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FRIDAY, MARCH 22, 1907.

DR. PUGSLEY IN PART III.

If there are any number of persons who have been doubting that the Provincial general elections are soon to be called on, that doubt will have been dispelled in those who have been keeping their eyes on Dr. Pugsley within the last two or three days. For the purpose of effect the Attorney General, who is also acting as Provincial Secretary, has been carrying his budget speech over in three parts, a part for each day, recalling those writers of fiction who maintain that the closing chapters should be made if possible the best satisfying part of the story. Our exceedingly zealous Dr. Pugsley was at it again in the Legislature yesterday afternoon, in what might appear to some to be the last chapter, but, to those who are familiar with the doctor's methods and his notions and beliefs in his trading with the public, not the last. Though aid for a much needed dry dock at St. John has been withheld for years, during which there has been persistent agitation and yearning Dr. Pugsley will supply the capital and build this dock at once. We needn't bother about the money, or the plans, or what will best suit the object to be attained. Reading from his speech, he has attended to all. We are to have the best, no matter what the cost. He has spent sleepless nights of long years, and now, fortunately just on the eve of an election, he has the solution. It is needless to enlarge further. To spare our forests from the dangers of fire, and thus maintain intact our wealth in assets, he has placed our self in communication with the heads of the Grand Trunk Pacific railway, and at his urgent solicitation the new Transcontinental, which will run through many millions of acres of our best wood lands, will use the electric locomotive, the electricity to be supplied from Grand Falls, where through the efforts and foresight of the Attorney General alone, a company is now at work developing a scheme under authority which he has given them. Incidentally through the Legislature. And, happily also on the eve of an election, we have another thought in the great chain in this connection which is to be given effect presently. The area of operations for the speculator is to be cut down. The learned doctor, though never associated with speculators and unfamiliar with their methods, has promptly settled it that whatever good they may be in a country such as ours, or even further west, he will not permit them to come too close to the line of railway, which he is to have operated by electricity. He is to keep them back at least a mile, and give our own people the benefit of all that property coming within the radius of the Transcontinental save that portion to be reserved for stations and that sort of thing, and from this the provincial treasury will get a revenue from the railway company, in whose management and affairs he would also appear to have the guiding hand. But this is not all. The reading public must not assume that on the eve of an election Dr. Pugsley would be content to rest just here. He could not feel that he had done his duty to his country if he had failed in any one particular to take full advantage of all the golden opportunities which he saw appearing before him. We are to have a railway down the St. John Valley, and it is to be a part of a Transcontinental system. It may be news to the people that the Canadian Northern, or the Mackenzie & Mann system, the work on which has been in progress for years, pointing in this direction all the while, is a creation of Dr. Pugsley, but the elections are coming on and we must expect the fifth to come out. It might not be strictly in accordance with

the fact to say that the Canadian Northern is one of the pet railway schemes of our zealous Attorney General, but inasmuch as we have been cut out of his others, and the Canadian Northern is the last trunk line that will be built in this direction with assistance from the public funds, Dr. Pugsley would not wish us to think, on the eve of his appeal to the country, that he would willingly permit this last opportunity to slip his attention, and pass beyond his mighty influence. We remember that a year ago last fall, when it was intended to precipitate the provincial elections, and which as a matter of fact were held back because of some political disappointments, the government intended then to launch this same Canadian Northern scheme upon the people of the St. John Valley. It had been practically settled that the Grand Trunk Pacific, through the influence of Nova Scotia, would not accept the Valley route. And the Canadian Northern was to be taken up for political effect. But the elections not having been called on, the government were not then particularly interested. And we have the business now just where it dropped out of sight over a year ago, when the elections were in contemplation. Nothing new; the prospects none the brighter beyond the effort of painting of Dr. Pugsley, who is now his own artist. But why take away any credit from the Attorney General? He deligates to dream of such things as he has told us about, and he is crowded with the belief that such dreams in fluence and delight the people also. And again, the Canadian Northern is coming in this direction in any event. We will all have to do our share, and we will do it willingly. The doctor may be somewhat immodest in taking all the credit for the opportunities which this section of the country of for to the Mackenzie & Mann enterprise, and to take advantage of which the road is to be run in this direction as a business proposition; but would it not have the appearance of deliberate cruelty to take away from our zealous friend any of the delights which go to make him buoyant in his soliloquies? It may be three or four years before the practical work of the Mackenzie & Mann enterprise is undertaken in this part of the province. The Canadian Northern scheme in the west throughout Ontario and in Quebec has been pushed with great vigor, and within a comparatively short time the company will be ready to push their scheme to completion through this province. When ever they come they are entitled in their enterprise to all reasonable assistance which our people can give, not merely as a local work, but as a national utility of great promise. We hope it will not be necessary to remind the Attorney General that this is not an enterprise to be trifled with.

