

# The Standard

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ST. JOHN, N. B., WEDNESDAY, MAY 15, 1912.

## THE BANQUET TO MR. FLEMMING.

It was a happy thought to give a banquet to the Premier. No public man in New Brunswick has worked harder in the interest of the Province in the office of First Minister than has Mr. Fleming. The absence of Mr. Hazen in London last summer attending the Convention of King George threw the whole responsibility of the negotiations for the construction of the Valley Railway on the shoulders of the acting Premier. It was a much involved and difficult political tangle that he was called upon to unravel, but he did unravel it and effected a working arrangement with Mr. Pugsley, representing the Liberal Government at Ottawa, which it was felt by all concerned would secure the construction of this much needed and frequently discussed railway.

The banquet also served a useful purpose in bringing together in a social way the leaders of the party supporting the Government in New Brunswick. The gathering of men who surrounded Mr. Fleming last night was one of which any public man might justly feel proud. They were strong men, united, sound at heart, ready and eager for the next fight whenever it may come.

When he led his party in the Local House Mr. Hazen gave the country clean and honest Government, something the Province had not enjoyed for years before. Mr. Fleming is following along the same lines. An honest collection of the revenue, a judicious expenditure of the money received from the people, the opening up of the Province and the development of its vast natural resources have been the watchwords of the present Government at Fredericton since March, 1908, when the worst Government the Province ever had was turned from power. Mr. Hazen and Mr. Fleming succeeded in bringing order out of chaos, in restoring the credit of the Province and in giving New Brunswick a start ahead which has caused the rest of Canada "to sit up and take notice."

The reunion of last night will be long remembered as one of the great political events of the city both because of the men who spoke and the things they said. It is the promise of a sweeping victory for the Fleming Government whenever the next general elections are held.

## AGRICULTURE AND SALARIES.

The Telegraph has an alleged correspondent in Fredericton whose chief mission seems to be the misrepresentation of the Provincial Government. In yesterday's issue this maliciously untruthful person states that the salaries and travelling expenses of the officials of the Department of Agriculture totalled \$21,352.30, and then has the assurance to add that these figures were taken from the report of the Auditor General. Some of the figures that he gives are certainly to be found in the Auditor's report, but they have no connection whatever with agriculture. It is needless to say that the salaries of the Agricultural Department do not amount to \$14,500, nor do the travelling and extra assistance in this department entail an extra charge of \$7,000 as alleged by the Telegraph.

For the purpose of misrepresenting the expenditures of this department the Telegraph has added on the salaries of the officials of the Immigration Department, which amount to \$3,100. This deliberate attempt at misrepresentation is proven by the fact that the salaries paid in the Department of Agriculture appear on page 20 of the Auditor General's report and with travelling expenses added amount to \$5,308.96. The salaries paid in the Immigration Department appear on page 52 of the report and have no connection whatever with the Department of Agriculture. The Telegraph might with equal force, and with as much authority, have included another item under the head of "Jordan Memorial Sanitarium" on the opposite page of the Auditor's report: "C. W. Robinson, to pay travelling expenses of Commissioners, \$215.60."

The Immigration Department is administered through the Department of Agriculture as a matter of convenience, but has no other connection with it whatever. Nothing would be more ridiculous than the attempt of the Telegraph to swell the expenses of the Department of Agriculture by adding in the salaries of the Immigration Department, which are provided for by a vote separate and distinct from that of agriculture altogether.

It would be well for the Telegraph to go back a few years and compare the expenditures of the present Government on agriculture with those of its own particular friends a few years ago. The result would be as follows:

Year.	Old Government.	Grant.
1904	.....	\$ 27,216.24
1905	.....	26,776.06
1906	.....	26,029.25
1907	.....	36,534.84
Total	.....	\$116,556.39

Year.	Present Government.	Grant.
1908	.....	\$ 21,987.19
1909	.....	31,194.16
1910	.....	41,478.30
1911	.....	46,624.04
Total	.....	\$141,283.69

This statement shows that the expenditure for agriculture by the present Government, not including the cost of the Agricultural Commission, has exceeded that of the old Government by \$24,727.30 in four years. The estimates passed at the recent session place \$61,315, or \$14,691 more than was expended last year, at the disposal of the department for the current year. In addition to this largely increased grant the Government will have \$25,000 to expend for the improvement of agriculture which will receive from the Conservative Government at Ottawa. The farmers of the Province will, therefore, this year receive the benefit of an expenditure of \$86,600 which is about three times as much as the old Government ever expended.

