

The Standard

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ST. JOHN, N. B., THURSDAY, MAY 16, 1912.

A RECORD OF GOOD GOVERNMENT.

"By their fruits ye shall know them." When all is said it is by this standard that governments are judged; it is by the evidence of things done and left undone that the electors deliver their verdict. It was eminently fitting, therefore, with a provincial election pending, that at the banquet tendered to Mr. Flemming, the Premier of the Province, on Tuesday, a review of what had been accomplished by the Government should be submitted to the people. It was equally fitting that it should devolve upon Mr. Hazen, the predecessor of Mr. Flemming in office, to place this review of his own and the succeeding Administration on record. When the people of this Province four years ago threw party politics to the winds and voted for Good Government, it was at Mr. Hazen's call that they responded; it was to him they looked for an honest and progressive Administration. In the coming provincial elections Mr. Hazen's political fortunes are not at stake, but he is none the less interested. Having filled the office of Premier for three years and a half and having recommended Mr. Flemming as his successor, it was a duty owed to his people before the people an account of his stewardship.

It was more particularly to the legislation placed by the Government of the Province on the Statute Book during the last four years that Mr. Hazen directed his attention. There is no surer or better method of estimating the ability of a government to legislate wisely for all the people than the record of the acts which they have introduced and passed during the sessions of the Legislature. It is the purpose of this article to set out briefly some of the principal acts for which Mr. Hazen's Government and the present Government were responsible and which have become the law of the Province since March, 1908. Divided into sessions the list in part is as follows:

Session of 1908.

An Act to provide for the appointment of an Agricultural Commission. An Act authorizing an inquiry into the Central Railway and New Brunswick Coal and Railways Company. The Audit Act. An Act to amend the Workmen's Compensation Act. An Act to authorize the finding of the floating debt of the Province. The Highway Act.

Session of 1909.

The Judicature Act. Amending the Probate Court Act, under which the probate fees on small estates were reduced. An Act relating to Arbitration. An Act to amend the Liquor Licence Act, reducing the number of hours for a tavern to be legally kept open and making better provisions for bringing local option into effect in wards and parishes where the Liquor Licence Act was in force. A new Public Health Act. An Act for the better protection of sheep from dogs. An Act to amend the Highways Act. An Act respecting the protection of game. An Act in aid of the development of the Gloucester County iron deposits. An Act to assist in the prevention of tuberculosis. Among the private Acts passed this year was an Act to incorporate the St. John Valley Railway Company.

Session of 1910.

An Act to establish a Public Utility Commission. An Act to establish a railway along the St. John River Valley. An Act in aid of the construction of a dry dock in or near to the city of St. John. An Act providing for the pension of school teachers. An Act to provide for a Bureau of Labor. Among the private legislation of this year was an Act to incorporate the St. John and Quebec Railway Company, and an Act to incorporate the Fredericton and Grand Lake Railway Company.

Session of 1911.

An Act to provide for replacing the Suspension Bridge over the St. John river between St. John and Fairville. An Act respecting municipal and other debentures under which municipalities are compelled to maintain sinking funds. An Act in further aid of the development of the coal areas of Queens and Sunbury counties. An Act in aid of the South Hampton Railway Company. An Act to establish the Jordan Memorial Sanatorium and another in aid of local sanatoriums. An Act for the prevention of fire in hotels, under which all hotels are required to maintain fire escapes under inspection of the Fire Inspector. A motor vehicle law. An Act to aid the Town of Campbellton. An Act to amend the New Brunswick Factories Act, under which stationary engineers are required to pass an examination and take out certificates.

Session of 1912.

An Act to provide for the construction of the St. John Valley Railway. An Act to provide for the construction of the Gibson-Minto Railway, and for the better development of the Queens County coal areas. An Act to provide for the settlement of farm land, which provides for the appointment of three commissioners to constitute the Farm Settlement Board. An Act to authorize the issue of bonds to the amount of \$100,000 and to invest the proceeds in improved farm lands within the Province, to improve the same, to erect houses and buildings thereon, wherever necessary, and to buy and sell personal property and to employ workmen when necessary when carrying on the work. The farms so purchased will be offered for sale at actual cost to emigrants or natives of the Province who will apply for them. The payments are to extend over a term of years, (first payment 25 per cent.), the deferred payments to bear five per cent. interest.

In addition to these important Acts passed by the Legislature, the Government have introduced a very large number of amendments to pre-existing legislation which has been greatly improved and simplified during the past four years. The private legislation since 1908 has been of a very important character and will tend to a much more rapid development of the great natural resources of the Province than for many years past.