THE ST. JOHN VALLEY.

In Part III of his budget speech in the Legislature yesterday afternoon we reported of Dr. Pugsley:—
I have said that I was disappointed at the River route for the Grand Trunk Pacific not being chosen.
And then Dr. Pugsley went off to point out the great advantages which the St. John Valley offered over all other routes for such a line as the Grand Trunk Pacific. The approaching elections are having a peculiar influence on our very busy Attorney General. At the convention of the Liberal party of the province, held at St. John a couple of months ago, Dr. Pugsley was in attendance, having been admitted to full membership. On that occasion a resolution was submitted expressing the opinion that the St. John Valley would best serve the interests of the province as a part of the Grand Trunk Pacific, and recommending that route for adoption. Had the party passed this resolution in convention, Sir Wilfrid could not have ignored the St. John Valley wholly. It would have conveyed to him an expression of opinion which could not have been set aside with indifference. What was Mr. Pugsley's attitude then? He joined forces with those of his party who insisted on the resolution being withdrawn, and thus smothered the claims of the St. John Valley as far as it was within their power to smother them. If he were not at the bottom of the scheme he played into the hands of the very men who were determined to defeat the interests of the St. John Valley at all hazards. It therefore savors of impudence in the Attorney General to come to our people under another guise for sympathy and support now that they do not need either his services or his influence.

A LUCKY LAWYER.

R. T. MacDuff, barrister, of Halifax, an active Liberal campaigner, is down in the Auditor General's books as having received for legal services to the government in the last fiscal year, with taxed costs, \$10,314.78, which is high water mark in his profession for the year. No less than \$14,141 was paid him for services connected with the purchase of lands

at the railway terminus in Halifax. On Tuesday the Public Accounts committee tried to ascertain from this agent of the department what he did to earn this money. Examined by Mr. Crockett Mr. MacDuff admitted that he had charged the government for a full day's work of searching titles on each of three, four and six different properties on the same day. The nominal charges were sometimes \$10 and sometimes \$15 a day, but by this system of multiplication there were charges of \$65, \$85 and up to \$145.50 on the same day. This appeared by the accounts presented but Mr. MacDuff would give no information as to the way the accounts were made up. That business was done by his partner.

A SHIFTY MINISTER.

The Minister of Labor has been a hard leader to follow in his last measure for the prevention of strikes. The amendment which he is introducing to the Conciliation Bill provides that government investigation must precede a strike or lockout in respect of any government utility. Mr. Lemieux began by stating that steam railways were not included in his measure. At the next stage he declared that steam railways would be included and that the railway households were pained with his bill. Then came the announcement from the representative of the railway men that they did not like the bill at all, and that their spokesman had only expressed approval of the bill when he was told that it did not apply to railways. The minister by this time had declared that the bill would be no good if railways were left out. He has now proceeded in part from the second position and professes to be willing to leave the railway men free to seek a settlement under the amendment now before the House or the previous railway disputes act.

Montreal Gazette: It came out in the Public Accounts Committee of the House of Commons that in a purchase of 24% acres of land for the Intercolonial Railway in Halifax, a number of gentlemen who were fortunate enough to become possessors of the property shortly before the Government discovered that the rail road needed it, made a profit out of the sale of \$22,521. The case was seemingly a repetition of that of Montreal exposed last year. It is the evidence in regard to that that the Halifax Herald has been enjoined by legal order not to publish. People may guess why. There may be a parliamentary election in Halifax soon.

The government majority in the committee on Agriculture has ruled out once more all inquiry into the names of the beneficiaries of the North Atlantic Trading contract. A government officer had the information but he refused to answer Mr. Monk's questions, and the majority supported the suppression.

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