

# The Evening Times

ST. JOHN, N. B., OCTOBER 15, 1908

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## THE EVENING TIMES, THE DAILY TELEGRAPH.

New Brunswick's Independent newspapers. These newspapers advocates British connection. Honesty in public life. Measures for the material progress and moral advancement of our great Dominion. No graft! No deals! "The Thistle, Shamrock, Rose, and the Maple Leaf forever."

"He, (Mayes) doth bestride the narrow world like a Colossus, and we petty men walk under his huge legs and peep about to find ourselves dishonorable graves." Julius Daniel and Caesar MacRae.

### THE PLOT EXPOSED

If a pair of unscrupulous grafters were threatened with exposure, and could avoid it by spending a little of other people's money, would they not hasten to do it? The Mayes affidavit charges in effect that Dr. Pugsley and Mr. George McAvity are grafters. If the charge had been true, and they could have avoided exposure by paying a dredge with the money of the people—would they not have done so? Think it over.

If Mr. Mayes' charges were true, they would brand Dr. Pugsley and Mr. McAvity as a pair of grafters and conspirators, to whom the expenditure of another fifty thousand dollars of public money to save their own credit would be a mere trifle. But Mr. McAvity cut loose altogether from Mr. Mayes, declaring that his business methods were too much like black-mail; and Dr. Pugsley flatly refused to say more for the dredge than his engineer said it was worth. Surely this does not look like the conduct of men who feared exposure.

Moreover, the threat of alleged exposure was timed to bring the greatest possible pressure upon the minister, who was about to appear to the people as a candidate in the federal elections.

By all the rules of the game, if Dr. Pugsley and Mr. McAvity had been guilty men, they would have accepted Mr. Mayes on his own terms.

They did nothing of the sort. They declined to be moved by threats, or by the suggestion of a twenty thousand dollar subscription to the campaign fund. They pursued the very course that any honorable man would pursue under such circumstances.

With regard to the affidavits presented by Mr. Mayes and Mr. Baxter last evening, these documents are discredited, so far as the \$20,000 is concerned, by the affidavits of Messrs. McAvity, Moore and Holt, and other evidence yet to be submitted. With regard to Mr. Mayes' account of conversations with the minister, in which the latter is represented as using his position as a minister to enforce the payment of graft to Mr. McAvity, the story is simply incredible. Even those opponents who are eager to believe that Dr. Pugsley is a knave would not set him down as a fool. And none but a man who had taken leave of his powers of reasoning would ever pursue such a course as Mr. Mayes says the minister pursued in reference to the payment of money to Mr. McAvity.

We have on the one hand conclusive evidence that Mr. Mayes desired to sell his dredge for a sum enormously in excess of the valuation made by the government engineer. We have Mr. Mayes getting photographs of documents and taking great care that the minister and Mr. Mc-

Avity are informed that he is threatening vengeance. It is clearly established that he left no stone unturned to create the impression that if his demands were not satisfied he would make trouble for the Liberals in the election campaign, even to the extent of taking the platform against them.

Dr. Pugsley knew all this, Mr. McAvity knew it. The threatened trouble could have been avoided by purchasing the dredge Beaver. The minister was quite prepared to buy a dredge, because it was needed for use in this harbor. He was quite willing to buy the Beaver, at the price fixed by his own engineer. If he had been a guilty man, who feared exposure, he would not have hesitated for one moment to make the purchase at the price fixed by Mr. Mayes.

But he was not guilty, and he refused to be coerced by threats.

We have it established by the correspondence between the minister and Mr. Mayes, that, during the period when the Beaver was at work and Dr. Pugsley was minister, Mr. Mayes was constantly petitioning for something that would lead to an enlargement of his profits. But the minister in every case held the contractor to his contract, and guarded the public interests.

Throughout this whole miserable affair the record shows that the minister conducted himself as one fully conscious of his duty as the head of a great department, and resolved to perform that duty without fear or favor.

With regard to what may have occurred when Hon. Mr. Hyman was minister of public works, we have only the statement of Mr. Mayes. That matter is to be fought out in the courts, but Mr. McAvity states that he went into the dredging contract with Mr. Mayes on a business basis, and is content to meet that gentleman in the courts. This is not the attitude of a grafter.

