

## The Standard



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SAINT JOHN, MONDAY MORNING, FEB. 20, 1911

## SELF-CONDEMNED.

Having been caught in an awkward and embarrassing situation following an attempt to connect Premier Hazen with the affairs of the Albert Southern Railway, the Telegraph on Saturday, by blustering and misrepresentation, succeeded in landing Mr. Robinson, who made the charges, and incidentally itself in an even worse position than before.

Referring to the removal of the rails the Telegraph says:—"Mr. Jonah admits that he caused the rails of the Albert Southern Railway to be taken up and to be sold, and he says the money received for them will be accounted for in due season." Admission implies guilt, and, unfortunately for the Telegraph, Mr. Jonah did not have anything to "admit." Acting under instructions from Mr. W. A. Trueman, a trustee of the railway and assignee under the sheriff's deed, and from Judge Wells, a preferred creditor, he caused the rails to be removed and, as he explicitly stated, has already accounted to his clients for the money which the sale has so far realized.

It is, however, when the organ of the Opposition returns to the attack on Mr. Hazen, that it lands fairly and squarely in the hole. It entirely ignores the fact that both the Dominion and Provincial Governments originally had liens on the road and proceeds in this wise:—"The rails of the Albert Southern were well 'spiked down and should, ordinarily speaking, have been 'immune from ordinary methods of attack, but it appears that Mr. Jonah or his agents wrenched them away notwithstanding the indignant protests of Premier Hazen, who is Attorney-General of this province, and who might well have backed up his protest with 'all the machinery of the law at his command'."

And again:—"From this it must be assumed that 'Mr. Hazen, as a lawyer, a statesman, an Attorney-General, did not believe that Mr. Jonah had any right to remove the rails. In fact the Albert Southern had many creditors, some of whom asked Mr. Hazen not to permit the removal of the rails until they had some assurance that the proceeds of the sale would be distributed equitably among those who had valid claims'."

Where, may we ask, was Mr. Pugsley, the representative of the people of New Brunswick in the Dominion Government, while these nefarious practices were going on? The Dominion Government also had a lien on the rails. Where were the "indignant protests" of Mr. Pugsley who, as ex-attorney general knew all the circumstances? Where was this eminent "lawyer and statesman" who also had all the machinery of the Department of Justice at his command? Why did not Mr. Pugsley arise in his might and protect the rights of his Government and the people, and not "permit the removal of the rails until they had some assurance that the proceeds of the sale would be distributed equitably among those who had valid claims?"

Both Governments having a lien on the rails, why should the Telegraph brand Mr. Hazen as a sinner, and continue to regard Mr. Pugsley as a saint? Perhaps the Telegraph will inform the people of New Brunswick what steps Mr. Pugsley took to protect the federal lien, and with what result. It would also be of interest if it would place on record any protest from Mr. Pugsley, similar to that made by Mr. Hazen when it was proposed to remove the rails, and why, if any protest was made, it failed of its object. As everyone acquainted with the circumstances knows, the Albert Southern has been a political plaything in Dominion elections for years, with numerous promises to take over the road, open it up, and extend it to Herring Cove. If these promises were genuine, where is Mr. Pugsley's protest, and why has it proved so ineffectual? The silly Telegraph!

Mr. Robinson, in referring to the subject as he did at the Hampton Liberal Convention, also stands condemned out of his own mouth. Those opposed to him, who have hitherto regarded him as a man of truth, are compelled to amend this opinion because of his reckless and untruthful statements. The Leader of the Opposition is known to have his knife into Mr. Jonah of the law firm of Fowler and Jonah, and he is not supposed to harbor any particular love for Mr. Fowler. The convention he was addressing at Hampton may hold some similar views of Messrs. Fowler and Jonah as those entertained by Mr. Robinson himself, and it may have been a popular thing to attempt to impeach their characters on the occasion in question. It was hardly honorable, however, for Mr. Robinson to do this when he was fully acquainted with all the facts in connection with the Albert Southern, and it was particularly dishonorable on his part to attempt to involve Mr. Hazen in the matter at all.

Mr. Robinson has been guilty of many blunders during his short political career, but he never made a more serious one than when he sought to make Mr. Hazen responsible for the removal of the rails. If Mr. Robinson had a good memory he would not have made the mistake he did. He must surely have forgotten that on February 25, 1909, as related on page 49 of the Synoptic Report of the proceedings of the Legislature he made an inquiry across the floors of the House concerning the removal of these rails.

The following is from the official document:—

"Mr. Robinson asked if the Premier could give the House any information as to the Albert Southern Railway as the rails were being removed."

"Hon. Mr. Hazen said the railway had been built with Provincial and Dominion Subsidies, and it would probably be contended that the Government had a lien on the rails and what was left of the railroad which had not been used for many years. There were a great many creditors and he believed that at a meeting held some years ago they appointed Mr. W. A. Trueman a trustee for the creditors, the idea being to dispose of the rails and anything else and divide the proceeds among the creditors' pro rata. He hardly thought the province had any power to take the matter up. He had a statement of the legal position in his office if 'his hon. friend cared to see it.'"

