

The Standard

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ST. JOHN, N. B., FRIDAY, JULY 12, 1912.

A NATIONAL WORK.

"This great work, this noble enterprise, represents faith, the faith of the people of Canada in their splendid country. It is a work not only for the present but also for the future. It is not only for the lasting benefit of the magnificent port of St. John but also a great gateway to the Dominion, and consequently of national interest and significance. The Government has been willing to embark upon this enterprise, to incur the heavy expenditure involved because we believe, we greatly believe, in the future of Canada and its transcendent possibilities."—Hon. W. T. White.

Few Canadians fully realize that the national idea has developed in Canada within a few years and what such an idea means to the whole country. At Confederation Canada was made up of four Provinces, brought into political union, mainly because the leaders of thought throughout the whole country realized that if the British flag were to remain on this continent it could only do so by a union of the colonies. The fight between the Confederates and the anti-Confederates was a bitter one and the struggle remained after the political union was brought about. Then there were divergent interests and while the Maritime Provinces made no objection to the Dominion of Canada being extended from the Atlantic to the Pacific, the people realized that the greater Provinces of Ontario and Quebec would reap the lion's share of the benefits resulting from this enormous expansion of territory, while the Maritime Provinces, though sharing in the expense, would be the last to benefit.

With the departure of the generation from which the "fathers of Confederation" and their opponents had been drawn, and the rising up of younger men, who knew nothing and cared less for the bickerings and quarrels of the past, a new national sentiment began to dawn and a feeling of pride in the Dominion took the place of that feeling of envy and sometimes of malice that had been manifested in the early days of Confederation. For more than a quarter of a century Canada has been a united country. Its people are proud of its development and have an abiding faith that ere long it will overshadow the Motherland in population. No country in the world possesses greater natural resources or more undeveloped wealth and the people fully realize the importance of conserving these for the benefit of Canadians present and future.

Since the completion of the Canadian Pacific Railway the whole energy of the Government has been largely expended in the development of the great West. It was the favorite child but it has now grown to an extent that the Government can turn its attention to the East and pursue a policy of development. The Courtenay Bay works are as necessary to the West as the railways which have opened up the country, for without proper facilities at tide water for handling the products of this great and growing country the trade would flow through other channels which would not be for the benefit of the country as a whole. Vast sums of money have been invested in Canadian railways for opening up the country and it is to the credit of Parliament that these great national undertakings have been extended Eastward as well as Westward.

The people of St. John have a direct personal interest in the new works officially inaugurated at Courtenay Bay yesterday, but, as pointed out by both Mr. White and Mr. Reid, the works are national in their character and attract as much attention in the West as they do in the East. They are in reality an expression of the national idea which pervades Canada from end to end. It was pleasant to hear such expressions of opinion from the Ministerial representatives of Ontario in the Cabinet as fell from the lips of Mr. White and Mr. Reid yesterday.

The proceedings were most harmonious. All the great interests that have brought about the new harbor at St. John East were represented. The Federal Government had the Minister of Finance and the Minister of Customs as spokesmen. The Provincial Government was represented by Lieut. Governor Wood and Premier Fleaming, who a few short weeks ago personally turned the first sod of the Valley Railway—which is to open up one of the neglected sections of New Brunswick to railway transportation. The Federal Parliament had for its representatives Messrs. Fowler and Pugsley. There was not a falling incident throughout the proceedings.

Unfortunately, Mr. Hazen, through whose influence the decision of the present Government to take up the work where Mr. Pugsley had laid it down, was obtained, was absent—an absence due to an important mission in the Mother Country. Mr. Pugsley was in a particularly happy mood, while claiming the Courtenay Bay works as his own child, he admitted that it was being well cared for and nurtured at the hands of another government. Mr. Fowler sought no credit for what he had done to forward the Courtenay Bay project. He has done much and of this the people of St. John are not ungrateful. The Courtenay Bay works now started will go forward to completion rapidly. They cannot be completed too soon, as the trade they are to handle will be in two or three years at the most.

THE FUTURE OF ST. JOHN.

The beginning of the great harbor improvements at Courtenay Bay yesterday marks another step in the progress of the city of St. John. As The Standard has already pointed out, the commerce of St. John has been steadily increasing since 1883. The present generation will scarcely understand the fatal blow that the fire of 1877 struck at the wholesale trade of this city. It wiped out every wholesale house with the exception of one—that of T. B. Barker and Sons, wholesale druggists. There was no stock to fill orders in hand and those expected for the fall trade in the country, and there was no way of procuring duplicate supplies of many classes of goods. The opening of the Intercolonial Railway, a year before, had induced many Western concerns to exploit the Eastern market and compete for the trade of New Brunswick, Nova Scotia and Prince Edward Island. The disaster at St. John brought a new lot of travellers to the Lower Provinces and they sold to many who had previously obtained their supplies through the merchants of this city.

