

# The Standard

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ST. JOHN, N. B., TUESDAY, APRIL 2, 1912.

## AN ENEMY OF THE PEOPLE.

The country will readily distinguish the fine Italian hand of Sir Wilfrid Laurier in the Senate's amendments which have killed the Government's bill to improve the highways. An amendment in precisely the same terms as the Senate's fourth amendment was moved by the Opposition in the Commons and rejected.

The contention put forward by the Liberals in both Houses that the appointment of the proposed subsidies to the Provinces should be stated in the bill is not only unnecessary but ridiculous. When we consider that \$1,000,000 has already been voted in the supplementary estimates to be divided between all the Provinces on a basis of population for the improvement of the highways, and when we further consider that the Senate has been clamoring for the insertion of this provision, when it already exists in the Supply Bill, the deliberate character of the obstruction is abundantly evident.

By this action of Sir Wilfrid Laurier and his appointees in the Senate, the Maritime Provinces will lose during the coming fiscal year the benefit which would result from the expenditure of \$100,000 of Federal money on the highways. New Brunswick's share of this grant would have been \$49,019.36.

Mr. Foster, in a scathing criticism of the leader of the Opposition in the House yesterday, pointedly reminded him that his obstruction to this bill would not be forgotten by the people of Canada.

The Government stood ready to redeem Mr. Borden's pre-election pledge and contribute to the improvement of the highways. Sir Wilfrid Laurier, through the agency of his henchmen, has deliberately set at naught the mandate of the people. The Senate's factions opposition to the Tariff Commission, to the Highways Bill and other Government measures will go far to convince this country that the day for some reform in that august body is at hand.

## HOPES THAT ARE BEING FULFILLED.

This is certainly New Brunswick's growing time. Projects that have been in the air for a number of years are now to be carried out. The contract for the Courtenay Bay works, which will cause an expenditure of \$11,000,000, has been signed, and St. John will now take the position of one of the great harbors of the world. In fifteen years this port has been raised from one of comparative insignificance to the second exporting port of Canada. The dream of the Fathers of Confederation, although long delayed, is now in part realized. In five years more, at the furthest, St. John will have become one of the principal exporting ports of the North American continent, and not less than one hundred millions of dollars of products of Western Canada will pass over her wharves annually. Regular lines of steamships will ply between every important European port and St. John. There will also be steamships running to Australia, to Mexico, to the West Indies and perhaps to ports on the West coast of Canada by way of the Panama Canal.

But it is not only in imports and exports that St. John will be developed by the completion of the Courtenay Bay works. The erection of a dry dock as part of this great scheme of improvement is certain to bring about the building and repairing of ships, an industry which will give employment to thousands of workmen and double the population of the city in a few years. There is no reason either why St. John should not at the same time become the centre of an important iron industry. There is plenty of raw material, both coal and iron ore within easy distance of the city which can be utilized. Other smaller industries will surely follow the development of the larger ones.

The situation of St. John at the mouth of the great River St. John and in the very centre of the Maritime Provinces, with the best of rail or water communication to every town and hamlet in Nova Scotia, New Brunswick and Prince Edward Island, gives this city the advantage over every other distributing centre in the Maritime Provinces. It is impossible with all the advantages, natural and artificial, that St. John should continue to stand still any longer. For the last twenty years the city has been slowly recovering from the blow it received from the great fire of 1877 and the flattening out of wooden ship building which occurred about the same time.

The Courtenay Bay work is only one of the great projects the fulfilment of which is now about to take place. All the arrangements for the construction of the St. John Valley Railway are now complete and within thirty days from the present time the construction of this railway which is to open up one of the most important agricultural sections of the Province and furnish an outlet for two Transcontinental railways, will have been commenced. The present indications are that the connection between the Valley Railway and the National Transcontinental will be at Fredericton, through the construction of a branch line from Napapaugan.

The contract entered into between the New Brunswick Government and the St. John and Quebec Railway Company is for a line of railway from St. John to Grand Falls. Between Grand Falls and Edmundston the National Transcontinental furnishes one link in the chain which will connect the Valley Railway with the Intercolonial at River du Loup. The Temiscouata Railway between River du Loup and Edmundston will no doubt be acquired as one of the important branch lines of the Intercolonial within a very short time, thereby giving the Intercolonial a short direct line between St. John and the West. Under the contract entered into between the Dominion Government and the Canadian Northern Railway Company for the construction of a line of railway around Lake Superior, it is provided that the Canadian Northern will exchange its Maritime Province traffic with the Intercolonial at Quebec. What would be more natural when this railway is completed than that its Western traffic should come over the Valley Railway for export at St. John.

