

Elections in New Brunswick

A Land of Much Politics, Thriving Industries and Great Ships



Mr. Hazen,

Leader of the Conservatives.

Premier of New Brunswick, has been lending a strong hand to Premier Robinson. The platform of the Conservatives contains twelve large planks. The Liberals claim that every plank has been already used by the Government which has just gone out of office. The public debt has been one of the bones of contention. The last Government increased the debt by a couple of millions. Most of this increase has been in the building of bridges. New Brunswick is a land of bridges. In twenty-five years fifty-eight steel bridges have been built by the Government.

Quite naturally it is practical matters like these that have made the campaign material in New Brunswick. The trade and the industries of the province are increasing at an enormous rate. Once upon a time sentiment and scenery and political ideas were the meat and drink of the Maritime Provinces. Among the oldest of the provinces of Canada, they have made very much of Canada's history and produced many of our most famous statesmen.

New Brunswick more than any other province is the direct measure of the growth of Canada—in the matter of immigration. St. John is the winter port of Canada. More Canadian immigrants pass through St. John than through any other city in Canada, except Montreal and Winnipeg. All the immigrants from Europe must pass through either St. John, Halifax or Montreal. Perhaps most of the quarter million in 1907 passed through St. John. Most of these also passed through Montreal and Winnipeg. Many, however, got no further than New Brunswick. That province is claiming more and more of the new arrivals to the Dominion. St. John is not only the gateway to the interior; she is also the capital of a vastly rich province whose combined resources of lumber, iron, fisheries, farm and fruit products, manufacturing and shipping are only beginning to be adequately estimated. Last year the trade in St. John, including local and foreign, totalled more than \$35,000,000. During 1906 the total volume of traffic at St. John not including coastwise traffic was 1,820,810 tons, carried in 1,906 vessels.

The growth in money value of this trade may be learned from the following figures showing the increase of trade in St. John from 1898 to 1906 inclusive: 1898, \$7,063,992; 1900, \$9,773,534; 1902, \$14,273,846; 1904, \$13,318,058; 1906, \$23,337,505. This represents a total increase in nine years of 230 per cent. Since St. John was made a winter port in 1896 the trade at that port has included not only Canadian produce, but immense cargoes of cattle, meats, grain and provisions from the United States. Two great trunk lines of railway now have termini at St. John; the near future will probably see a third—the Grand Trunk Pacific. The geographical relation of our winter port to the rest of the Dominion and to foreign ports may be seen from a few mileage figures: From Vancouver St. John is

distant by rail, 3,371 miles; from Winnipeg, 1,905 miles; from Toronto, 825 miles; Montreal, 481 miles; London, England, 2,973 miles; Liverpool, 2,700 miles.

As a city St. John has many unique advantages besides being an ocean port and possessed of magnificent scenery. Civic improvements have been making rapid progress. The city has a splendid lot of public buildings and fine streets, attractive parks and as many modern improvements in the way of pavements, sewers, water-mains and electric lighting as may be found in any city in Canada.

Much of New Brunswick of course is still in the woods, for which the province is thankful. The woods of New Brunswick have been the pride of Eastern Canada and the backbone of the province's wealth. The game of New Brunswick is excelled nowhere in civilised Canada. To the American sportsman the great moose runs of New Brunswick are as well known as the woods of Maine, which but for a political accident might have been in New Brunswick. Writers like Charles D. G. Roberts have done much to advertise the marvellous wealth



Premier Robinson,

Leader of the Liberal Party in New Brunswick.

