

The Standard

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ST. JOHN, N. B., SATURDAY, JUNE 8, 1912.

THE OPERA HOUSE MEETING.

The Government meeting at the Opera House last evening was one of the most enthusiastic political gatherings ever held in the city of St. John. It was Mr. Hazen's first appearance on a political platform since he was elected to represent the City and County of St. John in the Dominion Parliament, and the reception accorded him shows that his popularity has been well maintained, and even increased, since entering the wide world of Federal politics, in which he has already achieved so much for the material benefit of the important constituency which he represents.

As Premier of the Province Mr. Hazen left behind him a record of achievement far beyond that reached by any of his predecessors. Since he entered Dominion politics and became a member of Mr. Borden's Government, Mr. Hazen has gone on pursuing a progressive policy that will greatly benefit, not only the citizens of St. John but the people of the whole Province.

Although Mr. Pugsley represented St. John, and was a member of Sir Wilfrid Laurier's Cabinet from 1908 until 1911, he failed to complete the contract for the Courtenay Bay improvements before he was ousted from power, and it fell to the lot of Mr. Hazen and the Borden Government to carry out the unfulfilled pledges of the ex-Minister of Public Works.

There is no disposition to deny Mr. Pugsley all the credit that is his due, but the evidence is very strong that his influence in the Laurier Cabinet was insufficient to secure the Courtenay Bay works for St. John. The lowest tender for this work was known on August 10th and did not come in until September 21st, but during this six weeks or so Mr. Pugsley was unable to obtain authority to sign the contract and the best that he could do was to leave a letter in the Department asking his successor to carry out what he had failed to do, and another from Sir Wilfrid Laurier to the effect that only the magnitude of the work prevented the contract from being signed.

The Laurier Government signed other contracts of almost equal importance during the period that Mr. Pugsley waited for authority to sign that for the Courtenay Bay works. Mr. Hazen met with no such opposition from the members of the Borden Cabinet but got authority to have the contract signed just as soon as a proper investigation of its provisions could be made.

Mr. Hazen has done much more than this during the short time he has been in Ottawa. The contracts for additional wharf accommodation and for the sea wall on the West Side have been signed. This latter permits the C. P. R. to go ahead and build a new elevator for handling the grain trade of the West which is rapidly increasing through this port. He has also secured a grant for a new Government wharf on the West Side for the Marine and Fisheries Department which was greatly needed. It is natural that such a record should be productive of enthusiasm.

In dealing with Provincial issues Mr. Hazen touched upon the beneficial legislation brought forward by the Government while he was Premier, and referred to the efforts made to secure the Valley Railway for the people, which have resulted so successfully. A fitting answer was given to the Opposition cry of broken pledges by a brief recapitulation of the history of the Central Railway, which Mr. Tweedie promised would be built from Chipman to Fredericton, and a coal mining plant established to work the mines of Queens and Sunbury, all for a bond guarantee of \$450,000. Double that amount was spent and only 15 miles of the railway constructed, notwithstanding the continuous promises of the Government that the line would go to Fredericton. The coal plant was dropped altogether and in the end the Province was compelled to take over the railway which has since been operated at a serious annual loss. Here again Mr. Hazen was able to show that he had paved the way to correct another of Mr. Pugsley's failures by securing a contract for the construction of the railway which Mr. Pugsley and his friends had failed to build, and this on much more favorable terms than were ever proposed by either Mr. Tweedie or Mr. Pugsley.

Regarding the Valley Railway Mr. Hazen compared the legislation brought forward in 1907 by Mr. Pugsley, under which he proposed to construct a railway from Westfield to Centreville, which was to become part of the Canadian Northern. The ridiculous claim of Mr. Pugsley that McKenzie and Mann would undertake to operate this road, and the attitude of the ex-Minister towards the Provincial Government on the question, were thoroughly exposed. Mr. Hazen being able to demonstrate beyond the shadow of a doubt that the self-interest of Mr. Pugsley was the sole inspiration of this opposition. Instead of a railway from Westfield to Centreville, as proposed by Mr. Pugsley the present Provincial Government are building a road from St. John to Grand Falls.

The meeting which was the first held in the city proper was in thorough accord with the speakers. The reception given the speakers last night will go a long way to convince the electors that the full Government ticket will represent St. John in the next Legislature.

A DISHONEST STATEMENT.