Before the Intercolonial was constructed three routes were surveyed through the Province of New Brunswick, one following the valley of the river St. John, another through the centre of the Province and the last by the North Shore, which was the one adopted to the exclusion of the other two. There is no doubt whatever that the adoption of the North Shore route was a serious blow to the city of St. John and has had a depressing effect on the trade of this city and in many ways hampered its growth. St. John gained much through the construction of a railway through the State of Maine by what is known as the Magnetic route. This road was opened in

1889 and is responsible for making St. John the winter port of Canada. Now after nearly half a century this city is to be connected with the West by all of the three routes originally surveyed by the Intercolonial. With the rapid growth of the West and the opening up of that great country for settlement it is impossible that the Atlantic terminus of these three great railways which cross the prairies to the Pacific can be any other than an important city and one of the great rivals of New York, which is the only other city on the American continent which is the terminus of more than one Transcontinental railway.

A magnificent start has been made in the development of the great natural resources of New Brunswick. The Gibson and Minto Railway under its present ownership is certain to open up the coal fields of Queens, which means cheaper power for the factories at St. John and elsewhere through the Province. It is not improbable that the enormous deposits of fire clay which abound in the vicinity of the mines will also be developed and that electrical power will be generated for distribution throughout Southern New Brunswick from the slack coal which it will not pay to transport.

Greater attention is now being paid to water powers of the Province than ever before, and while New Brunswick is still far behind the other Provinces in its utilization of its "white coal," there is every indication that a change is about taking place in this direction. Natural gas has already been turned on in Moncton and within a few months will be distributed to all parts of that enterprising city. The iron deposits of Gloucester, the gypsum of Albert and Victoria and the oil shales of Albert and Kings are all to be developed. With the exception of the shales the development of the mineral wealth alluded to has passed the experimental stage and has reached a point where commercial success is assured.

In the march of progress the Dominion and Provincial Governments have taken a prominent part. Had it not been for the energy and ability displayed by Mr. Hazen and Mr. Flemming the Valley Railway would still have been the football of politicians as it has been for many years.

To Mr. Hazen belongs the credit of securing for St. John the works at Courtenay Bay. Mr. Pugsley came to the people with a plan but when he had to toe the scratch with the Government of which he was a member he was either unwilling or unable to put his plan into practical operation. It is to Mr. Hazen's credit, and it should always be remembered that the firm stand he took in 1895 secured for St. John the first winter port subsidy. Then after fifteen years the Courtenay Bay improvements came to him an unfinished product from Mr. Pugsley, and for a second time he was able to do the people he represents at Ottawa a signal service by carrying through the Courtenay Bay project, which means so much to the future of St. John.

Mr. Pugsley failed to secure the Courtenay Bay improvements from the Laurier Administration. Mr. Hazen got them from the Borden Government. Mr. Pugsley tried but failed to find anyone willing to undertake the construction of the Valley Railway. Mr. Flemming succeeded where Mr. Pugsley had failed. Mr. Tweedie and Mr. Pugsley attempted to develop the Queens county coal areas, but instead of development the outcome of their labors was the worst political scandal ever known in the Province of New Brunswick. Mr. Flemming has again succeeded where Mr. Pugsley failed and has made a contract with the Canadian Pacific Railway Company that is certain to fulfill the prophesies made by Mr. Tweedie regarding the future of coal mining in Queens and Sanbury counties. Mr. Flemming has gone further and will provide an immigration policy for the settlement of the vacant lands of the Province either by our own people or immigrants from abroad, and give the Province a boost ahead such as it has never before experienced.

Both the Dominion and Provincial Governments have done well for the Province and St. John. Now rests with the people themselves to take full advantage of the favorable conditions the Governments have created.

## MR. CARVELL'S TACTICS.

It is evident that Mr. Carvell who was instructed by his leader to make the attack on the Government for appointing Mr. A. B. Morine as chairman of the Public Service Commission, expected that the suddenness of the onset would cause some confusion and betray Ministers into some rash statement or action. But, as the Toronto Mail and Empire points out, the veteran of the blockades brigade miscalculated. He was not dealing with Ministers afraid of their lives that some rascally would be un-derfery. The politicians who were in a chronic state of worry on that account are no longer in office. We have now a Government that invites and welcomes criticism, a Government anxious, not lest something be exposed, but that every precaution be taken to bring everything to the light. And to that effect Mr. Borden spoke briefly, but sufficiently, in reply to Mr. Carvell. In violation of a rule to which there has rarely been any exception Mr. Carvell, without notice, raised a question of high politics, and made it the matter of a sensational attack on the Government and on an official recently appointed by the Government. No chance was given to Ministers to look into the statements, not a moment's warning was given to the official in question.

