the Common Clerk and City Engineer. The proprietor of Carvell Hall requested that the city lay an inch and a half pipe to his premises. The engineer reported that the proprietor had been supplied with two pipes at the city's expense, one to his house and the other to his barn. He recommended that the request be not complied with, and said Mr. Carvell had refused to carry out his instructions. Ald. Hayes thought the request should be given serious consideration if the city was not to be unnecessarily expensive.

Ald. Scully said Carvell Hall had been improved and a bath put in every room. He thought the city should provide more water.

The engineer said that the law required that water fittings should be to the satisfaction of his department. But citizens were doing as they pleased, and the water pressure was going down every day. There was a cistern in Carvell Hall some time ago. He added that Mr. Carvell had refused to carry out his instructions, and had been trying to influence the aldermen.

Ald. Hayes protested against the engineer twitting the aldermen. He also observed that if the citizens refused to obey the law, the engineer should go to the courts instead of complaining to the aldermen.

The engineer declared that to put the new pipe where Mr. Carvell wanted it the city would have to cut through rock. He suggested that the present pipe to the house might be replaced by one of larger size.

Ald. Smith moved that the engineer be instructed to ascertain the cost of putting in the pipe, and find out what Mr. Carvell would contribute towards it. This was carried.

The engineer recommended that service pipes be laid to the premises of Mr. Carvell and Mrs. Keane Delb street. He said the cost would be \$350, and the revenue 9 per cent. on the outlay. The recommendation was approved.

The engineer recommended that the water assessment of \$8.00 for the years 1910-1911 on Daniel Campbell's house in the Provincial Hospital grounds be written off, as the supply is metered. Approved.

The engineer recommended that a barn be built at the Robertson Reservoir during the coming season to take the place of the one destroyed by fire on January 21st. He said the new building would cost \$300. The recommendation was adopted.

A motion was passed recommending the council to pass an order making the water rates the same as last year.

In reply to Ald. C. T. Jones, the engineer said the repairs to No. 2 extension were costing between \$5,000 and \$6,000 a year.

To Ald. Hayes he said the revenues from the water assessment in 1911 were about \$9,000 more than in 1910. The total expenditure on the water service last year was \$178,000. The revenues were about equal to the expenditure. The water assessment was about \$144,000, and the balance of the revenues was derived from the meter rates, and ships. The increase of the revenues last year was partly accounted for by the activity of the Board of Health in compelling householders to install patent closets. A bill for \$82 for inspecting hydrants in Lancaster was ordered to be sent to the parish authorities. The Board then went into private session.

GOLD FUZZLES OLD TIMERS FOR PARALLEL

Harvey Station, Jan. 30.—The cold weather of the past three weeks has started the old folk making comparisons with previous years. One old settler says the 13th of January has been the coldest since cold Friday of January, 1863, January 27, 1912, registered 24 below in this place. The lumbermen in the vicinity are overtaking their work now in good style, as there is enough snow—about one foot in the woods—for good hauling.

A Wetmore, secretary of the Oromocto Lumber Company, visited their camp on Oromocto lake last Thursday A. Morrison, of Annapolis county, N. S., is boss of the camp crew, and is now hustling to get his expected two and a half million feet in the Oromocto River.

John S. Scott, of Fredericton, who has a large contract for getting out pulp wood at Tracey Station, recently

KING COLE TEA
You'll Like the Flavor

Macaulay Bros. & Co., - King Street, St. John, N. B.

It is Open at 8.30 P. M. Close 6 P. M. Saturday 10 P. M.

February Clean-Up Sale OF Men's Furnishings

Sale Commences Today, Thursday, Feb. 1st, at 8.30 A.M.

Clean up means that everything offered for sale has to go, that decks must be cleared for our Spring business.

This season we meet the clean-up period with big stocks of Winter goods, and because these stocks are especially large prices have been made remarkably small, but this fact will evince itself when you come to this sale.

Men's shaped Mufflers, Clean up Prices, 19c, 37c, and 69c. each.

Men's Fancy Neckwear, a huge range of color effects. Clean up Price, 3 for 57c.

Men's Fancy Neckwear, latest styles and best qualities. Clean up Price, 37c. each.

Men's Soft-Bosom Shirts, in white or colored. Clean up Price, 55c. each.

Men's Negligee Shirts, white and colors, regular \$1.25 and 1.50 qualities. Clean up Price, 79c. each.

Men's Lined Mocha and Kid Gloves, regular prices to \$1.50 a pair. Clean up Price, 89c. a pair.

Men's Lined Mocha and Kid Gloves, regular values to \$2.50 a pair. Clean up Price, \$1.49 a pair.

Men's Wool Mitts and Gloves. Clean up Price, 37c. a pair.

Boys' Lined Kid Mitts and Gloves. Clean up Price, 27c. a pair.

Boys' Wool Gloves and Mitts. Clean up Price, 19c. a pair.

Dent's Cape Gloves, unlined, various odd sizes. Clean up Price, 49c. a pair.

Wire Coat and Pant Hangers. Clean up Price 5c. each.

Boys' Wool Sweaters. Clean up Price 59c. each.

Oddments of Boys' fine ribbed cashmere jerseys in navy and cardinal.50c each

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