

The Evening Times and Star

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THE EVENING TIMES THE DAILY TELEGRAPH

New Brunswick's Independent newspapers. These papers advocate British connection. Honesty in public life. Measures for the material progress and moral advancement of our great Dominion.

WHAT HAS DR. PUGSLEY DONE?

In order to present what he regarded as an altogether conclusive argument against the government, a noisy tory demanded: "Will you tell me what Pugsley has ever done for St. John?"

Very patiently the person interrogated pointed out that since Dr. Pugsley became minister the federal government had relieved the city of St. John of the burden of further wharf building, and had already constructed one wharf and warehouse at West St. John.

Dr. Pugsley had also secured the dredging of the channel entering the harbor, so that great steamers might enter at any time of tide.

He has secured the dredging of the site for more wharves and warehouses at West St. John, and did a great deal to facilitate the transfer of property between the city and C. P. R., so that the company may enlarge its terminals.

He got the federal government to agree to construct a seawall, to protect the filling to be done by the C. P. R. and tenders for that work and two more wharves close on Sept. 20th.

He had his engineers prepare comprehensive plans, which will be carried out at West St. John, providing as needed a great series of steamship berths. The plans also provide for the extension of the breakwater to Partridge Island and beyond to the edge of the harbor channel.

Dr. Pugsley had borings made all over Courtenay Bay and in the channel leading into it, and proved that it could be made a model harbor. He had the plans prepared, and has half a million dollars for a beginning of the work.

He gained the consent of his colleagues and called for tenders for a dry dock, ship repair plant, breakwater and two wharves in Courtenay Bay, and it is as good as settled that the contract goes to the great British firm of Norton Griffiths & Co. The work involves very large expenditure.

Dr. Pugsley has also co-operated with the Grand Trunk Pacific Railway Company, which has fixed the location of its terminals at the head of Courtenay Bay, and their construction work will be in harmony with the general plan to make Courtenay Bay one of the model harbors of the Atlantic coast.

In the last four years Dr. Pugsley's department has spent \$2,000,000 in St. John harbor development, and the work for which contracts are to be awarded within the next few weeks involves millions more.

All this is part of a great transportation policy by which the Laurier government designs to build up Canadian trade in Canadian channels and through Canadian ports. St. John is recognized in the plan as a great national port.

Dr. Pugsley has also advocated with ability the claims and advantages of St. John as a site for a great shipbuilding plant, and the fact that the other great works already referred to were in progress or projected here has made the firm whose tender for the naval contract is the lowest declare that they would prefer St. John as a site for their plant. The site has not been fixed but St. John is well up in the race.

Dr. Pugsley has got for St. John the splendid armory now being constructed, and has secured an appropriation for the site of a new post-office. He has got for the St. John river a suction dredge, to be constructed at once, to improve river navigation.

When all these and other labors of Dr. Pugsley for the benefit of St. John had been explained, the questioner, who is a hidebound partisan, asserted that all this would have been done anyhow.

It was replied that Dr. Daniel's idea of Courtenay Bay development allowed some forty years for meditation before taking action, and that the Conservative party

had never shown any interest worthy of note in connection with the development of this port.

Is not this true? And is not the statement of what Dr. Pugsley has done for St. John the soundest of reasons for keeping him at his post? St. John needed a man of action as her representatives. She has him now, and will not go back to the old time experience of Postorian locks and roll-ups.

MR. PENDER'S CLEAR STATEMENTS

In a few clear sentences, Mr. James Pender at the Young Liberal meeting last night showed how utterly unfounded is the fear that manufacturers have anything to fear from reciprocity. They are not affected by the agreement itself, which deals with natural products, but an attempt has been made to persuade them that if this agreement is made there will be a movement to strike the duties of manufactured goods.

Mr. Pender points out that this fear is groundless for the simple reason that the country must have revenue, and as there are enormous demands for expenditure in a growing country there must be a large revenue. It can be secured in one of two ways—by a tariff, or by direct taxation. The people of Canada will not consent to direct taxation, and therefore the tariff will remain. It might be varied here and there, as time passed, but the tariff will remain. The manufacturers will have adequate protection.

Mr. Pender is a manufacturer, and a keen student of business. He is one of a group of St. John manufacturers who heartily support reciprocity, as a measure that will help the maritime provinces shake themselves out of the stagnation of years, and go forward in the path of development, larger population, and increased prosperity.