The Telegraph published on its first page yesterday some extracts from a speech made by Mr. C. W. Robinson in the Legislature last March. In concluding his reference to the financial condition of the Province Mr. Robinson read a statement in which he gave what purported to be the ordinary expenditures of the Province for a number of years, and another statement which he was pleased to term the net debt of the Province. This statement of net debt is most misleading. It is the difference between the assets of the Province and its liabilities. No account is taken of the Crown Lands or public buildings.

When the statement first appeared in the Public Accounts in 1884 the account was what it purported to be, a statement of the net debt but in later years the title of the account had been changed and it now appears under the heading of "Balance Sheet, Province of New Brunswick, Year ending —" and includes such items as Contractors' Deposits, Committed Pensions, Probate Court Deposits, Supreme Court, Chancery Division, Deposits and Guarantee Deposits. Included amongst the assets is the New Brunswick Railway Coal and Railway Investment which is not considered very valuable and is certainly not revenue producing, as the annual loss in operating the road has been \$20,000 since 1905.

In his statement Mr. Robinson gave the current

revenue of the Province for 1902 as \$845,637. The Auditor General's report for that year gives the current revenue of the Province as \$1,095,637.16. The year 1902 was the one in which the old Government made a bare attempt to square up their over-expanded accounts received from the sale of debentures issued ostensibly for the replacement of permanent bridges and for the damages done to roads and bridges by freshets, and the additional sum of \$60,000 to recoup the current account for expenses in connection with the smallpox epidemic.

In 1901 and 1902 the old Government received \$280,692.13 in settlement of the Eastern Extension claim. It took the whole of the proceeds of the bonds and the receipts from the Eastern Extension claim to pay off their over-expenditure of previous years, and then they did not settle them all as there was a balance of \$13,067.20 against the Provincial Hospital. They claimed a balance of \$6,755.91, but in reality there was a deficit of \$6,701.29. Mr. Robinson's statement is therefore quite in line with the general policy of misrepresentation of the financial condition of the Province under his own and previous Governments.

According to Mr. Robinson's statement, the debt of the Province only increased \$1,148,638 between 1900 and 1908. The Auditor General's report gives the debt of the Province in 1900 as \$3,074,346.68 and in 1908 \$5,324,333.99. The actual increase in these nine years in the interest bearing debt of the Province was therefore \$2,249,987.31, or considerably more than double what Mr. Robinson said it was. These figures cannot be questioned. They are absolutely correct and if anyone chooses to take the trouble to go over the Auditor General's reports for the years mentioned the figures will be found there. It is altogether different from the figures furnished by Mr. Robinson, as they are nowhere to be found in the Auditor General's report. His is a manufactured statement and an untrue one at that.

The burden of a debt on the people is its interest charge. The interest on the bonded debt of New Brunswick in 1900 was \$129,205. In 1908 the interest charge amounted to \$210,720 an increase in nine years of \$81,515, or about double the amount that the old Government were able to expend annually for agriculture.

In the last three years the present Government have only added about \$150,000 to the bonded debt as the result of legislation passed since they came into power. Of the total increase of \$239,900 in the bonded debt the remainder is chargeable entirely to the old Administration whose pledges the present Government were bound to carry out.

THE CAMPAIGN IN QUEENS.

Most encouraging reports have been received from Queens County regarding the campaign of Messrs. Woods and Sillp, the Government candidates. Since they received the nomination at the Gagetown convention both of the candidates have been actively engaged in a canvass of the constituency and have already held in all the districts visited has been of the most cordial character and the indications are that they will be returned by a largely increased majority over that of 1908. The people of Queens County fully realize the great benefits they will derive from the progressive policy of the present Administration. For many years they were promised a railway through the county, but when the old Government were turned out in 1908 they were apparently as far away from the realization of their hopes as ever.

Since 1908 a wonderful change has taken place. Through the activity of Mr. Flemming, and the broad and statesmanlike policy of Mr. Hazen, the counties of Queens and Sunbury are now to have proper transportation facilities. The Valley Railway runs through the centre of both counties and will aid materially in advancing the prosperity of Queens.