The foregoing list is worthy of the careful consideration of every elector who has the welfare of his Province at heart. It is a record of legislation of which any Government would be proud. Elected on a platform of Good Government the Administrations over which Mr. Hazen and Mr. Flemming have presided carried out that pledge to the letter. They have given not only capable but honest Government of which, as Mr. Hazen pointed out, the Province stood most in need. The increase of more than \$200,000 in the territorial revenue, by honest collection of stampage, the impetus which has been given to agriculture, the development of transportation facilities and the general prosperity which prevails throughout New Brunswick provide additional evidence that the Government have a progressive and honorable record in which the people can safely trust.

STILL MISTRESS OF THE SEAS.

Pessimists in the Old Country are given to talking of the naval decline of Great Britain. It is as well to realize that the strength of the navy has declined as regards only one of the great Maritime Powers; and moreover, one that will not celebrate its jubilee as a nation for some years to come yet. As a matter of fact, if the five principal naval Powers are taken it will be found that Great Britain's position has improved rather than declined in recent years.

In the last issue of the Naval and Military Record, published in London, an instructive comparison is given bearing on this point. In the five years 1907 to 1906 inclusive a total armored tonnage of 249,125 was launched for Great Britain, Germany, France, the United States and Japan, the tonnages and proportions of the various nations being as follows: Great Britain, 87,977 tons, or 35.3 per cent.; Germany, 36,106 tons, or 14.5 per cent.; France, 30,210 tons, or 12.1 per cent.; the United States, 72,184 tons, or 29.4 per cent.; and Japan, 21,648 tons, or 8.7 per cent. In the subsequent five years, from 1907 to 1911 inclusive, the amount of armored tonnage launched declined slightly to 242,440, owing to the great reduction of United States shipbuilding. Of this total Great Britain accounted for 89,450 tons, or 36.8 per cent.; Germany for 33,050 tons, or 13.6 per cent.; France for 33,530 tons, or 13.8 per cent.; the United States for 33,530 tons, or 13.8 per cent.; and Japan for 18,120 tons, or 7.4 per cent.

The greatest increase was in the case of Germany, whose share advanced from one-seventh of the whole in 1906 to just over a quarter in 1907-11, while the proportionate share of the United States fell from nearly a third to less than a seventh. The only really unsatisfactory feature of the comparison is that whereas the Anglo-Saxon nations accounted altogether for 64.7 of the armored tonnage put afloat between 1902 and 1906, they represent only 50.6 of that launched between 1907 and 1911.

The British share of the Dreadnoughts of the principal Powers is even more encouraging. Including the ships provided for by the current year these five nations possess 58 all told, and in all stages of construction, and their distribution is as follows:

	No.	Percentage.
Great Britain	36	42.4
Germany	23	27.1
United States	12	14.1
France	7	8.2
Japan	7	8.2
	85	100.0

These figures, of course, only emphasize the keenness of the competition between Germany and Great Britain. In 1902-6 the British Admiralty launched 51,871 tons of armored ships more than Germany; but in 1907-11 our superiority was only 26,400 tons, or slightly more than a half. It is curious to note that the combined British and United States proportion of Dreadnoughts—56.5 per cent. of the whole included above—is rather greater than Great Britain's combined share of armored tonnage launched in 1907-11; but the United States navy promises to decline very considerably in the near future.

THE DARDANELLES.

The recent naval demonstration by Italy in the Dardanelles is claimed in well informed circles in Europe to have a deeper significance than attaches to the mere bombardment of the Turkish fortifications. The Dardanelles, or the Strait of Gallipoli, as sometimes called, are the long and narrow strip of water between Europe and Asia which connects the Aegean Sea with the Sea of Marmora. Strategically the strait is of great importance as it commands the entrance to Constantinople from the Mediterranean. It is also a water highway used extensively by the commercial fleets of Europe.

As the result of the bombardment Turkey has taken a course which Italy must have been well aware would be adopted. She has closed the Dardanelles to all ship traffic. The loss and inconvenience to the commercial fleets of Europe by this action is likely before long to call for intervention which, judging by the slow and unsatisfactory progress of the war, from Italy's standpoint would well suit her purpose. Turkey is within her rights in closing the Dardanelles, but if the Powers step in, as there is every reason to suppose they will, in the interest of their own shipping, it will be with the direct intention to the belligerents that is about time they settled their differences and came to terms.

The suggestion is also entertained that Italy's warlike demonstrations in the Dardanelles have the tacit consent of Russia, a country more interested than any other in Europe in stirring up international complications over this question. By the treaty signed in 1841 no foreign ship or war may pass through the Dardanelles without the consent of Turkey. The treaty has not always been rigidly adhered to, a notable instance occurring in the Russo-Japanese war, when two Russian volunteer fleet cruises slipped through the Bosphorus and the Dardanelles under a commercial flag. But, in a general way it has been recognized by the Powers, and is the great obstacle to the Russian fleet's access to the Mediterranean. It has been one of the chief aims of Russia's foreign policy for many years to obtain permission for her fleets to pass freely through the straits. The other European powers are equally alive to the fact that the Dardanelles are the key to the situation and each permission has been granted, not a likely, without a revolutionary disturbance of the balance of power, that it will be.