Considering that the old Government paid out about \$11,000 of the beggarly grant it voted for agriculture in

salaries alone, it is rather amusing to read the Telegraph concerning the extravagance of the present Administration. Practically the only salaries that have been added to the department are those in connection with horticulture and poultry raising.

The Telegraph fails to note the fact that the grants to agricultural societies have been increased from \$8,000 under the old Government to \$13,700 under the present Administration. Twice as many farmers' sons are being assisted to attend agricultural colleges as under the old regime. Instead of \$300 or \$400 for the encouragement of horticulture the present Government last year spent \$4,000 and gave \$1,500 more for the encouragement of poultry raising. Twice as much was expended on Farmers' Institutes and educational work as by their predecessors. There has been progress all along the line and the result is the awakening of the people to the magnificent possibilities of agriculture in New Brunswick.

The present Government has done more in three years to improve the condition of the farmers and to give agriculture a push ahead than the old Government did in its whole term of twenty-five years in office. Agriculture is making great strides in New Brunswick these days and not all the pessimists the Telegraph can gather together can hold back the farmers in their onward march. They thoroughly understand the reason for the Telegraph's misrepresentations and are too wise to be deceived.

## ON THE TRAIL OF STEAM TRAWLERS.

It is satisfactory to note that the efforts of Canada, through the agency of the Minister of Marine and Fisheries, to put a check on the business of steam trawling in Atlantic waters, are being ably seconded in the United States. The Boston Chamber of Commerce has endorsed a bill calling for an official investigation of beam trawling before the Congressional Committee, with the proviso that the insufficient wording of the bill be amended to include "otter" trawling also, since the otter trawl is the only kind used on the coast. The question of giving assent to a provision to prohibit the landing at United States ports of any fish caught by the beam or otter trawl was also considered. The Chamber of Commerce resolved to await the outcome of the investigation before coming to a decision on this point.

In an editorial strongly urging the need of prohibitive legislation on the part of the United States, the Boston Transcript points out that as between a method of fishing which promises to devastate the North Atlantic grounds in two decades and a method which after two centuries has left them virtually as rich today as in colonial times, there should be little hesitation in the minds of legislators. "The otter trawl," adds the Transcript, "is the greedy scoop net which gathers in harvests of ruinous plenty; the methods of fishing practised at present by our fishermen are frugal and efficient."

After commending the Boston Chamber of Commerce for having taken a reasonable attitude in this issue the Transcript proceeds:

"The case against the beam and otter trawl is obvious enough to venture the order by investigation. It has been all along recognized by the judicious fishermen that needful as the abolition of the otter trawl may be, the utmost that can be wrested from the present Congress is a bill requiring an examination into the actual conditions here and abroad, and most of them are quite content to abide by the results of such a research, confident that the case may be allowed to prove itself. The contention of the steam trawling interests that the fish supply in England has steadily increased during the thirty years of steam trawling is one of those arguments which cut both ways. It neglects to notice that not only has the British fishing fleet been multiplied out of all proportion to that of the early eighties, but also that, having practically 'fished out' certain banks of the North Sea, the fleet is now obliged to cruise for its catch from Gibraltar to Iceland, and where the supply is to be found when these grounds are exhausted we are not informed. The issue is simple enough; to use the fishing grounds with husbandry and keep them as a permanent national asset, and a boundlessly rich one under proper usage, or by wasteful use to ruin them in two decades to an extent which nature could hardly repair in four."