When Mr. Mayes failed to sell his dredge at his own price, his personal resentment, eagerly fanned by Conservative conspirators, finally led him to seek vengeance.

Any scheme to injure the minister of public works was certain to find eager friends in the Conservative party. No less a personage than the premier of the province, who cannot forget that his efforts to get anywhere in provincial politics were futile so long as Dr. Pugsley remained in the legislature, readily agreed to throw the political bomb. He chose the most dramatic moment for the performance. At the Queen's Rink, in presence of a large crowd, attracted by the bands and a desire to see and hear Sir James Whitney, the premier read the notorious affidavit, and the gloating partisans of the opposition yelled with delight.

But the plot failed. The minister of public works denounced the slanderers, produced his correspondence with Mr. Mayes, submitted the crushing reply that is found in the affidavits of Messrs. McAvity, Moore and Holt, and instead of being discredited came off an easy victor in the whole affair.

It matters not now how many more affidavits the opposition may present. The exposure of the attempt to fasten on the minister the crime of receiving a bribe of two thousand dollars while he was a minister discredits all further attempts by these people to destroy his reputation.

### A LAME EXCUSE

Mr. Mayes says in his last affidavit that Mr. Hazen read 1903 instead of 1907 when he was reading that portion of the original affidavit charging that Dr. Pugsley got \$2,000 without any consideration therefor except the promise of his influence at Ottawa. Mr. Mayes says that when Mr. Hazen came to the date he turned to him and he called out 1903. It is a most remarkable fact that this missed the ears of the reporters and others present, and that the Standard in printing the affidavit next morning set the date down as 1907. Of course if the people could be led to believe that it was in 1907 the \$2,000 was paid to Dr. Pugsley, when he was a minister of the crown, it would, as he himself says, damn him forever in the estimation of the public. Fortunately he was able to show at once the falsity of the statement, and to brand it as it deserved.

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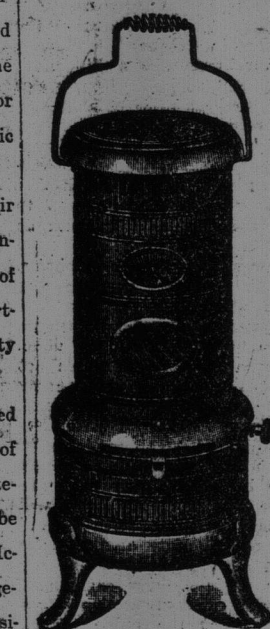
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## HON. DR. PUGSLEY

Hon. Dr. Pugsley is today the foremost man in public life in this province. He has no peer in ability, political influence and resourceful energy. He has done more than any of his predecessors to advance the interests of the winter port. By committing the government to the policy of building wharves in this harbor he has enforced national recognition of the national winter port, and established a precedent which means the rapid development of terminal facilities, both on the west side and in Courtenay Bay.

It is proposed by the opposition in this constituency that this man be retired to private life, and his place taken by one who was not the unanimous but the last hopeless choice of his own party, one reading member of which characterized him as "a serpent."

It is not difficult for fair-minded citizens, who desire first of all the welfare of St. John and the advancement of its interests, to choose between these two. The wild assertions and reckless charges made against the minister of public works are part of the opposition plan of attack. They are the whole plan. Dr. Pugsley's course in respect to the development of this port is so obviously correct, and progressive, and in the public interest, that it cannot be successfully assailed. The most that his enemies can do is to sneer, and to endeavor to destroy his reputation as a public man.

But his personal honor is also involved in the scandalous charges made so glibly by his enemies. And yet Dr. Pugsley in private life is known by all to be a man of scrupulous honesty, and large-hearted generosity. The attack upon him is all the more atrocious because, though political, it has this personal aspect. It will have the effect of rallying to his support all lovers of decency and fair play who are not utterly blinded by bitter partisanship.

## DR. DANIEL'S FALL

Dr. Daniel has set himself down as the enemy of progress. He ridicules the idea that Courtenay Bay can be dredged and provided with terminal facilities. Contrast this with the attitude of Dr. Pugsley, who declares that the work can and shall be done, and of Mr. Pender, who points out that by virtue of preference legislation the Grand Trunk Pacific must do business at Canadian ports, and therefore must make St. John a winter terminal.