Mr. Carvell seems to have felt that he could not afford to be fair. He had a broadside to pour in, and apparently doubting its effectiveness, he determined to place the Government at every disadvantage before opening fire. For this he was very properly and tellingly rebuked by Mr. Borden, whose further remarks would not have the effect of making Mr. Carvell feel proud of his procedure in the matter. The Prime Minister said that, though given no opportunity to prepare for this attack, the Government would obtain the arraigned official's defence, and would in due time state before Parliament and the country what action it should take in the premises.

Mr. Carvell miscalculated. This unfair mode of attack only brings out more clearly the determination of the Government that its conduct of the people's affairs shall be above suspicion.

## Current Comment

(Ottawa Citizen.)

Winston Churchill's proposition is only a revised version of the fine old jingo rhyme that was supposed to be the favorite poem of the unspeakable Tories. The revised version reads: "We don't want to build, but, by jingo, if we do; we've got the dockyards, and we've got the models, and we've got the money, too."

(Kingston Standard.)

We cannot agree with those who say that the organization known as the Boy Scouts tends to militarism. That is not its object. The training given the Scouts is for the purpose of self-help and the helping of others; it develops courage, foresight and chivalrous treatment of the weak and helpless. It is an admirable movement and should be encouraged.

(New York Sun.)

One thing is fairly clear. Either Germany must now decide to limit her naval construction or embark frankly and manifestly upon a naval program which will seek to equal the British. A ship building program of unprecedented magnitude must inevitably result from such a policy.

## PRACTICAL JOKE ON GROCERY CLEEK WAS FATAL ENDING

Rollin Hedges Strikes James J. Stewart on Head with Hammock and Latter Soon Dies.

Sound Beach, Conn., April 1.—James J. Stewart died from a blow struck by Rollin Hedges, a fellow clerk, in the grocery of Robert Stewart, here today, as the outcome of a joke played by one on the other. Hedges is under arrest. Robert Stewart, brother of James, says that the latter came into the store laughing, while Hedges was very angry and was muttering that he would get even with the other.

While Stewart was leaning over a barrel filling an order, Hedges, it is alleged, struck him on the head with a hammock. Death resulted before the ambulance arrived. Stewart was 30 years of age and unmarried. Hedges is 27 and married.

In the course of the inquiry made this afternoon, it was shown that Stewart sent Hedges with a monkey-wrench to John Downey, another employee, who said he did not want it. Hedges finding he was the victim of a joke tried to strike Stewart with a shovel and latter hit Hedges with the wrench. While Stewart looked on the matter as a joke Hedges lost his temper.

When Hedges was taken to the Stamford police station he did not realize that Stewart was dead. On being told that this was a fact Hedges fell in a faint, he was revived and taken to Greenwich. At the lockup in the latter place Hedges broke an electric light globe and with fragments cut his throat and doctors were summoned to save his life.

## TRAM SERVICE IS CRIPPLED BY SERIOUS FLOODS

Omaha, Neb., April 1.—For the first time since the Union Pacific was built not a train is moving in or out of Omaha on account of floods. Additional washouts are reported at Fremont, where twenty-five trains are stalled.

## DAM BREAKS AND POWER STATION IS SWEEPED AWAY

Oswego, N. Y., April 1.—Part of the upper Oswego river dam, one mile south of this city gave way today, wrecking an electrical power house and causing other damage estimated at \$6,000.

## FISHERMAN DIES WITH DOGS WHEN BOATHOUSE BURNS

Toledo, O., April 1.—Peter Witt, fisherman, and his three dogs were burned to death in a fire in a boathouse here today. Two men and one woman escaped. The bodies of the dead man and dogs were found after the flames were extinguished.

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## SUPREME COURT DECIDES IN FAVOR OF COMMERCE BOARD

Washington, April 1.—A signal victory was won today by the Interstate Commerce Commission when the Supreme Court of the United States decided the commission had the power to compel water lines to report to it regarding intra-state as well as inter-state business. It was the first time the commission had been considered by the Supreme Court and the commerce court's decision was reversed.

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## AMERICANS SEIZE AEROPLANES ON WAY TO THE INSURGENTS

Washington, D. C., April 1.—Efforts of the Mexican rebels to obtain means of engaging in modern scouting, have been balked by the American authorities at El Paso, who yesterday held up two aeroplanes consigned to the insurgents.

Almost every conceivable ruse is being used by the rebels in attempts to smuggle arms and ammunition across the border, but so far, no large lots have gone over, according to the war department reports. The ammunition supply of the rebels, the reports say, is rapidly being depleted.

## LOSS OF LIFE IN SYRIAN 'QUAKE BELIEVED LARGE

Constantinople, April 1.—An earthquake has caused enormous damage in Syria and it is feared there has been great loss of life. Details are lacking, but it is known that the damage was very heavy in many interior towns.

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