As already emphasized by Mr. Hazen on more than one occasion in Parliament, the difficulty which has confronted Canada in effectively dealing with this question of steam trawling has been the lack of co-operation on the part of other countries. Large fleets of steam trawlers, owned in Great Britain and France, are constantly in operation, and little, if any, assistance in suppressing the business in waters adjacent to Canada can be expected from either Government. The movement now on foot in the United States may, nevertheless, have a far-reaching effect in the right direction. If, as a result of the investigation before the Congressional Committee, concerted action can be taken by Canada and the United States to prohibit the landing of fish cargoes caught by steam trawlers at any port on this side of the North Atlantic, very material benefit to the fishermen would be secured. The progress of the investigation, and more particularly the ultimate result, will be awaited with interest by the Atlantic fishing industry.

## KING'S COUNTY IN LINE.

The large and enthusiastic gathering at the convention held in Hampton yesterday afternoon to select candidates to carry the standard of the Local Government in King's County, very clearly indicates that the people desire to keep the present Administration in office and intend to see that their desire is achieved.

Two things distinguished the convention, the harmony of the proceedings and the large number of farmers, many of them independent Liberals, who were in attendance. No better evidence of the popularity of the Government's progressive policies and the general approval of its record could be afforded than the attendance of a large number of men engaged in agriculture at this particular season.

Of the candidates chosen, two, Hon. J. A. Murray and Mr. George B. Jones, are well known public men who have proved themselves capable representatives. Mr. H. V. Dickson, the third member of the ticket, is a successful farmer of Robbsey Parish, who has long taken an active interest in the public affairs of his county, and who is sure of strong support from the farmers who constitute about seven-eighths of the population of King's.

## Current Comment

(Pittsburg Dispatch.)

Candy is beginning to serve as campaign ammunition in California since the women have got the ballot. This will tend to solidify the brewing interests in other states against votes for women.

(Detroit Free Press.)

A Baltimore minister says that all mysteries will be explained in the last day; evidently a hint to the man who put the trouser button in the collection plate that he will yet be discovered.

(Hamilton Spectator.)

But suppose the fly won't tarry to be awaited? It has been known to do that.

(Windsor Record.)

Synat the fly and then start over again.

## BUDGET OF NEWS FROM ENGLAND

Vital Question of Nature of Sardine at Last Settled.

British S. A. Government in Rhodesia Proves Obstreperous—Oldest Sailing Ship Again Puts to Sea.

London, May 13.—After a legal battle rivaling the anti-trust suits in the American courts, the Guildhall court has decided that a sardine is any small fish packed in oil. The action, taken by a firm of French sardine packers, against a Newcastle fishing company for falsely labeling sprats as sardines, it was proved to the satisfaction of the court that the sardine of science is the immature pilchard, but it was held that the name sardine has been applied so long to any small fish packed in a certain manner that no action could be taken against the Newcastle packers.

The latest outbreak against the benevolent government of Rhodesia by the British South Africa Company takes the form of a revolt against the enforcement of an ordinance promulgated from the local office of the company imposing a universal labor tax of twenty-five cents per head in the colony to cover the cost of recruiting native labor, which is very scarce.

The ordinance was confirmed by the local council which ordered the payments to be made to the native labor bureau before the 15th of each month. The farmers declared that they would not pay the tax, although they are threatened with ruin through the shortage of labor. They allege that the tax is imposed by a private company in the interests of mine owners. They appealed to the administrator, who refused to interfere. When the date for the first payment approached, the only two farmers appeared with the tax money and the administration began to summon recalcitrants in batches of from 30 to 100 at a time. In some cases fines of \$50 have been imposed, but these remain unpaid. The farmers now declare that if the authorities do not stop this practice they will resist even to the extent of blood and civil war.