The impairment of the capital of the St. John merchants through the fire made it easy for Western competition to capture their trade, but St. John men do not surrender easily and the fight, though an uneven one, was waged with vigor. After five years much of the lost trade was regained and in the years that have followed St. John has not only won back its lost trade but

has increased its business within and without the Province far beyond what it was before the fire.

The fact that the Federal Government and the great transcontinental railways of Canada have selected St. John as the most desirable of all Canadian ports for handling the winter trade of the Dominion, has had a tremendous influence in directing attention to the city. It must be admitted that St. John was not considered in the race some years ago outside the city itself. But the Canada of a quarter of a century ago and the Canada of today are not the same. Magnificent prairie country which the Canadian Pacific Railway has opened up was the home of the buffalo and the Indian. There were but few settlers in the North West and their wants were of the most primitive character. The people of the West were just beginning to get acquainted with the people of the East.

No national sentiment had as yet been developed, and in all the Provinces there were still influential men who looked with greater favor on a union of some kind with the United States than what they termed the visionary project of creating a greater Britain on the American Continent. These men are nearly all gathered to their fathers. The majority of them saw the idea they believed in laid at rest long before death claimed them. Those who still live have rather changed their opinions, or have the good sense to keep them to themselves. The election of last year furnished the most convincing argument that has ever been urged in this country that Canada will always remain a part of the British Empire, which some day in the not distant future will be more firmly cemented together than it is at present.

No matter how badly fate treated St. John, its people never lost faith, and it was this faith in the future that caused many men to grow old in the struggle to increase the importance of their city. It is a pity that some who took an active and deep interest in the future of St. John and foresaw what must sooner or later take place, were not present to witness the beginning of the greatest harbor works ever before contemplated at one time in this Dominion. Many men have dreamed of seeing Courtenay Bay alive with shipping, carrying the foreign trade of Canada. Now the dream is to be realized, and St. John is in a fair way to be reckoned among the great ports of the world.

Thirty years ago the New York Journal of Commerce, then edited by "Old Man Stone," as he was affectionately designated by the profession which he honored, told the citizens of New York that St. John, New Brunswick, was the only port whose competition New York had to fear. Mr. Stone was a careful observer. He saw the North West of Canada being rapidly opened up for settlement and the dawn of a national sentiment which would eventually demand that Canadian trade should flow through Canadian channels. He recognized also that with the development of this new sentiment would come also closer union with Great Britain, and that the constantly growing tariff of the United States would further separate Canada from the Republic.

Mr. Stone was no dreamer. The time is not far distant when the United States will pay dearly for erecting that almost unremovable tariff wall for the purpose of harassing the trade of Canada and forcing this country into a political union—for that has always been the purpose of the Congress of that country, all denials and repudiations to the contrary notwithstanding. In a dozen different ways St. John's prosperity has been adversely affected by United States legislation, but it will not be long before the people of that country must lower their tariff for self-protection and this will be done no matter which party elects a President in November next.

St. John has reached a stage when nothing but an earthquake which would swallow up the site of the city can prevent its growth. Situated in the very centre of the Maritime Provinces, with water and rail routes which reach practically every city, town and village, it commands the trade of the Maritime Provinces more than any other city within their limits. It not only commands the trade but the trade is coming here now. Compare the shipment of goods through the railway depot of ten years ago with what they are today. The increase is enormous. The same may be said of the coasting trade. In 1900 the coastwise clearances totalled 546 vessels of 349,545 tons. In 1910 they had increased to 1,226 vessels having a total of 764,682 tons, more than double and the increase is still going on.

The completion of a Reciprocity Agreement with the West Indies will further increase the commercial importance of St. John. This city is the best situated of any city in Canada for handling that trade. The Board of Trade ought to take the matter up at the earliest possible date and see to it that St. John is not left behind in the race. It was the now forgotten Trade Promoting Association of St. John that secured the West India subsidy which was operated for a time by St. John capital and then passed to Halifax control. The trade between the West Indies and Canada belongs to St. John just as the winter port trade does—because it can be handled through trade cheaper and quicker than it can be handled through any Canadian port. It is a good trade because it lasts all the year round and not only for the closed season on the St. Lawrence.