No county in New Brunswick has suffered so much from the parsimony, neglect and dishonesty of the old Administration. In 1901 the people of Queens were promised a railroad from Chipman to Fredericton—a railroad that was to reduce the cost of transporting coal from Newcastle to Fredericton from \$1.70 a ton to 30 cents a ton. Mr. Tweedie himself made this statement when introducing the measure in the House of Assembly. The railroad was never built, although the money that should have secured its construction to Fredericton was taken from the Provincial Treasury and expended in a manner that has brought disgrace and dishonor on the Province. All that the people of Queens received for the expenditure of about a million dollars was fifteen miles of main line and about ten miles of branches to various coal mines. Had a proper and progressive policy been pursued by the old Administration, Chipman would now have been a town of importance instead of remaining a village.

The present Administration have taken steps to correct the blunders of their predecessors and in a few months more the whistle of the locomotive will be heard on the line of railway under construction from Gibson to Minto, and a year hence the tonnage of coal taken from the mines in Queens will be increased threefold. Not only has the Gibson and Minto Railway been placed under construction, but the contract has been let for building the Valley Railway from Fredericton to St. John. This contract calls for completion of the Fredericton-Gagetown section by November 1st, 1912, and for the remainder of the road by November 1st, 1915. The company who will do the work is reliable and has just completed the construction of a portion of the National Transcontinental finishing the work on time. They will do the same with the Valley Railway. No county in the Province has a brighter future before it today than the old county of Queens, so long neglected.

The candidates nominated by the Opposition are Mr. George H. King, who is a son of Senator King whom the Telegraph describes as the "grizzled warrior of Queens." The "grizzled warrior" is one of the Liberal majority in the Senate and seconded the amendment which killed Mr. Borden's Highway Bill when it was before that body. In so doing he helped to prevent the Province of New Brunswick from receiving \$50,000 in cash from the Dominion to be expended on the highways. The effect of the Senator's opposition to this excellent legislation brought forward by Mr. Borden is to prevent Queens County from receiving about \$4,000 for its roads. Had Senator King taken a patriotic course every parish in the county would have received about \$400 more for highway expenditures than is possible with the funds at present at the disposal of the Provincial Government. The son of the Senator is comparatively unknown in the county outside of the parish in which he lives and parts of contiguous parishes.

The other candidate, Mr. Carpenter, represented the county from 1906 to 1908, when he was defeated in the general elections. During his twelve years in the House Mr. Carpenter attracted but very little attention, and although he had for a colleague a member of the Government, he was unable to do much for the benefit of his constituency. More has been accomplished by Messrs. Sillp and Woods in the four years they have represented the county than by the representatives of the old Government all the time they were in power. The people of Queens County fully realize this and the hearty reception accorded the Government candidates is abundant proof that they appreciate the efforts of these gentlemen to procure for them good roads, safe bridges, and railroad transportation which was so greatly needed.

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M. & M. DIRECTORS WOULD GIVE TRAFFIC CARRIERS CHANCE
RESTRICTIONS ARE BLAMED FOR QUALITY OF SERVICE.
Unless More Leeway is Given Conditions Will Obtain That Will Seriously Affect Shippers. It is Held.

A plea for more conservative regulation of railroads to give them a chance to make some money and thereby be able to give better service is contained in a resolution adopted yesterday by the directors of the Merchants and Manufacturers' Association.

The resolution says that the welfare of shippers is seriously threatened by the lack of equipment and improvement in railroad facilities, for which over-regulation is blamed. Copies of the resolution will be sent to congress, the Interstate Commerce Commission and the state railroad commission.

"In order that these resolutions may not be misunderstood," said President Otto H. Falk, "let it primarily be said that the present industrial depression is, in part, due to the railway situation."

"It is a well known fact that railroad building has practically come to a standstill. It is also true that the railroads have made only the most urgent improvements, as far as roadbeds and the replenishment of rolling stock is concerned."

"There is no intention to give the railroads more than their just dues. We can not do without them, but more than that they must also be prosperous in order to render a good service and prompt them to make extensive improvements."

PROPERTY TRANSFERS.
The following property transfers have been recorded:
Mrs. Rosalie E. Clark to Harold Chadwick, property in Lancaster.
Timothy Collins, et al to Brock & Paterson, property on Union street.
D. M. A. Robertson to E. B. Johnston, property in St. John.
J. A. Robertson to B. H. Dunfield, property on Adelaide street.
T. S. Simms & Company to J. A. Likely, property on Union street.
John Teed to Mrs. D. M. Lane, property at Lancaster.
C. E. Wilson to Henry M. Floyd, property corner of Queen and Carleton streets.

DREAMSTICKS
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