The Success, the oldest sailing ship in actual use today, has sailed to New York, where she will be placed on exhibition. The packet was built of teak wood for the Australian government and used for many years as a convict ship. It was only by offering double pay that she was able to sign on another crew. The ship is now being used for the transport of mail and passengers. The ship was built in 1855 and made its last voyage with a cargo of human derelicts, but in 1855 it made the venturesome trip from South Australia to the mouth of the Thames. On this voyage a steamship commander reported, after meeting the ship, that he had seen the flying Dutchman. Just as the ship was preparing for her American trip her entire crew deserted and it was only by offering double pay that she was able to sign on another crew. The ship is now being used for the transport of mail and passengers.

The United Kingdom has been suffering from labor unrest in an increasingly menacing manner for several years now, and the end is still not in sight.

The report of Sir George Askwith, the chief industrial commissioner, popularly known as "the strike breaker," shows that in 1911 there was a stoppage of work affecting 665,000 workers, largely men engaged in transport, cotton mills and on railways. The transport workers were the most of the trouble, 345,000 of them being affected.

During the year 92 cases were dealt with under the Conciliation Act, and in 35 cases a strike was prevented while the others were finally settled by the intervention of Sir George Askwith, or by some other person appointed as conciliator or arbitrator. Formerly most of the applications for intervention came from the employers, but recently the great majority of them have been joint ones on the part of the employers and their workpeople. Besides accomplishing the good work shown by the report the Conciliation Act has resulted in 293 conciliation boards being appointed in industrial districts.

If the threats now being made come to anything there is lots of work ahead for the "strike breaker." The railway men, who tied up most of the great lines last year, are not yet satisfied with their lot. They complain that the companies are bent on pursuing a policy of delay in connection with the conciliation scheme, the same complaint which gave rise to last year's outbreak. Another complaint that during the coal strike the companies, saying that they had not sufficient coal to carry on the full services, knocked off a great many men, and that in doing so invariably chose men who had been active in trade unionism. The enforced idleness of union men in turn affected the funds of the unions, those with out work receiving unemployed benefits.

These matters are being aired in the press and in Parliament, but because of red tape cannot be officially dealt with by the new machinery set up by the Railway Commission after the last strike until July.

Meanwhile the men are getting more and more restless, and there is now danger that the unions will order the men to "down tools" just when the railways are busy with their mid-summer traffic.

There are also irritating little disputes between the dock laborers and their employers, and in the building trades the men are preparing demands to be laid before the master builders.



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which, if not complied with, will cause a strike of the skilled workmen and their laborers.

The first letters received here from the Dr. Mawson Antarctic expedition which left Hobart for the south polar region last winter, show that several important discoveries have been made. Dr. Mawson has disproved the existence of Charles Land, confirmed the existence of Termination Land, discovered by Wilkes, but not seen either by the Challenger or the Gauss, discovered numerous islets along the Great Barrier, and charted much previously unknown coast line.

The landing party under Frank Wild and numbering seven men, is now working on what will prove to be the biggest glacier in the world. Dr. Mawson's vessel, the Aurora, which brought the reports, will leave again for the south towards the end of the year to bring out the expedition. The expedition has been split up into various parties, which, working from different bases, are pressing south from their landing places between Adeline Land and Kaiser Wilhelm Land. Lieutenant Ninnis, who is at the first base with Dr. Mawson, writing from Adeline Land says:

"We had an exciting time since leaving Hobart. The day we reached Macquarie Island we struck a rock in Carrolles Cove and found a shipwrecked crew to the north of the island. I was in charge of the dogs and went ashore, where I lived with the islanders in their hut. At three o'clock one morning, we were hauled out of bed to weigh anchor, as the 'Aurora' had once again drifted on the rocks. We cleared from Macquarie after four days met with the ice pack. Here we were hung up for five days and after getting loose discovered an ice barrier and new land to the east of Adeline Land. We are now going west and may land at any moment."

Frank Wild and his party remained at the western base and when Dr. Mawson and his companions left the storms had been so bad that Wild expressed some doubt as to ever seeing them again. His work was prosecuted under the most trying and painful circumstances, but he succeeded in bringing a great deal of the coast line before sending his report to the home base.

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