The legal position referred to by Mr. Hazen was made clear to Mr. Robinson subsequently, when he was made acquainted with the fact that the Ottawa Department of Justice had failed to secure an injunction to prevent the removal of the rails, it being decided that the payment of the subsidies by the two Governments gave them no lien on the railway and that the owners of the road were in a position to practically do what they chose with the property. These facts Mr. Robinson knew a year ago. He knew them when he made the statement he did at Hampton. He has been caught attempting to deceive the people by making a statement which is false and which he knew was false when he made it. Such tactics are looked for in the Telegraph, but the Leader of the Opposition should be above them.

## GIVE US SOMETHING NEW.

Mr. Robinson, leader of the Opposition to the Hazen Government, made a speech at the King's County Liberal Convention when three candidates were selected to contest Kings in the next Provincial election. It was not a great speech. It was not a good speech. It was merely a repetition of the swan song Mr. Robinson has been singing since he and his Government were ignominiously thrust from the treasury benches by the almost unanimous voice of the people of the province. No Provincial government since Confederation ever experienced such an overwhelming defeat as did that of Mr. Robinson. Entering the list with a large majority behind him, he came out with a corporal's guard of followers.

No one who has watched closely the course of political events in the province will soon forget the proceedings of the first meeting of the Legislature after the election of March 1908. The whole miserable record of misgovernment in past years was laid bare—a record which will ever remain a standing disgrace to the province of New Brunswick. Evidence of cooked accounts was discovered in every department. Over-expenditure had been rampant. Incomplete vouchers on which large sums of money had been paid were produced by the hundred. There was no lack of evidence that the provincial treasury had been exploited for the purpose of paying election expenses, and when the whole matter had been sifted out, the public debt had to be increased over two hundred thousand dollars. This was the price the people had to pay for the privilege of having been governed by Mr. Robinson and his friends.

The disclosures of 1908 did not end the long bill that Mr. Robinson and his friends had run up against the people. The roads had been neglected until they were almost impassable; bridges all over the province had been allowed to rot until some tumbled down and others were in such condition that it has taken upwards of a quarter of a million dollars to put them in decent repair. Wharves along the rivers had been neglected until no vessel could lie safely moored alongside many of them, and the majority were unfit for commercial purposes.

Not only did Mr. Robinson leave behind him a legacy of debt and neglect of public property, but the other side of the ledger showed that for years he had permitted looting of the Crown lands by privileged friends who paid what stupage they pleased. Had there been an honest collection of the revenue such as the province now enjoys, the public service need not have been crippled and the country encumbered by an issue of bonds. Mr. Hazen has spent more money on the principal public services of the province than Mr. Robinson did, but has not found it necessary to fake the accounts, which was a continuous performance with Mr. Robinson and those who preceded him.

Yet Mr. Robinson in his speeches has utterly failed to make any explanation of why this state of affairs was permitted to continue year after year. He has never denied that the facts as stated were true. His only answer is a charge that Mr. Hazen has broken his pledges made to the electorate. This is the bulwark of the Opposition; their whole policy so to speak, but Mr. Robinson never classes among Mr. Hazen's broken promises the principal one he made—to give the people honest government, something they had been denied for twenty years. He has no comment to make on the splendid showing the Hazen Government makes in the controllable expenditures as compared with his own record and that of his predecessors. He fails to allude to the reduction in the departmental contingencies, to the absence of enormous bills for coach hire for the executive—a charge that nobody ever tried to explain—to the reduction of the travelling expenses of the executive, and a dozen and one economies that have entered the public service since he closed his executive career. Mr. Robinson finds it expedient to ignore these important questions at a party convention, but they are cold facts which the people remember and which Mr. Robinson knows he cannot explain away.

It is amusing to read Mr. Robinson's utterances about the reduction of the size of logs permitted to be cut on Crown lands. It is to this alleged reduction in the size of the saw log Mr. Robinson ascribes the increase in the revenue from stumpage. In making this statement Mr. Robinson is aware that the Hazen Government merely made a regulation of what had been a custom for years under Mr. Robinson and his friends. If the lumber cut had been increased, as Mr. Robinson wants the people to believe it has, then there should be some evidence of the increase in the export of lumber from this province. But there is no such evidence. The lumber exports vary slightly from year to year, but have been stationary for all practical purposes for a decade. Yet the revenues derived from Crown lands have increased under the Hazen Administration from something over \$300,000 to nearly \$500,000. Perhaps Mr. Robinson when he attends the next nominating convention will give his hearers some explanation as to where this \$200,000 went before the change of government.

Perhaps the Telegraph, which is now demanding an explanation from Premier Hazen regarding the removal of the rails of the Albert Southern, will be good enough to ascertain from the Department of Justice at Ottawa why the suit to prevent the removal of the rails was vented will give his hearers some explanation as to where its venomous attack on Saturday.

In twenty years 225 railway charters have been granted in Canada and twenty-three of the companies have done construction work. Instead of 78,138 miles of railway which these charters authorized, only 1,348 miles have been built. These chartered companies have carried more elections than freight.

## THE UNCROWNING OF CANADA.

(By Rev. Frederick George Scott, Canon of Church of England Cathedral, Quebec.)