This brings another matter into consideration, that of trans-Atlantic business in summer as well as in winter. The experiment is being made this year of carrying Western grain across the ocean from St. John. Some people may regard this as a somewhat difficult proposition but it must be borne in mind that the largest portion of grain brought to New York from Buffalo is no longer water-borne through the canals but is carried by rail in direct competition with the barges, and it would not be surprising if the experiment should prove successful. If grain can be exported through St. John in the summer season, package freight can be handled to even greater advantage. In this best situated of any city in Canada for handling that trade, St. John would become a strong competitor with the St. Lawrence route. It would be a great stride for St. John if an all-year-around trans-Atlantic trade were established through this port.

St. John is now the greatest distributing centre in the Maritime Provinces. In a few years it promises to be the principal industrial centre also. There is apparently every prospect of the much talked of sugar refinery becoming an actuality. The existence of a dry dock will most certainly tend to the station of a ship building as well as a ship repairing plant. There is much more in the rumor of a steel plant for St. John than appears on the surface, and it is not unlikely that another great industry is to make its home in this city. Paper making will be added to existing pulp industries and furnish employment for many industrial workers. There are many suitable sites near the city for this industry, which some people will be surprised to learn once existed here when paper was made by hand.

These things will not happen in a day, but the next ten years will be growing years for St. John and bring back in more substantial form the prosperity which the people enjoyed when the shores of Courtenay Bay were lined with shippers and the sounds of the hammer and the axe made music from early morning till late at night.

(Winnipeg Tribune.)

The best friends of Canada and the Empire do not desire a political party fight on an Empire question. The true friends of Canada and the Empire would sincerely hope to see a united Canada on the question of helping the Mother Country. The people will have something to say if the politicians try to make a political football out of the naval question. Our politicians should learn a lesson from the statesmen of the Motherland and deal with Empire defence as British Canadians, not as mere Oris and Tories.

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THOUSANDS VISIT THE FERRARI SHOWS

Attendance at Big Attraction Yesterday was Very Large and Every Patron was Highly Pleased.

Five thousand people attended the Ferrari shows, at the exhibition grounds yesterday afternoon, and a much larger crowd last evening. The fact that each day shows an increase of almost 100 per cent. in the attendance over the previous day, is a strong proof of the quality of these shows and the fact that they are in such those who have seen them, and are consequently in a position to judge of their worth.

While the leading feature of this splendid aggregation of shows is undoubtedly Ferrari's trained wild animal show, still there are a number of smaller shows which deserve more publicity than has heretofore been given them in these columns, due largely to the fact that a busy reporter can hardly afford the time in this strenuous week to take in all the shows at one time.

From a show that particularly appealed to the reporter of The Standard when he visited the grounds yesterday, was the big hippodrome, with its combined musical act and trained horse, dog and pony show, not to forget Maud, the mule, whose fight with a rider would be a most amusing amusement to all present. The musical part of the programme is given by the noted Willard family, who are well known to the vaudeville world throughout the entire continent; their saw mill musical selection should especially appeal to all New Brunswickers, incidentally it might be said that the saws used are the product of a local source.

From a scientific and educational standpoint, mention should also be made of the huge boa constrictor, over 29 feet long, and also of the African native village where a correct facsimile of the Congo villages is on view, and an experienced lecturer in charge to explain the various features, native dances and ceremonies are also demonstrated by members of the tribe whose home is thus reproduced.

Altogether the aggregation presents a many-sided combination and anyone visiting the grounds will be sure to find one or more shows of interest to him.

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entertaining. Billy is one of the funniest farces seen here for many days and that it could be so well done by the same players who gave such a sterling production of a serious play like The Typhoon on the first half of the week is the best evidence of the versatility of the men and women who make up the King-Lynch company. The good work by all the members of the cast last evening was such as to win instant favor with the audience. Mr. Lynch, Miss Edie, Miss Belle Dale, Mr. Crehan, Mr. Bille, Mr. Nealand and the other members of the company were of high class order. Billy will be repeated tonight and at two performances tomorrow. It is a great laugh provoker and an excellent summer show. The company will close its engagement here on Saturday night but is expected will return here in October for a longer season.

The King-Lynch players appeared in the Opera House at the afternoon and evening performances yesterday to good audiences. The bill was the farce comedy, Billy, and as presented is expected will return here in October for a longer season.

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