Current Comment

(London Free Press.)

Recent discoveries in Kent, have shown the existence of enormous coal fields to be added to the resources of Great Britain. It has been calculated that there are 83 million tons of first-class coal available, seams extending even under the British Channel, so that the oft-predicted exhaustion of the British coal fields is not likely to be apparent for several hundred years yet.

(Winnipeg Tribune.)

The word "never" in politics once remarked Mr. Bal four, is used only by those who are very young. Another word of the same kind is "cannot." If there is anything which a little acquaintance with political history teaches, it is caution about making sweeping assertions or confident predictions.

(Ottawa Free Press.)

The fact that not a vessel flying the American flag entered the Thames last year is no more surprising than that a man totally ignorant of ships and the sea should be head of the United States Titanic inquiry. It's a way they have across the border.

(New York Herald.)

A life prisoner at Stillwater, Minn., refuses to accept freedom. The poor fellow has been reading about the Taft-Roosevelt struggle, the high cost of living, the Mississippi floods and the suffragist parade until he feels as if right where he is.

(Hamilton Herald.)

Reciprocity may be dead and buried. If so, why not let it rest in peace? It is not seemly to perform unwholesome antics over its grave.

BUMPER CROP IN MANITOBA SAYS

HON. GEO. LAWRENCE

Winnipeg, May 15.—"Prospects for a bumper crop this fall in southern Manitoba were never better," stated Hon. Geo. Lawrence, minister of agriculture yesterday. Mr. Lawrence has just returned from a week's visit in the southwestern portion of the province and was able to see first hand just how conditions stood.

ST. STEPHEN CHURCH HAS A NEW PASTOR

Special To The Standard.
St. Stephen, May 15.—Rev. E. B. Wyllie, a recent graduate of Kingston University, was ordained and inducted into the pastorate of St. Stephen's Presbyterian church this evening. Rev. W. W. Rainnie presided and the charge to the minister was made by Rev. Mr. McKean of St. John, and the address to the people by Rev. Mr. McPherson of Harvey.

TRIBUTE TO LATE DANISH MONARCH

London, May 15.—Tributes were paid today by the speakers of both Houses of Parliament to the memory of the late King Frederick.

Most Anything

Modest Los Angeles.

While our visiting Shriners doubtless love their Far Eastern homes, and probably have business affairs which tie them down, we'll bet a dollar that if a canvass was to be taken 90 per cent. of them would swear they never dreamed of seeing such a city as Los Angeles is, and that they are already head over heels in love with it, our climate and our people, and that if they could (or can) they will hike back after the convention sell out and return to make Los Angeles their home, until Gabriel toots his horn.—Los Angeles Express

The Cantaloupe Primary.

Cheer up! Imperial Valley, Calif., promises 50,000,000 cantaloupes this year, no matter who is nominated at Baltimore or Chicago.—Boston Globe. And the average consumer will stand about one chance in a possible one hundred of selecting one that is really all that a cantaloupe should be from an epicurean standpoint, also irrespective of who is nominated, etc., etc.—Bildeford Journal.



"A man fell six stories the other day and wasn't hurt a bit." "Well, I fell for ten of your stories yesterday and can still get around."

Do the Girls Really Need a Rest?

Tomorrow is Mother's day girls. Let mother have a good rest; the next day is washday.—Boston Globe. Hold on there, boys! why not give the girls of the household a rest, too. They are "potential mothers," you know.—"As She Sees It" in Lowell Courier-Citizen.

Might Wear Red Lanterns.

The Massachusetts woman who would have all persons compelled to wear buttons to indicate whether they are married or single would confer a boon upon susceptible bachelors by adding a requirement that divorced and widowed shall hang out danger signals. St. Louis Republic.

Looks More Like a Full House.

The Boston Globe asks: "Four in a room at Baltimore—what is it politics makes?" Two pairs?—Lynn Item.

After a heavy windstorm in Kansas last week, employees of a cement plant three miles east of Sugar Creek found on the railroad tracks nearby a 25 pound buffalo fish and a number of smaller fish, mostly cat and bass. The fish were found about 20 feet from the south bank of the Missouri River and it is supposed they were blown out of the water during the storm.



THE MAN IN THE BOX OFFICE YELLED, "DO YOU WANT A TICKET, OR WHAT DO YOU WANT, TALK FAST?" UP FIES THE DAME WITH THE BOM LAMP; WHEN NIAGARA FALLS, DOES THE WATER RUN AWAY? HELP!

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