Lord God, rise up in Zion, rise up at Thy people's cry. For blindness has fallen upon us, and the doom of our land draws nigh. Lord God, rise up and save us; they have put a strange song in our mouth—

For our rulers would barter our birth-right for the gold of the Kings of the South.

Thou hast given us long, dim forests to guard with their music and dreams. The milk-white breasts of the Winter, which water our land with their streams;

Thou hast given us prairie empires, whose boundaries pillow the stars. Thou hast given us mountain ranges—with our hands we have broken their bars.

Thou hast crowned us with might and dominion; we have girded the sea to the sea, As a potter would fashion a vessel we are moulding the nation to be. The centuries open before us, East and West are the doors for our feet.

And the smile of Thy favor is on us, and the name of our country is sweet.

Begotten of free-born peoples, the lords of the land and the flood. We have mingled our blood in battles and sealed up the pact in our blood;

Who are we, then, to squander our kingship in the hire of an alien land? To bring them our loaves and our fishes, and bow ourselves under their hand?

Lord God of our fathers, he with us, rise up at Thy people's cry. For blindness has stricken the nation, and the doom of our land draws nigh.

Rise up, ere it falls, Lord, and save us, and blast with the fire of Thy mouth The treason that barterers our birth-right for the gold of the Kings of the South.

Quebec, February, 1911.

## THE MAPLE LEAF FOREVER.

(With Apologies.)

In days of yore from Britain's shore Scotch, Irish, English came To this fair land with purpose grand In search of wealth and fame.

"No graft; no deals," with one accord They made their vows together, The Shamrock, Thistle, Rose entwined The Maple Leaf forever!"

Where are these noble patriots true Who learned the cause of right On Erin's soil where honest toil And Scotia's brow and might Or England, where strong justice reigns "No graft no deals" can sever "The Shamrock, Thistle, Rose entwined The Maple Leaf forever!"

Behold they're found, not 'neath the ground As we had thought to find, But in St. John; oh hush, begone These "advocates" who bind Their journals (two) protect and shield From "Grafters," "Dealers" ever With motto (Sham) rock, Thistle, Rose And Maple Leaf forever! (N. O. Graft.)

## WHY NOT INVESTIGATE

## PUGSLEY'S DEPARTMENT

Minister Would Welcome Full Enquiry if He Did Not Fear Damaging Disclosures—Demanded by People.

To the Editor of The Standard:

Sir,—In these days when the public are reading and hearing so much of graft, mismanagement and extravagance, in connection with the Public Works Department, it is no wonder the people on every hand are becoming mistrustful and are anxiously demanding through their representatives in Parliament the facts in regard to the true state of affairs.

Why should Mr. Pugsley and his colleagues in the Government block the way, and do all in their power to prevent an independent investigation into the accounts? No alarm should be felt nor consternation aroused within the breasts of the Government officials connected therewith if everything was found in a proper and satisfactory condition. Rather than placing all manner of barriers and stumbling blocks in the way, Mr. Pugsley should court a full investigation, from an authority like Judge Cassels or any other reputable auditor would enhance his reputation and clear away doubt in the minds of the Canadian people.

Take any of our large institutions, what would the public think, for instance, of an agent of one of our railways or banks who, when the auditor came along to audit his books, should try by all subtle means to hinder and block investigation into his accounts and finally refuse to produce his books for audit? Would it not show that there was something wrong, and that he feared exposure and the loss of his position?

The principle is the same in connection with the public works or any of the spending departments of the Government. Mr. Pugsley is simply the agent of the people at Ottawa, and holds a position of responsibility entrusted to him and it is the business of the people who entrust him with the expenditure of their money to know that it is being honestly and judiciously spent. Therefore neither he nor his associates at Ottawa should hesitate in welcoming an impartial investigation. This only will clear the air and satisfy an interested public.

Yours, etc., T.

St. John, N. B., Feb. 18, 1911.

## SENATE REFORM.

To the Editor of The Standard:—The above subject was brought up in the Senate recently by Senator McDonald is right, that would be one good step towards reform—weed out the old, or at least not appoint old men. The next thing would be to remove politics from the Chamber. It is well known that there is more politics in the Senate than

in the Lower House. The Senate should approve of all bills, whether government or private, on their merits or reject or amend them. One ought to be surprised at such a statement coming from Sir Richard Cartwright as follows:—"He would be glad to consider any amendment which was proposed. The measure was not a party one by any means." The above remarks were made in re a bill to prohibit the improper use of opium. We would infer from this that had it been a government bill he would not have consented to a strengthening clause being added to it. Now what rubbish that would be. It's no wonder the people are getting tired of the Senate; its usefulness is going fast, when it should be our safeguard. Yours, etc., REFORM.

St. John, N. B., Feb. 17.

## URANIUM IN POOL.

Rotterdam, Feb. 16.—It is understood negotiations have been concluded as a result of which the Uranium Steamship Company will join the Atlantic conference pool of steamship lines engaged in passenger traffic. The terms are said to include the abandonment by the Uranium of New York as a port of call and the selection of some other port for its steamers.

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