Dr. Daniel may be assured that the resources of Canada are great enough to develop its national ports. That is the policy of the present government, and of the Liberal candidates, Dr. Pugsley and Mr. Pender.

Dr. Daniel is weakening himself and losing votes by his fatuous opposition to a policy which means so much for the benefit of this constituency. The people have waited long for the work which Dr. Pugsley has been doing, and which he proposes to continue. They will not replace him and his colleague by men who are declared pessimists, and who in any case would merely be members of the opposition.

## ANOTHER SACRIFICE

If Colonel Baker had believed that there was the slightest chance of his election in Victoria-Madawaska he would not have dropped out of the race. He was duly nominated, and set out to learn what his chances were. Before he had gone far he decided to withdraw from the contest. He would not risk the loss of his seat in the legislature. Of course it would never do for the Conservatives to permit the seat to go by default, and therefore they have named Dr. Kirkpatrick. It only means a week's work for the doctor, and by agreeing to sacrifice himself he gets into line for future preferment. Of course the opposition will announce that the constituency, in which they could not find a candidate until the eleventh hour, will return Dr. Kirkpatrick. They really do not expect him to save his deposit.

Mr. Powell objects to dredging in St. John harbor, and wants all the money spent at L'Etiang. It is just as well that Mr. Powell is not a candidate in St. John.

## CARED FOR NOBODY

"The song the miller sang, 'I care for nobody, no, not I, And nobody cares for me.' Money and hard had he, But never a poorer mortal slept Than the selfish miller of Dee."

So he lived alone, he had no kin; And in all the countryside There wasn't a mortal cared a pin Whether he lived or he died. The women gave him never a smile, The men had nothing to say. No friend ever crossed his garden stile, No stranger wished him good-day.

To share our life is to double our life. And what if it double its care? Loving can lighten the hardest strife, Loving can make it fair. Better to love, though love should die, Than sit, like the miller of Dee, 'I care for nobody, no, not I, And nobody cares for me.'

## IN LIGHTER VEIN

**THE LAST STRAW.** Drummer (settling bill in Eagle House, Hayfield)—Pardon my curiosity, sir, but what do you stuff your bed with in this hotel?

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**The Evening Times** ST. JOHN, N. B.

Butter may be scarce AND DEAR THIS WINTER

If All Stocks Held for Export Account are Shipped Out of the Country.

(Montreal Witness) The position of the butter market is apparently unchanged from last week, but some of the local dealers profess to be grounds for a further strengthening of values, in the probability of a shortage of supplies.

The future course of prices seems to hinge on the position of the British market. It has been estimated that there are 15,000 packages of butter held here for English account. This is mostly summer butter, and will be needed a month from now as it is today.

If the English holders of this stock can get enough butter from Ireland, or other producing lands, to cover their requirements, they may try to unload these supplies on the Canadian market. As long as these 15,000 packages are stored on this side, they are a practical guarantee that prices will not advance very far. The butter was bought early and cost less than the current prices, and if there was to be an advance of a couple of cents a pound in Canadian prices it would be more than likely to bring out this stock.

The profit would be quick and big enough to make it worth while, instead of carrying over for a possible need in Britain later in the season.

It is said that the stocks available for domestic consumption in this country are as large now as they were last year, when prices went to such extreme levels, but they are more widely scattered. Where there were only about three houses that had any stock of butter last winter, there are probably over half a dozen dealers carrying stocks of various sizes today, and the presence of so many interests makes the forcing up of prices practically an impossibility. The first holders to induce him to unload, while others might hold for a higher figure. This uncertainty will probably keep prices on a competitive basis till the disposal of the English holdings is decided on.

Local dealers, who do a jobbing business, are quoting 25c. for small lots of 1-1/2 casks, and 27c. for fresh cases. It is said that the holdings of this cheaper butter are practically exhausted, and that next week will see an advance in local quotations to a level based on present prices in the export business, and the wholesale quotation is normal at 26c.

Cheese values seem weaker today, but it may be that operators are trying to induce buyers to change over to the more palatable butter making by reducing the price of cheese. This would limit the production and thereby increase the value of the stock already in store.

The London City called today for Liverpool. Included in her cargo were 2,500 but of apples. The American, which sails tonight for London, takes from 17,000 to 18,000 barrels of Apples—Halifax Mail, Oct. 14.