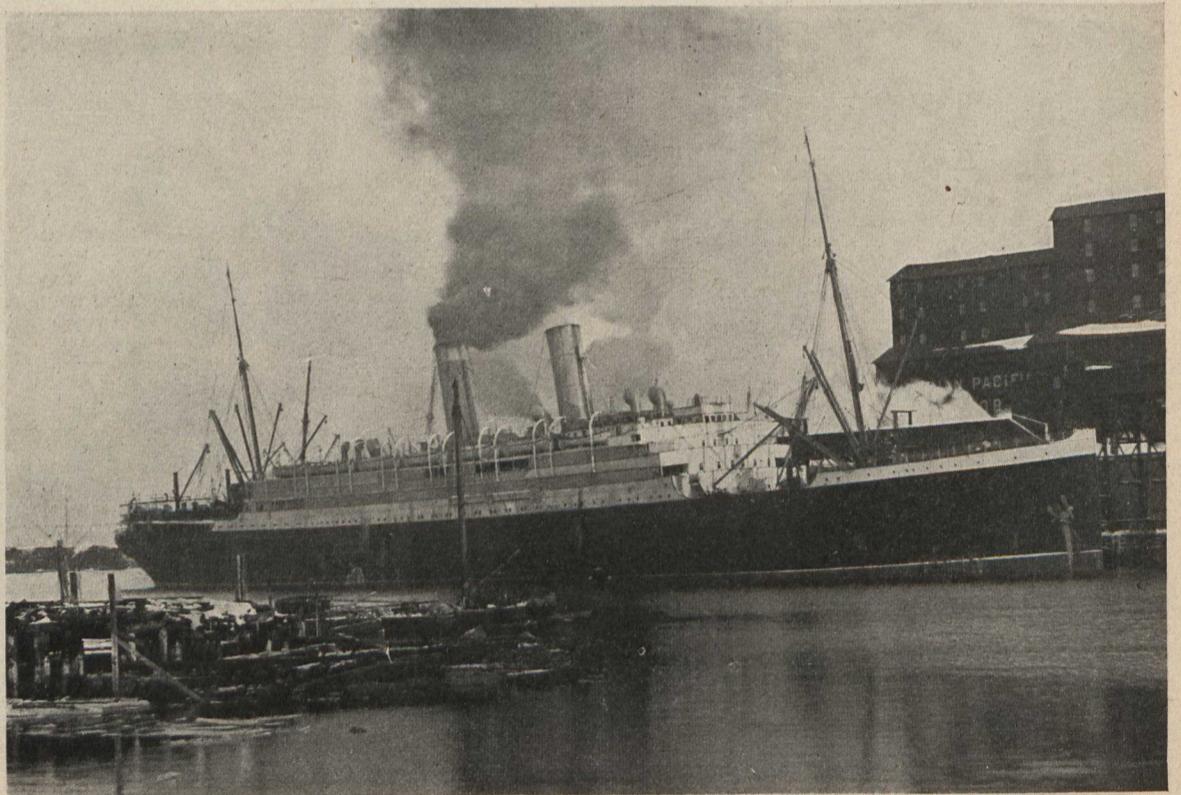
of natural life and resources in that remarkable land with its tremendous rivers whose names used to be such a burden to the school-boy.

The history of provincial politics in New Brunswick is replete with change and human interest. No province in the Dominion has a more shifting kaleidoscope. Men have come and men have gone.

Messrs. Robinson and Hazen are the inheritors of a long line of political traditions and great fights. For twenty-five years the province has been Liberal in government. In less than half that period more than half the great changes have taken place. In the old days New Brunswick took issue with Nova Scotia in opposing Confederation. For many years the province had nothing but coalition governments. Down to 1883 these coalitions were largely Conservative. Hon. Mr. Tweedie, who had formerly been a Conservative, managed to become a Liberal; Hon. Dr. Pugsley remained a Liberal when he became Premier in succession to Mr. Tweedie. Mr. Emmerson, who had preceded Mr. Tweedie, announced himself as the leader of a coalition. Mr. Robinson, the late Premier, however, is a straight Liberal, and Mr. Hazen, his opponent, is as clear-cut a Conservative.

Eleven Premiers have had the helm in New Brunswick since Confederation, as compared to six in Ontario, eight in Nova Scotia and eighteen in Quebec. The other province that has beaten New Brunswick in its lineage of Premiers is the farthest away—British Columbia, which has had fourteen since 1871. Prince Edward Island has had eight since 1873.

Five of New Brunswick's Premiers have left the province since 1896. Away back in the Confederation days Hon. A. R. Wetmore was Premier and Attorney-General. His successor was Hon. George G. King in 1871. Up till 1878 the chief issue in successive campaigns was religion and education. In 1878 Sir Leonard Tilley, then Lieutenant-Governor, became Liberal leader in the House. He defeated Mr. King. Afterwards Mr. J. J. Fraser, Provincial Secretary under Mr. King, became Premier for four years. Next came Hon. A. G. Blair, who began to make Liberalism a bigger power in the province. Mr. Blair remained Premier for thirteen years—making a record tenure—with four dissolutions and a sweeping victory in 1890, and general elections again in 1892 and 1895. In 1896 Mr. Blair became Minister of Railways in the Laurier Cabinet. Hon. Mr. Emmerson was the next Premier of note, succeeding the brief term of Hon. James Mitchell. During Mr. Emmerson's regime the Opposition formulated "the Moncton Platform," under the leadership of Mr. E. L. Wetmore, now Chief Justice of Saskatchewan. Two other Opposition leaders came temporarily to the front before Mr. J. D. Hazen, the present leader, took the helm. He has been fighting hard against the Emmerson-Tweedie-Pugsley-Robinson forces. Hon. Mr. Tweedie succeeded Mr. Emmerson as Premier. Hon. Dr. Pugsley succeeded Mr. Tweedie when the latter became Lieutenant-Governor. The present leader became Premier on the appointment of Dr. Pugsley to the Dominion Cabinet.



St. John, N.B.—Where most large Canadian steamers engaged in the Atlantic trade, load and unload during the winter months.