Mr. Pender also set out very clearly the reason for the opposition of the pork packers to reciprocity, which takes the duty off hogs and reduces the duty on bacon and cured meats. The Canadian packers now fix the price the farmer shall get, and also the price the consumer shall pay. If reciprocity is adopted they will be compelled to pay the farmer more, and sell bacon cheaper to the consumer, to meet the African price. They will still have ample protection, but their profits will not be so enormous. One Toronto packing house made 120 per cent profit one year. Under reciprocity the farmer and the consumer would both get a slice of that packer's profit.

Mr. Pender's remarks along this line showed very clearly that both producer and consumer in Canada will benefit from reciprocity.

DR. PUGSLEY PUTS IT UP TO THEM

The rally held by the Young Liberals last night brought together all that Keith's Assembly Rooms would hold of workers, who were in deadly earnest in this campaign. Dr. Pugsley's speech was a very clear statement of the situation with regard to the development of the winter port. He made a point, that should be strongly emphasized, in reply to the speeches of his opponents.

If Dr. Daniel and others are sincere in desiring that reciprocity will destroy the east and west trade of Canada, then their party, if in power, would not dare to spend any money developing the port of St. John. If what they say is true, the United States could at any time, by knocking the duty off wheat, destroy the railways and ports of Canada. No government would be justified in spending millions to develop a port if the expenditure could be repaid valueless by a stroke of the pen at Washington.

The truth is, as Dr. Pugsley stated, that we have the trade routes and the ports, and we will get not only freight from western Canada but from the western states—as we do at present.

Nevertheless, if the tories believe what they say, and if they were in power, they drive not spend any money at St. John to handle western traffic.

The news of nomination day is news of Liberal victory.

The Young Liberals will be on the firing line on the 21st.

Mr. Fowler could not persuade the loyal electors of Kings-Albert to cheer for Bourassa.

The Standard's sneers at Mr. Lowell are not doing him any injury. Watch the indicator next Thursday.

Early vegetables and fruits, free of duty, will be appreciated in St. John, before the native product is on the market.

Mr. Lowell pledges himself to serve his constituents faithfully. He has done it in the legislature, and will do it at Ottawa.

The proceedings at Gagetown yesterday showed that Col. McLean and reciprocity are what the people of Queens-Bathurst want.

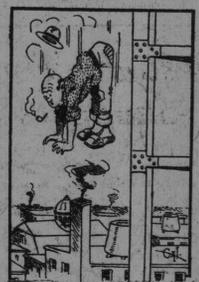
The pork packing interests are uneasy. The middleman's profits are threatened, and there is danger that the producer and consumer may get their turn.

WHICH? Minister of Public Works or Plain Opposition Member?

KING COLE TEA. You'd like the flavor. BY THE SEA. Beat of the tide, beat of the blood, O life seems good. This bright, windy weather! The soul laughs and the sea laughs. Bravely together! The whole world spreads out vivid, intense.

BY THE SEA. Beat of the tide, beat of the blood, O life seems good. This bright, windy weather! The soul laughs and the sea laughs. Bravely together! The whole world spreads out vivid, intense.

A narrow little lane that goes unevenly, between two rows of humble cottages—all gray. As mosses long and soft, a-way in Southern woods, or webs that stir from rafters old; a tender blue of Old Maid's Pink, and crass, gray green, Where marsh-grass prick a path between the sandy soil, on without bend. The little road, then at the end—The sea-glitter and the sky, One burning lapis lazuli. The sand, a haze of amber light. And one far sail, clear shadeless white! —Anne Cleveland Cheney, in the Atlantic.



EVEN AS YOU AND I. "Why does Phunny write so many jokes against motorists?" "He's trying to earn enough money to buy a motor cycle."

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HOW'S THIS FOR LOYALTY? Of the automobiles which took part in the Young Conservatives' parade in Ottawa last week, nine at least were made in the United States. Yet they bore legends meaning "No truck with the Yankees."

FALL AND WINTER UNDERWEAR. Ladies' Long-sleeved Vests, 25c each up; Ladies' Long Drawers, 25c pair up; Children's Vests and Drawers, all sizes; Infant's Wool Shirts, from 20c up. A. B. WETMORE, 59 GARDEN STREET

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